

APPENDIX 2

Wiltshire Local Plan Review

# Salisbury – Development Sites

Site Selection Report

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## Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

## Context - Wiltshire Local Plan

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan is being prepared to review the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, settlements will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process at Salisbury and concludes by showing a pool of preferred growth locations that could be appropriate for development around the built-up area of Salisbury. A settlement statement describes how these sites may be developed. The content of this paper explains how this set of preferred site options has been arrived at. The Council consider these sites to be the most appropriate chosen from a pool of reasonable alternatives based on a range of evidence and objectives of the plan.
6. At Salisbury the requirement emerging is for an additional 5,240 new homes over the plan period 2016 – 2036. From this overall requirement the following can be deducted: homes already built (2016-2019), and an estimate of homes already in the pipeline in the form of either having planning permission awaiting completion, resolution to grant permission or on land allocated for development in the Wiltshire Core Strategy and Wiltshire Housing Site Allocations Plan. Taking account of this amount approximately 940 additional homes remain to be planned for over the plan period.
7. How this scale of growth was derived is explained in an accompanying report to this one called the 'Emerging Spatial Strategy'.

# Summary of the Site Selection process

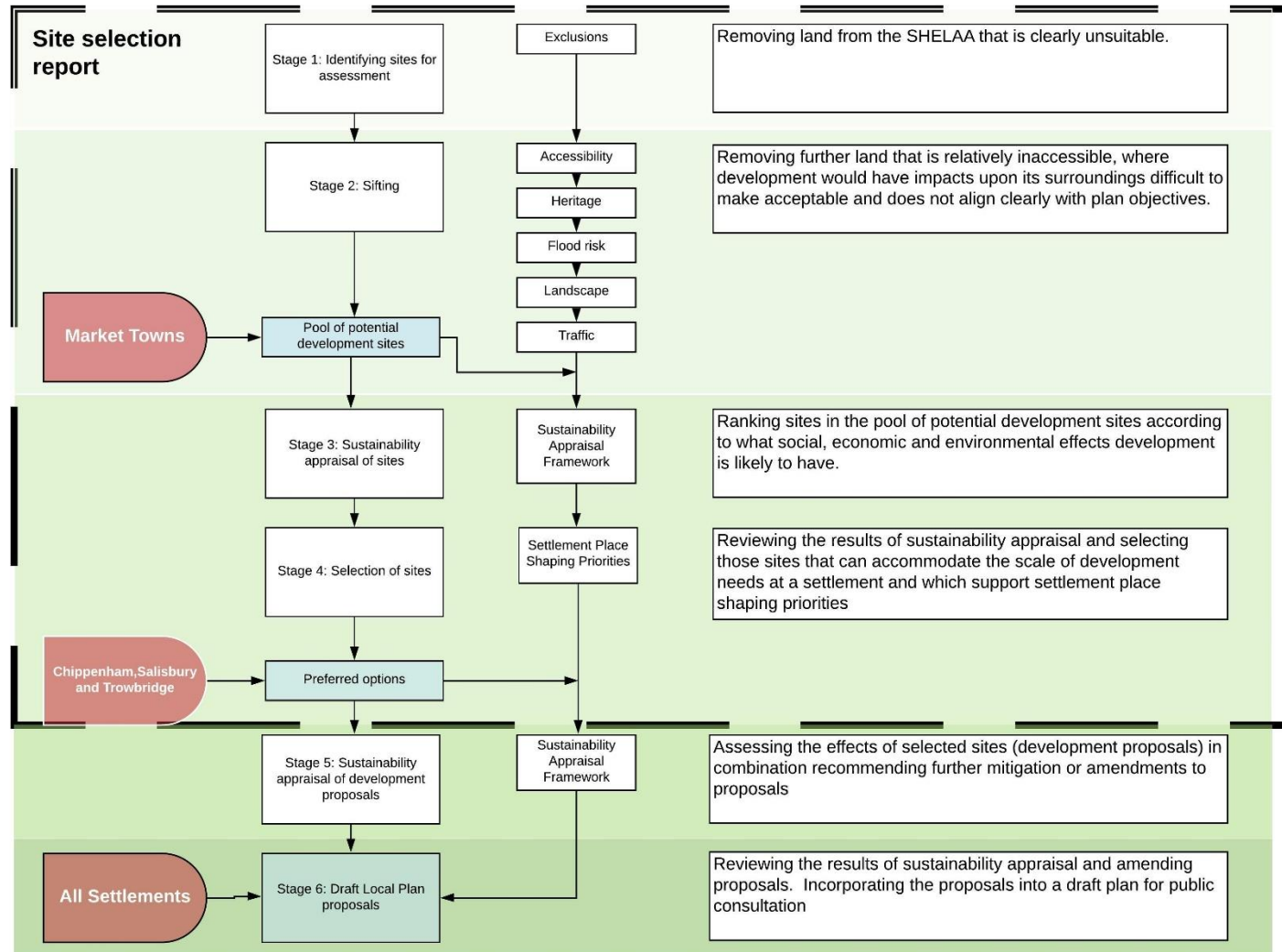


Figure 1 Site Selection Process

## The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

8. Figure 1 (above) shows the entire site selection process. This document covers Stages 1 to 4.
9. The Strategic Housing and Economic Land Availability Assessment<sup>1</sup> (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by landowners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans<sup>2</sup>.
10. Plan preparation and not the SHELAA determines which land is suitable for development as the former selects the most appropriate sites.

### Stage 1 – Identifying Sites for Assessment

11. This initial stage of the site selection process excludes those sites from further consideration that constitute unsuitable land for development using a set of unambiguous criteria.
12. Land may not be built on for several clear reasons, such as being entirely subject to a high risk of flooding or containing habitats for protected species or irreplaceable heritage assets. At Salisbury, land has been excluded for reasons that primarily comprise the following characteristics: existing plan allocation; completed scheme; planning consent; majority within settlement boundary; flood risk (zones 2 and/or 3); directly adjacent to Small Villages of Laverstock and Ford).

