

WHITE ROK
architecture

Design & Heritage Statement

To accompany a Householder application for
Creation of a new driveway



at
Brightside, The Alley, Bishopstone, Salisbury, SP5 4DB

Oct. 2025 (Revision A)

CONTENTS

1. Introduction	3
2. Existing	3
3. Proposal.....	10
5. Planning history	11
6. Trees/Landscape	11
7. Highways	11
8. Impact on heritage asset	12
9. Summary & conclusion	17

Amendments:

Rev A – first issue

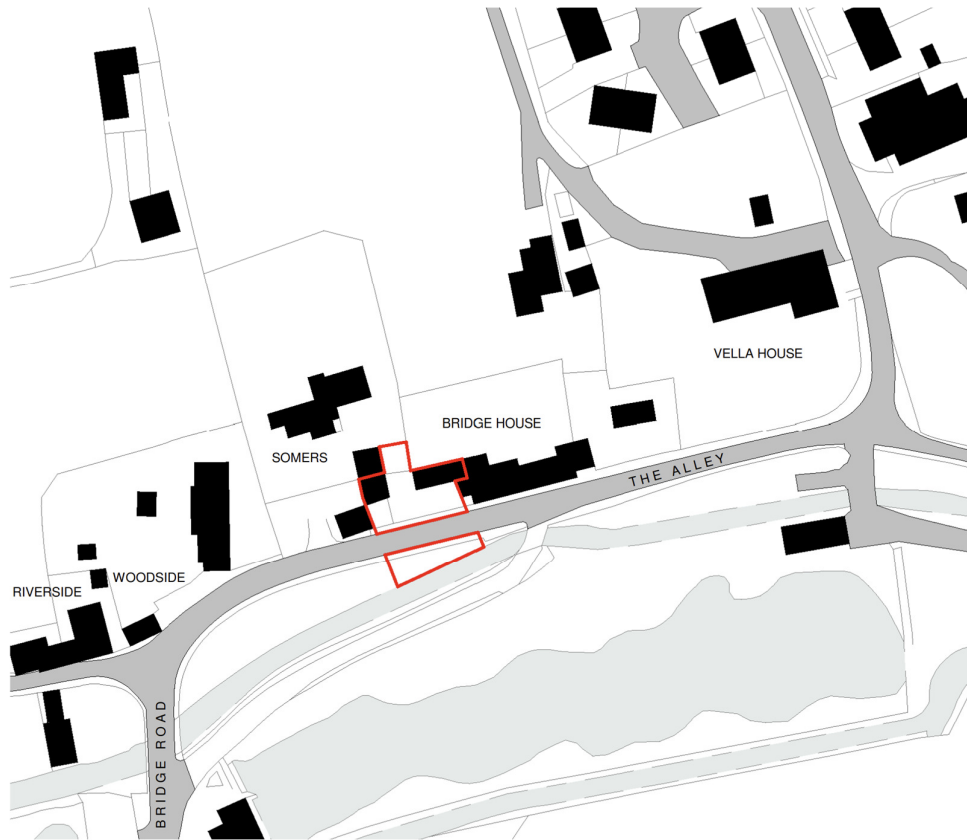
1. Introduction

Design & Heritage statement prepared to accompany the householder planning application for the 'Creation of a new driveway' to Brightside, The Alley, Bishopstone, Salisbury, Wiltshire, SP5 4DB.

The property falls within the Bishopstone Conservation Area. The following statement identifies the significance of the heritage assets and assesses the impact of the proposed works.

2. Existing

The application lies to the north of The Alley, Bishopstone, as identified by the redline on the map extract below:



The application site is a residential dwellinghouse situated in the rural settlement of Bishopstone, which is within a conservation area and the AONB.

The site is accessed via a pedestrian gate set within the mature hedgerow fronting the highway. It comprises a traditional cottage-style dwelling, attached to the neighbouring building to the east, with a garage adjoining the neighbouring property to the west. The house is set back from the highway, set behind a substantial, mature hedgerow. The front garden extends to the west, rising from the highway to the rear boundary with a level change of approximately 1.35 metres and featuring a raised platform with brick and flint planters.

