



**BUNDLE 7: Design and CP 57 –
supports.**

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**The Old Vicarage, Homington Road, Coombe Bissett,
Salisbury, Wiltshire SP5 4LR**

**Proposal: Replace existing dwelling with a new dwelling,
hard and soft landscaping, ecological and tree mitigation**

ASSESSMENT OF RELEVANT SITE SPECIFIC POLICIES – DESIGN, CONSERVATION, FRA AND HIGHWAYS

Design

1. The NPPF states that the creation of high-quality buildings is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development. Paragraph 139 confirms that development should establish or maintain a strong sense of place, be sympathetic to local character and history and be visually attractive. Importantly, paragraph 139 of the NPPF confirms that *“significant weight should be given to:*
 - a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and / or*
 - b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”*
2. Core strategy policy C57: Ensuring highway quality design and place shaping - requires high standards of design in all new developments and expects development proposals to draw on local context and be “complementary” to the local area. The policy sets out a series of criteria which the proposed development responds positively to, as follows:
 - i. Local distinctiveness is responded to through the use of a traditional design approach to the dwelling, incorporating local features, such as the double fronted facade, brick chimneys to frame the main roof and gable ends, along with detailing such as a brick plinth, headers and timber sash sliding windows.
 - ii. The existing boundary treatment, trees and hedgerows are retained and enhanced.

- iii. The replacement dwelling responds to the 'townscape' features of the village. It sits partly on the plot of the existing property but stays further back in the plot and does not extend towards the road. The proposed dwelling is two storeys in height, compared to the existing dwelling which is two plus a tall attic storey. As a result, the replacement dwelling will integrate effectively with the Village's Conservation Area and will sit comfortably within this setting.
- iv. As detailed in the following section, the proposed new dwelling has carefully responded to its location within the Conservation Area. A traditional approach has been taken to the design of the dwelling to ensure that the proposed dwelling will enhance the character and appearance of the area.
- v. The proposed dwelling will make the most of modern construction techniques and seeks to achieve a 25% improvement on the current Building Regulations in terms of its insulation, it will include an air source heat pump and low energy lighting to help maximise opportunities for sustainable construction.
- vi. The proposed development seeks to make efficient use of the site, bring the residential plot back into use, through the construction of a new replacement dwelling.
- vii. The amenities of neighbouring residents have been carefully considered. The proposed dwelling sits further away than the existing dwelling from the nearest neighbour (as illustrated in the street scene comparisons below – Figure A), thus increasing the separation distance between the two properties, and on the elevation facing the nearest neighbouring dwelling, the number of windows has been reduced. As such the development will lead to improved amenity.

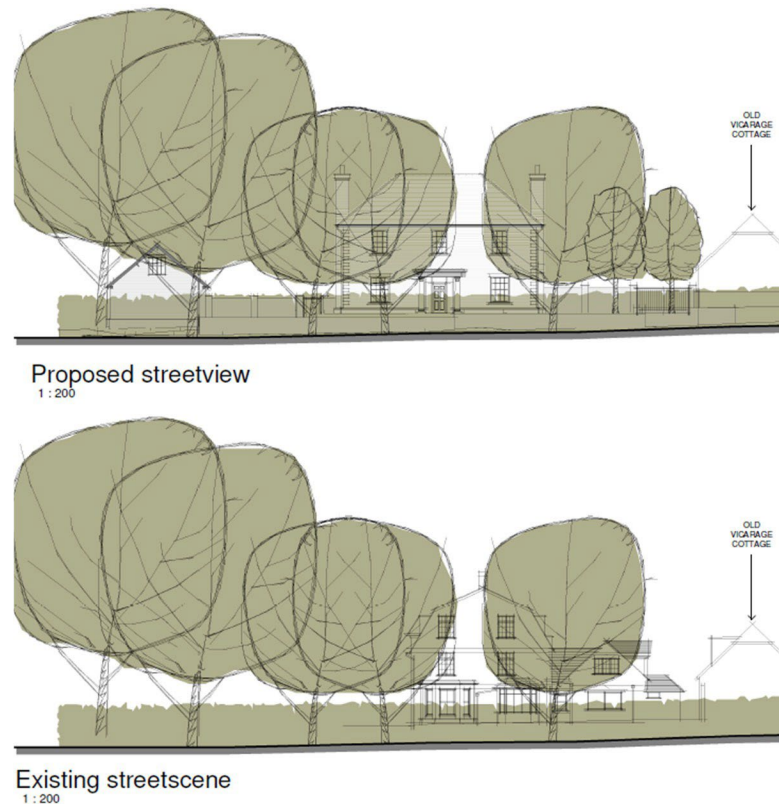


Figure A: Existing and proposed street scene

- viii. The proposal will reduce opportunity for crime and anti-social behaviour by removing the existing vacant property and bring the residential site back into active use.
- ix. The proposed development will not impact the public realm, as the residential plot and access remains as existing.
- x. No advertisements are proposed.
- xi. The proposed new dwelling will take account of the needs of potential occupants as it will be fully accessible and accordance with the requirements of Part M of Building Regulations.
- xii. The proposed new dwelling will seek to achieve high design standards through the use of materials and detailed finishes, as demonstrated by the accompanying CGI's, to ensure delivery of a high-quality new home.

xiii. The proposal is not a major development but is accompanied by proportionate design and access information demonstrating the careful consideration of the proposal in relation to design.

xiv. Meeting the requirements of CP61 as detailed below.

As such the proposal accords with the requirements of C57 and is in accordance with the NPPF, significant weight should be given to this high-quality design proposed in the decision-making process.

Conservation Area

3. Core strategy policy C58: Ensuring the Conservation of Historic Environment, seeks to *"protect, conserve and where possible enhance the historic environment"* (our emphasis). The site lies within the Coombe Bissett Conservation Area and careful consideration has been given to the character and appearance of the area to ensure the proposed development will enhance the conservation area, ensuring that the proposed dwelling will contribute to the sense of local character and identity, as well as providing environmental benefits by achieving high standards of environmental sustainability.

Flood risk

4. Core Policy 67, flood risk, seeks to ensure all new developments provide sustainable urban drainage unless the site or environment is unsuitable.
5. The site is less than 1ha in area and located in Flood Zone 1 with no risk from surface water flooding, and sustainable drainage will be provided in accordance with Core Policy 67.

Highways

6. Core Policy 61 seeks to ensure new development is located and designed to reduce the need to travel, particularly by private car. As a replacement dwelling in a large village the site has an existing level of traffic generation that will be maintained.