### Stage 2 - Site Sifting

13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal. Using a proportionate amount of evidence<sup>3</sup>, more land is therefore removed from further consideration. It can be removed for reasons that may include it being relatively inaccessible, or where development would have impacts upon its surroundings that would be difficult to make acceptable. To determine which land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
  - (i) locally derived and distinctive emerging Place-shaping Priorities<sup>4</sup>;
  - (ii) the intended scale of growth;

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<sup>1</sup> Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website <http://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>

<sup>2</sup> Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

<sup>3</sup> To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on *proportionate evidence*<sup>3</sup>.

<sup>4</sup> The role and function of place making priorities is explained in the Settlement Statement paper

- (iii) what future growth possibilities there are for the urban area;
  - (iv) what the past pattern of growth has been; and
  - (v) which significant environmental factors have a clear bearing on how to plan for growth.<sup>5</sup>
14. It may be appropriate for some SHELAA land parcels to be combined to create more sensible or logical development proposals for assessment. Parcels of land may therefore be assembled. and this stage allows such cases to be recorded<sup>6</sup>.

## Stage 3 – Sustainability Appraisal

15. Each of the sites in this pool is examined in more detail by sustainability appraisal. This technique appraises the likely significant effects of potentially developing each site under a set of twelve sustainability objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with fewer. It also helps to identify what may be necessary to mitigate adverse effects and which measures could increase the benefits of developing at a given location.
16. The most sustainable sites are those most likely to be suited to development.

## Stage 4 – Selection of Sites

17. Sustainability appraisal may recommend sites, but it is also important to select sites that support the emerging Place-shaping Priorities for Salisbury. Carrying out an assessment of Stage 3 reasonable alternatives constitutes Stage 4.

## Next Steps in the Site Selection Process

18. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development
19. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by formal assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
20. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be made available for consultation.
21. As stated previously, this document only covers Stages 1 and 2 in detail. These stages are described further in the following sections.

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<sup>5</sup> Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the 'plans objectives' so long as this is explained. This stage does so explicitly.

<sup>6</sup> Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners' interests.

## Stage 1 Identifying Sites for Assessment

22. This stage starts with all SHELAA land parcels on the edge of the Salisbury urban area, as defined by its Settlement Boundary, and identifies those no longer appropriate for site selection. Figure 2 shows land that has been excluded at this stage. Such land has typically been excluded due to it being either not well-related to Salisbury urban area, small in size, or within flood zone areas 2 and/or 3.

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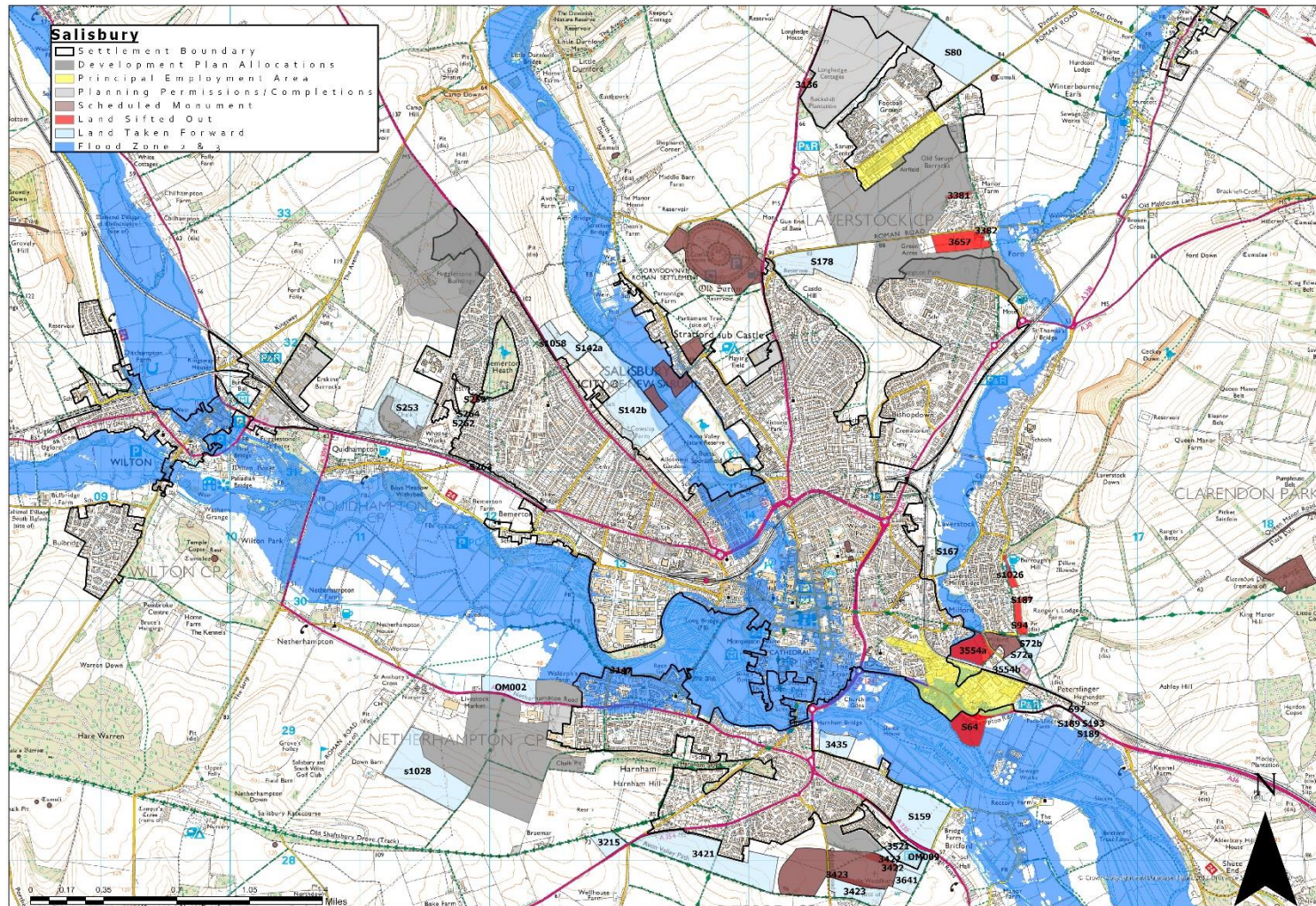


Figure 2 Map showing stage 1 SHELAA land excluded



## Stage 2 Site Sifting

### Methodology

23. This stage of the site selection process sifts out land to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) Accessibility & Wider Impacts and (B) Strategic Context.