The frontage is defined by the hedgerow and a brick wall with stepped coping, incorporating a door and window opening. This wall is the remnant of a previously demolished building, against which a lean-to structure with a corrugated metal roof has been added. The wall adjoins an outbuilding on the neighbouring property to the west. Together, the wall and hedgerow contribute to the character and variety of frontages within the streetscene.

The dwelling is a two-storey structure with a pitched roof. Its walls are constructed of brick and flint, now painted, with render applied to the side elevation. The entrance is marked by a small porch, and the windows are traditional timber-framed, cottage-style units. The roof is pitched and finished with plain tiles.

The application site also includes a parcel of land to the south of the highway, situated between the kerb and the watercourse.



View from east



View from west



Wall – rebuilt following approval 2016



Wall – rebuilt following approval 2016 with gate. Neighbours outbuilding in foreground



Front garden / house



Wall and lean-to structure from front garden



Wall with buttress in foreground added following 2016 planning approval. Lean to structure built between walls and neighbours outbuilding behind



Lean-to structure



Lean-to structure



Garden area to west. Rising ground with terrace and planters



Garden area to west. Rising ground with terrace and planters



Wall – buttress added following planning approval in 2016

3. Proposal

The proposal seeks approval for the formation of a new vehicle access and on-site parking area.

At present, the property has no off-street parking, requiring residents to park on the highway. Although the road is lightly trafficked and terminates in a dead end, the situation results in vehicles regularly being parked along the narrow highway, which restricts access and movement. This also detracts from the visual character of the area, as parked cars associated with the property appear intrusive within the streetscene and setting. The proposed on-site parking aims to alleviate these issues, reducing the visual impact of parked vehicles and improving functionality for occupants.

To achieve acceptable visibility splays, the existing garden wall must be removed, and the hedgerow reduced in height to ensure safe sightlines. A new post and rail fence with native mixed hedge planting is proposed to mitigate the visual change and maintain the soft, rural character of the frontage.

Due to the physical constraints of the site, the access is positioned in the only feasible location that allows vehicles to enter and exit in a forward gear. The existing hardstanding, terrace, and planters will be removed and replaced with a permeable gravel driveway, incorporating a granite sett crossover from the highway. A new post and rail fence will also be introduced between the frontage and the dwelling to define the front garden area.

CGI/Sketches:





Appendix A provides a summary of the design development and decision making taken to arrive at the current proposal.

5. Planning history

A planning application for 'Proposed reduction in height of part of boundary wall, construction of new brickwork on adjacent part of boundary wall and construction of small buttressing wall on garden side' was approved in 2016. The works have substantially changed the wall from that of the original structure.

6. Trees/Landscape

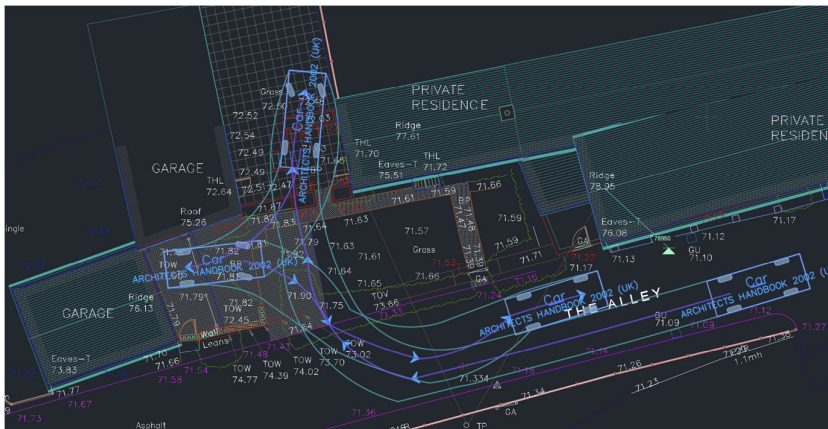
The existing hedgerow at the front of the site will be retained, albeit reduced in height to facilitate visibility. No trees on or adjacent to the site will be impacted by the proposed development. The scheme also provides an opportunity to introduce new planting, enhancing the landscape and reinforcing the character of the frontage.