#### A. Accessibility & Wider Impacts

24. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and the wider impacts that could result from development. Sites more likely to have unacceptable impacts, or that are relatively inaccessible, are less reasonable options.

##### Accessibility

25. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.
26. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).
27. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

##### Wider Impacts

28. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.
29. **Heritage:** Assets and / or their settings may be harmed by development. This stage identifies where those assets / settings are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.
30. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within zone 1, the areas of the country with minimal flood risk; although site areas may also contain land in zones 2 and 3. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.
31. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion: this can lead to issues such as poor air quality or impacts upon the local economy. Other sites may be much better related to the primary road network
32. The results of each of these 'wider impacts' assessments are gathered together and categorised as high (red) , medium (amber) and low (green) level of effects for each site under each heading. .

## B. Strategic Context

33. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be part of a pool of reasonable alternatives and which not.
34. Unlike the first part of this stage, this requires judgement about which pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options, rather rule out others that are clearly less attractive and therefore unnecessary to assess subsequently in greater detail.
35. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place, as well as significant environmental factors. This is called the Strategic Context.
36. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's Strategic Context provides the basis for further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities and directions to expand for an urban area.
37. This Strategic Context evidence describes the settlement's:
  - Long-term patterns of development<sup>7</sup> (i.e. what has happened in the past)
  - Significant environmental factors
  - Scale of growth and place shaping priorities
  - Growth possibilities for the urban area<sup>8</sup>
38. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration. Common examples would be:
  - The scale of the pool of sites that will be needed. The less additional land is needed the smaller a pool of sites may need to be i.e. only the very best candidates need to be considered further.
  - Which SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend combining a SHELAA with another to test such an option properly.
  - A desirable pool of sites might favour a given distribution, or set of locations, because it might help deliver infrastructure identified as a place shaping priority for the settlement.

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<sup>7</sup> What has happened to date at the urban area, or is planned through extant consents or identified in the development plan

<sup>8</sup> What could happen in the future

- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

39. Sometimes these influences will not bear on site selection. In other instances, they may be important.

40. A description of the strategic context for Salisbury is shown in the table below:

## Salisbury Strategic Context

Context criteria	Detail
<p>Long-term pattern of development</p>	<p>As a settlement with a planned nucleus, having been relocated from its original site at Old Sarum, Salisbury's central area has a distinct layout which is based on a medieval grid pattern. Around this core are the reasonably tight Victorian and Edwardian suburbs, their buildings often well-designed and with high-quality detailing.</p> <p>Beyond that comes more recent expansion, consisting primarily of estate development that has amalgamated the following districts within Salisbury:</p> <ul style="list-style-type: none"> <li>- Bishopdown and Old Sarum (northwards);</li> <li>- Milford (eastwards);</li> <li>- Harnham and Harnham Hill (southwards);</li> <li>- Bemerton and Bemerton Heath (westwards).</li> </ul> <p>Settlements related to Salisbury's periphery have also seen a lot of development and, in some cases, been largely absorbed within the built-up area: this is most notable at the small towns of Laverstock and Ford, which nevertheless retain distinct identities. Others, whilst having witnessed a lot of development, have also retained a separate identity; these include notably Wilton and Alderbury.</p>
<p>Significant environmental factors</p>	<p>Salisbury's setting is effectively 'within a bowl' amongst surrounding hills, rivers, and water-meadows, which define the settlement's unique character and appeal. Five rivers converge upon central Salisbury; this generates significant flood potential, especially during episodes of high rainfall. The river-system has also created the city's characteristic water-meadows.</p> <p>To the east and north much of the rising downland is locally valued and defines the city within its setting, most notably at Old Sarum, where the settlement was founded. The West Wiltshire &amp; Cranborne Chase Area of Outstanding Natural Beauty, meanwhile, frames the urban area broadly to the south and west. These elevated areas are dissected by valley corridors.</p> <p>The city's central area is attractive and draws visitors, although its historic character conditions the kind of expansion that can reasonably take place – both within the centre and in relation to the wider urban area. Such heritage assets find a particular focus at the cathedral and on the city's northern periphery, around Old Sarum hill-fort.</p> <p>These elements combine and are characterised by the term Salisbury's 'landscape setting'.</p>

<p>Scale of growth and Strategic Priorities</p>	<p>Salisbury is defined as a ‘Principal Settlement’ and is considered a strategically important centre, and a primary focus for development within the South Wiltshire housing market area. The scale of additional growth proposed to 2036 is comparatively modest, with a substantial tranche of housing development already in the planning pipeline.</p> <p>The place shaping priorities identified for Salisbury include those that retain the city’s historic character and landscape setting (described above) and ensure that the city remains distinct and separate vis-à-vis surrounding settlements (notably Wilton, Ford, Laverstock, Britford, Netherhampton and Quidhampton). Other Priorities involve the realisation of timely infrastructure and capturing the housing needs of specific segments of the population such as key workers; this in turn will aid the regeneration of the District Hospital on its Odstock site.</p> <p>Last, but not least, there is the imperative of securing the city’s economic future, as articulated in greater detail in the Salisbury Central Area Framework, which provides for a resilient and flourishing city centre and optimising it as a cultural destination.<sup>9</sup> To supplement this it is also deemed important that the Local Plan secure a more sustainable future for the Churchfields business area and provide for responsive business growth in and around the city centre.</p>
<p>Future growth possibilities for the urban area</p>	<p>Salisbury is tightly bound; new growth therefore often needs to be located beyond its boundary, typically within adjoining parishes belonging to neighbouring community areas. Recent development phases in the urban area mean that future growth possibilities are increasingly problematic, notably in terms of effectively and sustainably accommodating the city within its landscape setting.</p> <p>Growth westwards, for instance, towards Netherhampton or extending Bemerton Heath, would in the current plan period risk over-developing districts where housing schemes of significant scale are currently being completed (Fugglestone Red) or allocated to be built (south of Netherhampton Road).</p> <p>Growth eastwards, meanwhile, to expand Laverstock or Ford, would be inconsistent with retaining the distinct identity of these small villages.</p> <p>In terms therefore of the Place-shaping Priorities for the city it is considered that growth directions for Salisbury are likely to be northwards mindful of constraints and southwards, equally judiciously, from Harnham.</p> <p>Land parcels for prospective development will moreover seek to reflect the location of the city’s park-and-ride facilities, thus directly connecting communities and supporting the city economy.</p>

## Combining sites

41. Assessment may also suggest combining sites, notably from Stage 3 (sustainability appraisal) onwards. To be combined land must:
- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or

<sup>9</sup> Salisbury Central Area Framework: <https://www.wiltshire.gov.uk/salisbury-future>

- abut, and not have any strong physical barrier between them, such as a railway, river or road.