7. Highways

New vehicle access to be formed.

Visibility sightlines of 2x20.5m to the east and 2x27m to the west will be achieved.

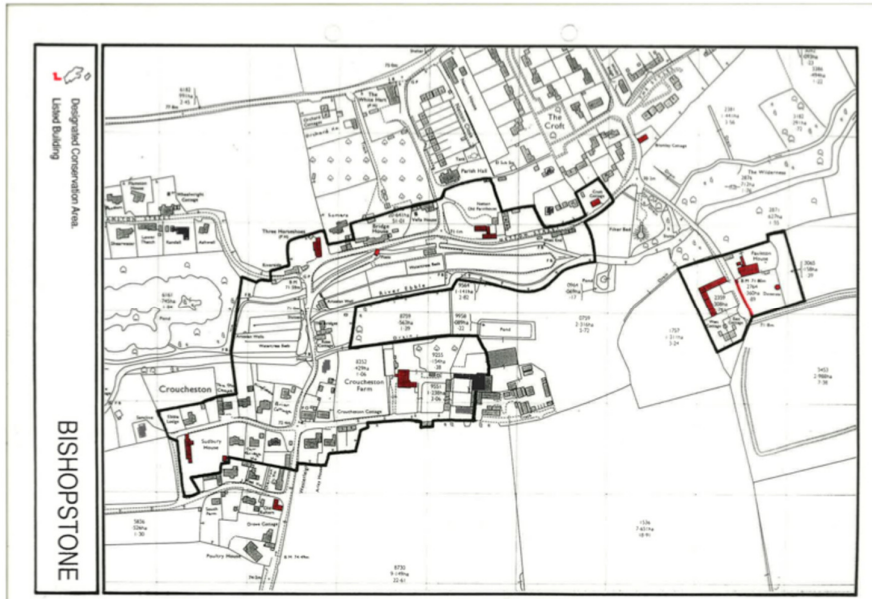
Autotracking showing vehicle movements – access, turn and leave in a forward gear



8. Impact on heritage asset

CONSERVATION AREA:

The site lies within the Bishopstone Conservation Area.