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## Site Assessment Results

42. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the Accessibility and Wider Impact considerations and Strategic Context described above. It identifies where it may be appropriate to combine sites, and which sites should and should not be taken forward.
43. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal (Stage 3).

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
3215	Land at Harnham, part of Bake Farm	Yellow	Green	Green	Red	Green	<p>This is a small parcel which lies south of Salisbury. It is situated west of the A354 and, whilst linked to nearby site 3421, can generally be described as being detached from the urban area. Its accessibility to important destinations in the city is average.</p> <p>The southern half of the site is more elevated than the northern half, meaning that it would be difficult to accommodate development successfully within the site's hedgelines.</p> <p>Given its location and relative detachment from the urban area, it is excluded.</p>	X
3421	Land adjacent A354, S of Harnham	Yellow	Green	Yellow	Yellow	Yellow	<p>This area to the south of Salisbury would extend the existing built-up area. The western boundary is defined by the A354. It inclines gently to the south and is comparatively elevated and subsequent assessment would need to understand the visual relationship to the south between it and the AONB.</p> <p>It also lies close to a Scheduled Monument and, as well as likely to have archaeological interest itself, the site may contribute to the monument's setting. These factors might limit capacity for development.</p> <p>These factors notwithstanding there appear to be no insurmountable complexities in terms of wider impacts that would merit excluding the site at this stage.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
3422	Land adjacent to Rowbarrow and Park & Ride						<p>The area is located on the south-eastern outskirts of Salisbury and is comparatively elevated with panoramic views of the city's distinctive skyline, including the cathedral. A lot of the land forms part of Little Woodbury Ancient Villages scheduled monument. This area would remain undeveloped but the setting to the monument is also a consideration. Both aspects would need assessing in subsequent field surveys.</p> <p>The site would extend the existing urban area given that land to the west is allocated for development.</p> <p>Whilst there are potentially several complexities to consider they do not suggest that the site should be excluded at this stage. There is moreover potential to consider this parcel comprehensively alongside sites 3641, 3521 and OM009.</p>	✓
3423	Land adjacent to Salisbury District Hospital						<p>The area is located on the south-eastern outskirts of Salisbury and is comparatively elevated with panoramic views of the city's distinctive skyline, including the cathedral. A lot of the site forms part of Little Woodbury Ancient Villages scheduled monument. This area would remain undeveloped but the setting to the monument is also a consideration. Both aspects would need assessing in subsequent field surveys.</p> <p>The site is screened from Odstock Road, which bounds it to the east. If combined with other sites (3521, 3422, 3641 and OM009) it could form part of a larger site be connected to the city.</p> <p>Whilst there are potentially several complexities to consider they do not suggest that the site should be excluded at this stage. Despite the parcel being detached from the urban area there is nonetheless a logic to considering it comprehensively alongside sites 3641, 3521, OM009 and 3422.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S193	Land N of Southampton Rd, Petersfinger						<p>The site would extend the existing built-up area of eastern Salisbury, with two boundaries defined by major infrastructure, one of which the A36 and the other the Salisbury-Southampton main railway line. Existing tree cover creates a landscape context that development could benefit from.</p> <p>A part of the site is Woodbury Ancient Villages scheduled monument. This area would remain undeveloped but the setting to the monument is also a consideration</p> <p>The site seems relatively unconstrained in terms of its wider environmental impacts. It would be appropriate to combine this site with S97 as a logical extension that would continue past growth patterns.</p>	✓
S97	Land E of Hughendon Manor, Petersfinger						<p>The site would extend the existing built-up area of eastern Salisbury, with two boundaries defined by major infrastructure, one of which the A36 and the other the Salisbury-Southampton railway line.</p> <p>Existing tree cover creates a landscape context that development could benefit from.</p> <p>The site seems relatively unconstrained in terms of its wider environmental impacts and appears to be a reasonable alternative. It would be appropriate to combine this site with S193 as a logical extension that would continue past growth patterns.</p>	✓
S159	Land N of Downton Road						<p>The site would extend the existing built-up area on the outskirts of south-eastern Salisbury, with two boundaries defined by roads, one of which being the main A388. The relationship with nearby Britford is an important consideration.</p> <p>There appear to be no insurmountable complexities in terms of wider impacts that would merit excluding the site at this stage, although landscape and heritage matters – with two nearby conservation areas, and views to Salisbury cathedral – requiring further field assessment.</p> <p>Whilst there may be several complexities to consider they do not suggest, either individually or collectively, that the site should be excluded at this stage.</p>	✓



Ref	Site address	Access-ibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S167	Land off Cow Lane, Laverstock	Green	Yellow	Green	Red	Red	<p>This exposed parcel of land is situated between eastern Salisbury and Laverstock. It is bounded by the River Bourne to the east, and the main Laverstock road to the south. It is separated from the Salisbury urban area to the west by a field and the Salisbury-London railway line, and to the east by water-meadows.</p> <p>The site is open to views up and down the Bourne river valley and development risks coalescence between the communities of Salisbury, Laverstock and Milford. A portion of the northern segment of the site is in Flood zones 2 and 3; the affected part should remain undeveloped.</p> <p>The site is rejected from further consideration since development here would be isolated, remove separation between Salisbury and Laverstock, and diminish the open character of the river valley.</p>	X
S189	Land E of The Dormers, A36, Petersfinger	Green	Yellow	Green	Yellow	Yellow	<p>This site, which is located on the eastern outskirts of Salisbury, is currently occupied for purposes such as storage or similar. The south-eastern portion of the site is within Flood Zones 2 and 3.</p> <p>Impacts from the A36, including upon air-quality, would need to be managed.</p> <p>There do not appear to be impacts that justify excluding the site at this stage.</p>	✓
S178	Land S of Roman Road, Old Sarum	Green	Green	Yellow	Red	Yellow	<p>This parcel of land is situated south of the narrow Roman road between Old Sarum scheduled monument and the village of Ford, on the northern fringes of Salisbury.</p> <p>The land constitutes part of the landscape setting for both the scheduled monument and Old Sarum airfield conservation area to the immediate north-east.</p> <p>It is in the main the impacts upon heritage assets and landscape that exclude this site from further consideration and being considered a reasonable alternative.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
s1028	Land at Netherhampton Road						<p>This parcel is situated in a prominent position on rising downland to the south-west of Salisbury and lies adjacent and uphill from the Wiltshire Housing Site Allocation Plan H3.1 South of Netherhampton Road (A3094) allocation.</p> <p>The site scores poorly in terms of accessibility to services and facilities. Development of the site would constitute considerable change and struggle to preserve the characteristics of the landscape setting of the city, including important views to / from Salisbury cathedral, along potentially with views of it from the AONB.</p> <p>Such particularly difficult landscape impacts preclude the site as a reasonable alternative.</p>	<b>X</b>
s253	Land at Quidhampton Quarry (aka 'Imerys')						<p>This parcel is dominated by a former quarry on the western outskirts of Salisbury, which could be made to integrate within the city's urban envelope. Assessment notes that landscape and traffic matters would be the trickiest to mitigate since some of the site is prominent and traffic impacts on nearby roads would need addressing.</p> <p>The land being assessed surrounds a core parcel that is identified for employment uses (4ha) although this has not hitherto been realised.</p> <p>Whilst a successful development scheme would need good planning, remediation and design there are no reasons at this stage to eliminate this parcel of land.</p>	✓
S263	Land at Pullman Drive						<p>This is a strip of land between Pullam Drive and the Salisbury-West of England railway line. Assessment particularly shows issues as regards potential flooding.</p> <p>Whilst this site overcomes all potential Stage 2 wider impacts its size is only slightly larger than the 0.25ha threshold required for inclusion.</p> <p>Mitigation to address the potential impacts of the railway and flooding is likely to reduce the capacity of the site further. It is considered of an insufficient scale to be considered further for the purposes of the Local Plan.</p>	<b>X</b>

Ref	Site address	Access-ability	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S264	Land N of Rawlence Road						<p>This parcel lies on the western outskirts of Salisbury and has views southwards across the valley of the River Nadder. As part of the Barnard's Folly green corridor and with numerous trees on-site, development here would generate landscape impacts, and harm local amenity.</p> <p>This parcel is also located within 500m of a congested traffic corridor, and development would risk compounding this issue along with consequent impacts upon air quality.</p> <p>Given its location, impacts and limited scope for development, it is excluded.</p>	X
S262	Land S of Rawlence Road						<p>This parcel lies on the western outskirts of Salisbury and affords open views southwards across the valley of the River Nadder. As such the site is considered visually sensitive. Given that the site is entirely in current recreational use, development here would harm local amenity and generate landscape impacts.</p> <p>This parcel is also located within 500m of a congested traffic corridor, and development would risk compounding this issue along with consequent impacts upon air quality.</p> <p>Owing to its limited scope for development it is therefore excluded from further consideration.</p>	X
S142 b	Land at Cowslip Farm						<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury. Development of the site would potentially harm the landscape setting, designated heritage assets and the conservation area, including Old Sarum scheduled monument.</p> <p>Development here would harm a critical element of the landscape setting of Salisbury afforded by the River Avon green infrastructure corridor, comprising open views across and down the valley into the city centre.</p> <p>The site is excluded from further consideration.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
s1058	Land E of Devizes Road	Green	Green	Yellow	Red	Yellow	<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury. Development of the site would potentially harm the landscape setting to designated heritage assets, including Old Sarum scheduled monument.</p> <p>Development would harm the landscape setting afforded by the River Avon green corridor, comprising open views across the valley.</p> <p>With the above borne in mind, the site is excluded from further consideration.</p>	X
3435	Land off Britford Lane, Harnham	Green	Yellow	Yellow	Red	Red	<p>This parcel of land located between the city centre and Harnham is visually very sensitive. It is bounded to the north by the River Avon green corridor affording, beyond, open views to Salisbury conservation area, which incorporates the cathedral. Development of the site would potentially be harmful to the landscape setting of Salisbury.</p> <p>This parcel is also located within 500m of a congested traffic corridor, and development would risk compounding this issue along with consequent impacts upon air quality.</p> <p>Given its location, impacts and limited scope for development, it is excluded.</p>	X
3521	Land off Downton Road, adj Park & Ride	Green	Green	Green	Green	Yellow	<p>This site – a former quarry – in south-eastern Salisbury is occupied by an active business operation. Whilst largely consisting of hardstanding, the site is well contained by mature vegetation.</p> <p>Whilst some impacts are likely from A338 traffic volumes, it is believed that these would be manageable.</p> <p>As the site is located within Salisbury's settlement boundary, it would normally be excluded from assessment, however, due to its proximity to other submissions (sites 3641, OM009 and 3422), there is potential to combine parcels of land in this location that would continue past growth patterns and contribute to meeting Salisbury's scale of housing need.</p>	✓