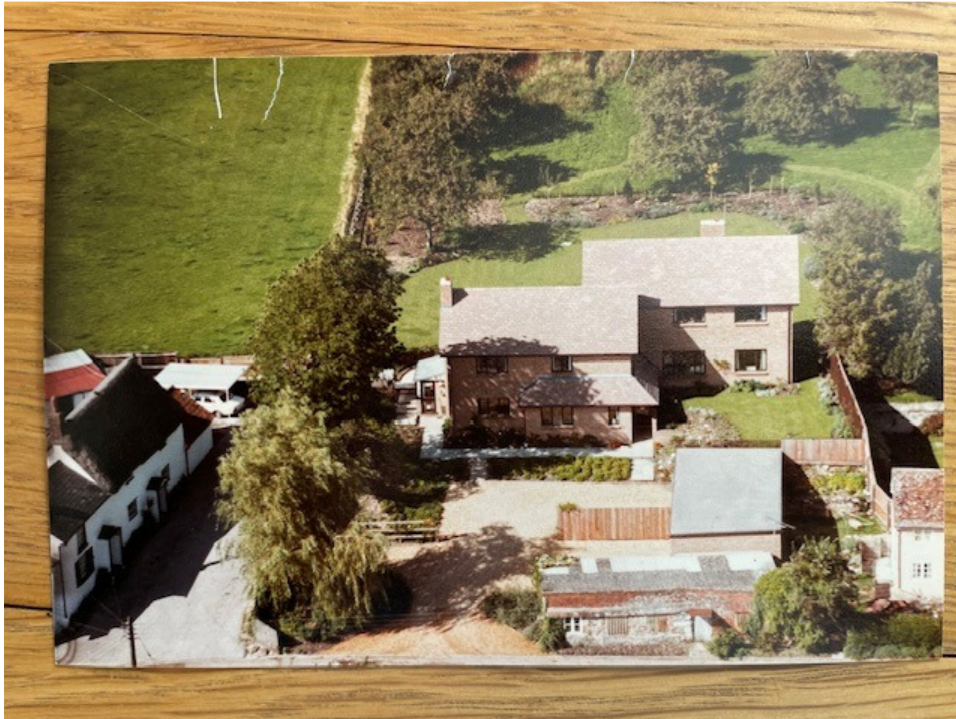


The Bishopstone Conservation Area is a designated area of special architectural or historic interest, approximately 5.5 miles southwest of Salisbury. Bishopstone's history dates back to prehistoric times, with evidence of early settlement and activity in the area. The village developed around a spring-fed stream and has retained much of its historic character, including narrow winding lanes and traditional building materials.

Brightside:

The photographs below show Brightside during construction works of the neighbouring property in the late 1980s.

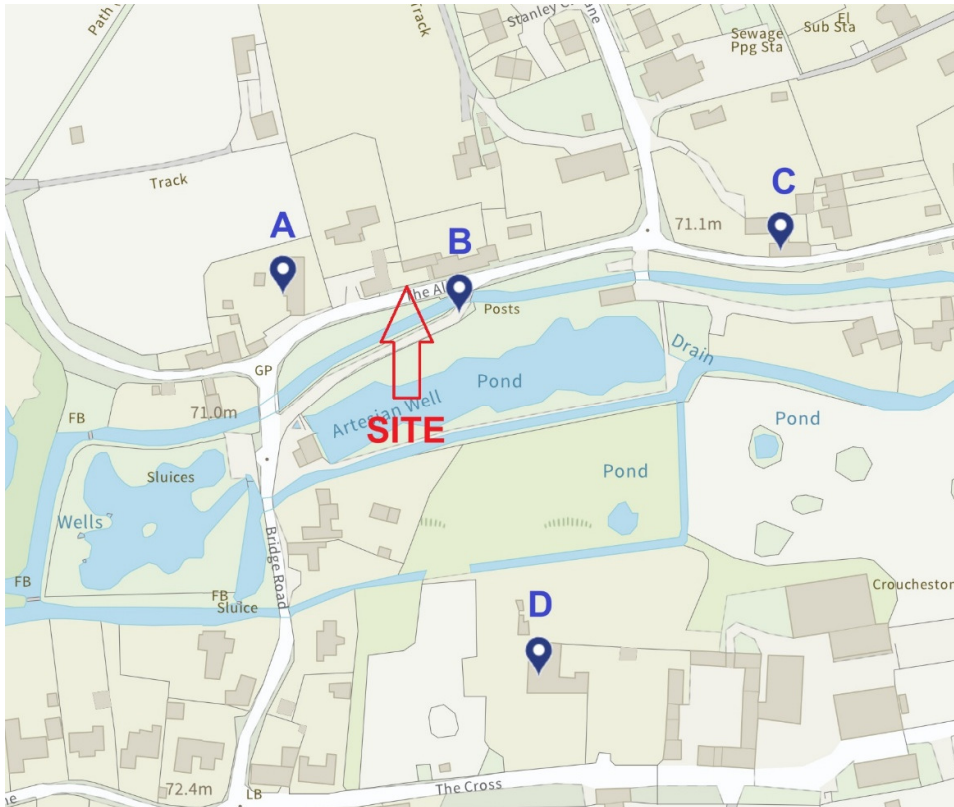




The photographs indicate that the wall originally formed part of an outbuilding and was considerably higher than its current form. In its present state, it does not accurately reflect either the original structure or the alterations implemented following the 2016 approval. While the wall makes a modest contribution to the streetscape, its heritage significance is limited.

LISTED BUILDINGS/STRUCTURES:

There are four listed buildings/structures in close proximity to the application site (redline).



A. THE THREE HORSESHOES
Heritage Category: Listed Building
Grade: II
List Entry Number: 1318740



B. BRIDGE WITH BOLLARDS ABOUT 50 METRES EAST OF THREE HORSESHOES
Heritage Category: Listed Building
Grade: II
List Entry Number: 1146158



C. NETTON OLD FARMHOUSE
Heritage Category: Listed Building
Grade: II
List Entry Number: 1318743



D. CROUCHESTON HOUSE
Heritage Category: Listed Building
Grade: II
List Entry Number: 1146155



The listed structure nearest to the application site is the Bridge (marked as B on the map extract). The proposed development will remove on-street parking adjacent to the bridge, thereby enhancing views and improving the visual appreciation of the structure within its setting.