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land- scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
3554 b	Land E of Milford Care Home						<p>This parcel is situated on the eastern outskirts of Salisbury. It is bounded to the south by the Salisbury-Southampton main railway line and to the north and east by Milford Mill Road.</p> <p>All environmental constraints - landscape, heritage, traffic and flooding - have the potential to limit the site's acceptability. Development would extend the urban area and reduce separation between Salisbury and the village of Laverstock. The site is also sensitive to views from the countryside (Ashley Hill) to the east. Moreover, impacts upon grade-II listed Milford House (historically Milford Farm) and farmstead would need mitigating.</p> <p>Although there are several complexities to overcome none of them suggest that this site should be excluded at this stage.</p>	✓
OM0 02	Land N of A3094						<p>This parcel of land is situated to the west of Salisbury, adjacent to land allocated for housing, which will form a new urban edge to the city. It is open and rather exposed. A range of accessibility and wider environmental impacts would have to be overcome. Flooding risks, whilst manageable, are considered quite high.</p> <p>Development would lead to impacts upon the setting of Salisbury cathedral and medieval city Conservation Area (CA), along with strategic views along the Avon Valley itself. This landscape issue is considered very difficult to mitigate at this location. Development would also generate impacts upon the setting of Netherhampton Conservation Area to the west and contribute to eroding this settlement's separate identity.</p> <p>As a result of these impacts this parcel is removed from further consideration.</p>	X

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
OM009	Land at Britford Park & Ride						<p>This site in south-eastern Salisbury is currently occupied by Britford Park &amp; Ride on a long lease. Whilst largely consisting of hardstanding some mature landscaping is already in place, and the site is visually well contained by vegetation.</p> <p>Whilst effects from the A338 are likely it is believed these would be manageable.</p> <p>As the site is located within Salisbury's settlement boundary, it should nominally be excluded at Stage One. This notwithstanding, there is a logic to considering this parcel comprehensively alongside sites 3641, 3521 and 3422, to generate a sizeable reasonable alternative that would continue past growth patterns and contribute to meeting Salisbury's scale of housing need.</p>	✓
3641	Land at Downton Road						<p>This site is situated on the south-eastern outskirts of Salisbury, adjacent to Britford Park &amp; Ride. There are potential impacts from traffic.</p> <p>Whilst the setting to Woodbury Village Scheduled Monument is a consideration, tree-lines screen the parcel from views occurring along most of the Downton Road.</p> <p>There are no insuperable reasons to exclude the site at this stage, and this parcel could comprehensively be considered alongside sites OM009, 3521 and 3422, to generate a sizeable reasonable alternative that would continue past growth patterns and contribute to meeting Salisbury's scale of housing need.</p>	✓
S142a	Land adjacent Pembroke School						<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury. Development of the site would potentially harm the city's landscape setting, designated heritage assets and the conservation area, including Old Sarum scheduled monument.</p> <p>Development here would harm a critical element of the landscape setting of Salisbury afforded by the River Avon green infrastructure corridor, comprising open views across and down the valley into the city centre.</p> <p>The site is excluded from further consideration.</p>	<b>X</b>

Ref	Site address	Access-ibility	Flood Risk	Herita-ge	Land-scape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S72b	Land at Milford Farm (b)						<p>This parcel of land is situated south of Queen Manor Road, to the east of the urban area. It is visually very sensitive, bounding higher land at Ashley Hill which offers open views across the Avon valley. Development would therefore detract from the landscape setting of Salisbury, and also lead to coalescence with the settlement of Laverstock, which has hitherto largely retained its own separate identity.</p> <p>The site is adjacent to Milford Farm, which features Medieval Pottery Kilns Scheduled Monument.</p> <p>Given its location and impacts upon local distinctiveness, heritage and landscape character, it is excluded.</p>	<b>X</b>
S72a	Land at Milford Farm (a)						<p>This parcel of land is situated north of Milford Mill Road, to the east of the urban area. It is visually very sensitive, bounding higher land at Ashley Hill which offers open views across the Avon valley. Development would risk coalescence with the settlement of Laverstock, which has hitherto largely retained its own separate identity.</p> <p>Approximately half the site (to the north) falls within Milford Farm, Medieval Pottery Kilns Scheduled Monument.</p> <p>Given its location and impacts upon local distinctiveness, heritage and landscape character, it is excluded.</p>	<b>X</b>
3657	Land at Ford						<p>This parcel of land lies between the new residential quarter of Hampton Park and the village of Ford on the north-eastern outskirts of Salisbury.</p> <p>Development here would reduce separation between Ford and northern Salisbury, diminish locally valued landscape character, and constitute disproportionate development at a Small Village where normally only infill and small-scale development to meet local needs would be acceptable.</p> <p>It is removed from further consideration for these reasons.</p>	<b>X</b>

Ref	Site address	Access-ibility	Flood Risk	Heritage	Land-landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Take forward
S80	Land NE of Old Sarum						<p>This parcel of land is north-west of The Portway. Development here would enlarge the new district of Old Sarum which, owing to the separation of the airfield, feels distinct from northern Salisbury. Old Sarum is nonetheless well-connected to main services and amenities, notably as a result of its Park &amp; Ride facility.</p> <p>The site's landscape character is prominent and exposed, with few hedgerows, and assessment shows that any development would have to accommodate this successfully whilst taking account of the setting for Ende Burgh scheduled long barrow to the east of The Portway.</p> <p>Whilst there are potentially several complexities to consider they do not suggest, either individually or collectively, that the site should be rejected at this stage.</p>	✓

The following sites have been combined for Stage 3 and subsequent assessment:

Ref	Reason
<b>3422, 3423, 3521, OM009, 3641</b>	These sites mostly abut each other and in general have no strong physical barriers. 3423 is an outlier but might be considered as part of a comprehensive area as it abuts Salisbury District Hospital.
<b>S193, S97</b>	The area extends the existing built up area; some boundaries are defined by the A36 and main-line railway.