ASSESSMENT

The following assessment is based on:

- (1) Assessment of heritage significance – an assessment of the significance of the heritage asset or assets which may be affected by the proposed development, including their setting.
- (2) Assessment of Impact – an assessment of the likely impacts of the proposed development of the heritage asset(s) and their setting.
- (3) Mitigation – a statement outlining a mitigation strategy to address any impacts of the proposed development on the significance of the heritage asset(s).

Assessment/summary

Criteria	Comment/assessment
a) Does the statement sufficiently explain why the proposals are necessary or desirable?	Yes – There is currently no on-site parking, and the proposal seeks to provide parking within the property to reduce on-street parking.
b) Does the proposal affect any views looking away from or towards the asset?	The removal of the existing wall will result in limited visual change to the streetscene, which will be mitigated through an appropriate new boundary treatment.
c) If any historic fabric is to be removed or altered, is its significance properly understood and explained in the document?	Yes – The wall is the remnant of a former outbuilding, rebuilt in 2016 with a non-original stepped parapet detail.

d) Are the design details of any proposed new work clearly described in the Statement, to make up for any shortcomings in the submitted plans?	Detail above
e) Has a variety of options been considered and why was this option chosen?	Yes – refer to Appendix A
f) Are the works reversible in whole or in part?	No
g) If the proposed works will result in any harm, is the harm offset or outweighed by any public benefits?	Yes – The proposal will not harm the site's heritage significance and will offer benefits to highway safety and local visual amenity by reducing on-street parking.

The proposed works will not have any impact on the listed buildings in close proximity to the site.

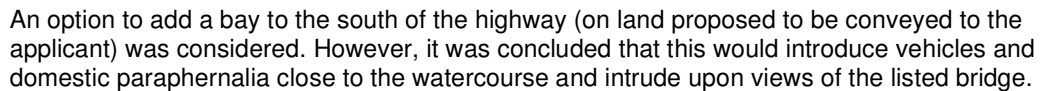
The wall has been altered following the 2016 approval, raising questions regarding its historic relevance. Nonetheless, the wall and hedgerow contribute positively to the streetscape and character of the area by providing a varied frontage. The proposed creation of a parking area aims to remove cars from the highway and improve road safety. In our view, the benefits to highway safety and the removal of on-street parking outweigh the low impact change on the streetscene.

9. Summary & conclusion

Householder planning application for:

- Creation of a new vehicle access and on-site parking area for Brightside.
- Existing property has no off-street parking; residents currently park on the narrow highway, restricting access and affecting visual amenity.
- Proposed works include a permeable gravel driveway with granite sett crossover, removal of part of the existing garden wall, reduction in hedgerow height, and installation of a new post-and-rail fence with native hedge planting.
- Access positioned to allow vehicles to enter and exit in a forward gear due to site constraints.
- Residential dwelling within Bishopstone Conservation Area and Area of Outstanding Natural Beauty (AONB).
- No trees will be removed; new planting proposed to enhance the frontage.
- Existing wall has limited heritage significance following works post-2016; removal will result in minimal visual change mitigated by new boundary treatment.
- Proposal will enhance the setting of the nearby listed Bridge by removing on-street parking and improving views.
- Assessment concludes no harm to heritage assets; public benefits (improved highway safety, reduced visual clutter from parked cars) outweigh minor streetscape changes.
- The development is appropriate in scale and design, has low impact on heritage assets, and provides clear benefits in terms of safety and visual amenity.

1 – Create a parking bay opposite the property



While this would reduce the size of the forecourt, visibility would remain very limited, and reversing onto the highway would compromise road safety

Although this option allows the retention of the wall, the visibility sightlines for egress are severely restricted. Despite being an improvement relative to Option 2, significant concerns regarding highway safety would remain.