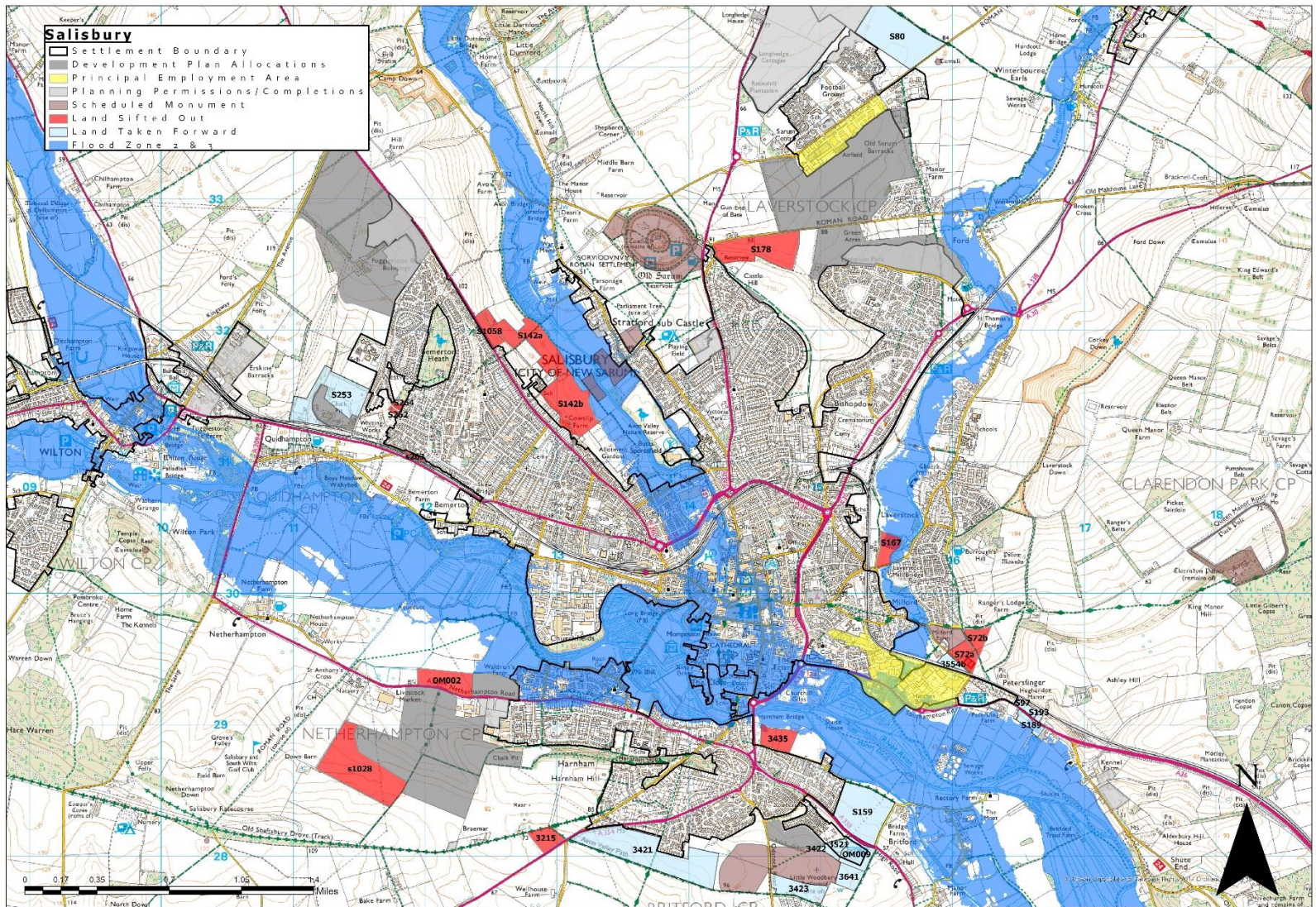


Figure 3 Map showing results of Stage 2 SHELAA land sifting

## Stage 3 Sustainability Appraisal

44. The figure below shows the pool of potential development sites that were subject to sustainability appraisal. It will be noted that the pool of sites – the ‘reasonable alternatives’ – is reduced compared to the preceding stage, given that a number of candidates have been removed.

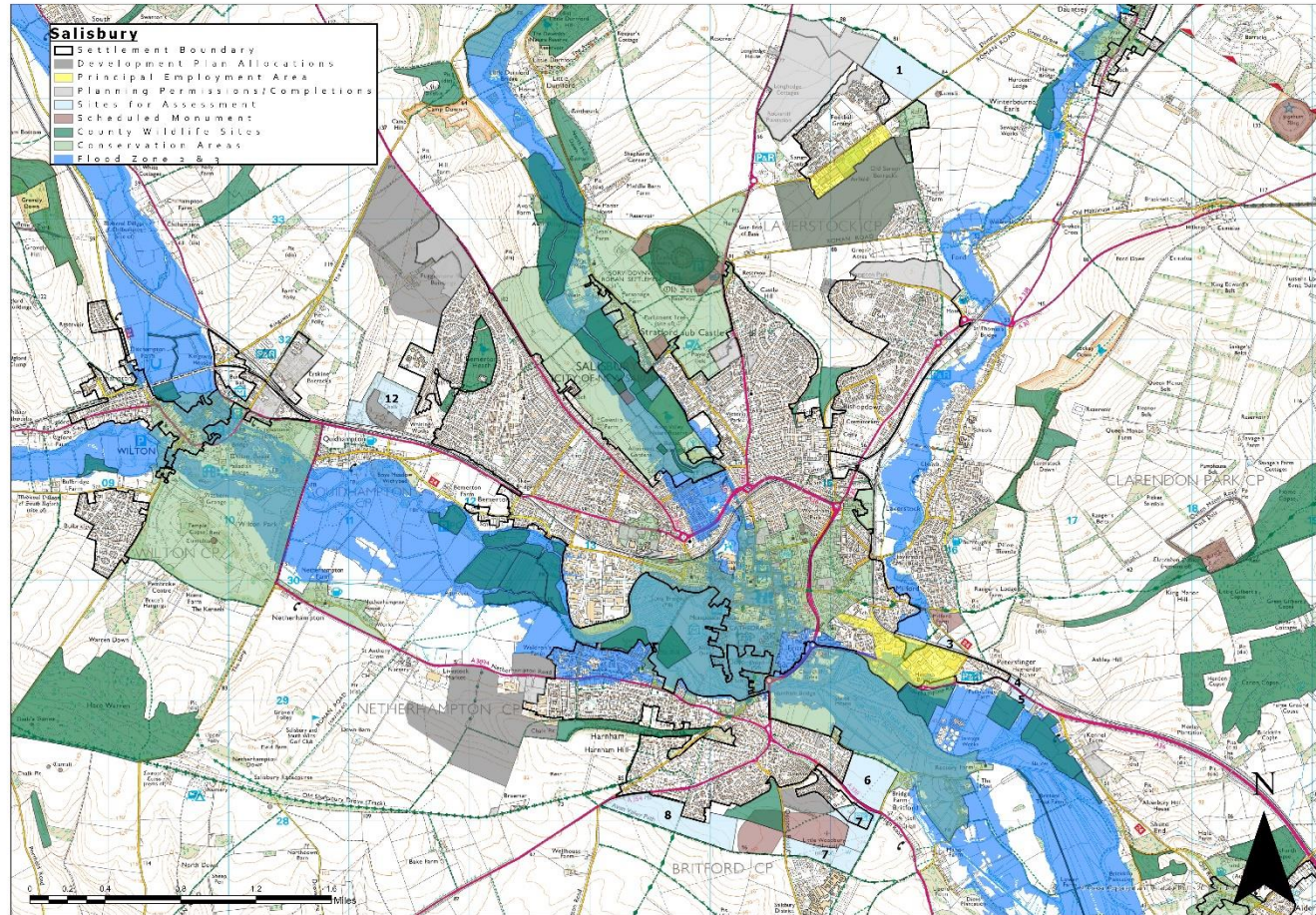


Figure 4 Map showing pool of potential development sites

## Methodology

45. A full explanation of the sustainability appraisal methodology is provided in a separate report. This also includes the detailed assessments made of each site. The process is prescribed in regulations and supported by guidance provided by Government.
46. The purpose of the planning system is to contribute to the achievement of sustainable development<sup>10</sup>. Achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).
47. Sustainability appraisal identifies the likely significant social, economic and environmental effects of the plan, both positive and negative.
48. In summary, the Council has developed a framework of 12 objectives<sup>11</sup> that reflect social, economic and environmental aspects and by which the effects of the plan can be identified. Individual sites for potential development can be assessed to help gauge their effects and inform the selection process. The better performing sites can be selected as candidates for prospective development.

## Results

49. The conclusions about each of the reasonable alternative sites are shown below, ranked from the most to the least sustainable. The overall appraisal score is shown in column 3 of the table below (as a guide, a score of -1 illustrates the alternative deemed to be most sustainable; -11 the least sustainable).
50. The SA has weighted all 'objectives' (shown in the top row, below) equally. There are more environmental objectives than others: scores against this type of objective typically tend to be negative. In addition, it is to be noted that the overall score resulting from the potential development of greenfield sites yields a negative value.
51. Reasonable alternatives are rejected at Stage 3 where the SA concludes that development would result in one or more 'major adverse effect' (highlighted in red with a triple negative). This is shown in full in the Conclusion to this paper.
52. The detailed assessments for each site are set out in an interim sustainability appraisal report.

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<sup>10</sup> See National Planning Policy Framework, paragraphs 7 to 10

<sup>11</sup> These were developed through a process of scoping and consultation with others, the content of which is provided in a scoping report.

**Table I: Sustainability Appraisal summary outcomes for Reasonable Alternative sites in Salisbury urban area**

**SUMMARY OF ASSESSMENT - IN ORDER OF SITE SUSTAINABILITY PERFORMANCE**

SITE	Overall site score	SA obj 1 Biodiversity	SA obj 2 Land + soil	SA obj 3 Water	SA obj 4 Air/poll'n	SA obj 5 Climate	SA obj 6 Energy	SA obj 7 Heritage	SA obj 8 Landscape	SA obj 9 Housing	SA obj 10 Inc comms	SA obj 11 Transport	SA obj 12 Economic	Progress to Stage 4?
Site 1	-1	-	-	--	--	-	++	-	-	+++	++	-	++	Yes
Site 7	-2	-	--	--	--	-	++	--	-	+++	+++	--	+++	Yes
Site 6	-3	-	--	--	--	-	++	--	--	+++	+++	--	+++	Yes
Site 8	-5	-	--	-	--	-	++	--	-	++	++	--	+	Yes
Site 5	-6	-	0	--	-	-	+	0	0	+	+	---	-	No
Site 3	-7	-	-	-	--	-	+	-	-	+	+	---	+	No
Site 12	-10	---	--	--	--	-	++	-	-	+	+	---	+	No
Site 4	-11	--	-	--	--	-	+	0	-	0	0	---	0	No

- Major adverse effect (---) = -3 points (Mitigation unachievable – recommended that site is not considered further)
- Moderate adverse effect (--) = -2 points (Mitigation achievable but problematic)
- Minor adverse effect (-) = -1 point (Mitigation easily achievable)
- Neutral effect (0) = 0 points
- Minor positive effect (+) = +1 point
- Moderate positive effect (++) = +2 points
- Major positive effect (+++) = +3 points

53. Potential mitigation measures are listed against each SA objective and are limited at this stage to that which would have a significant bearing on a candidate site's developable capacity. The developable areas of some sites will, as a result, need to be reduced quite extensively to prevent the likelihood of significant adverse effects. However, in the case of Site 7 there is also the opportunity to extend the site area at the south-eastern corner with an additional parcel so as to provide a more integrated urban solution that links housing, its access, Salisbury District Hospital to the south, and Britford Park and Ride.

## Stage 4 Selection of Sites

### Methodology

54. The purpose of Stage 4 is to undertake further assessment of site options to select a set of preferred allocations. The purpose is to ensure, if possible, that the more sustainable sites help to deliver a place's Priorities.

55. The more sustainable site options resulting from Stage 3 are individually evaluated against the Place Shaping Priorities at each settlement, since it is important to select sites that support locally-specific and important outcomes. An examination of each site option against the emerging Place Shaping Priorities helps determine this and aids the final selection of development proposals.

56. Below the sites are evaluated against the Place Shaping Priorities for Salisbury, looking at their potential overall strengths and / or weaknesses. At Stage 4 this could help to decide between site options where Stage 3 outcomes are finely balanced.

57. The SWOT assessment considers the following

	Significant strength and/or opportunity
	No significant SWOTs
	Significant weakness and/or threat

58. Place Shaping Priorities are specific to each settlement; for Salisbury current draft priorities are as follows:

- **Delivering Opportunity Sites**, including The Maltings and the Railway Station, to ensure long-term city centre resilience
- **The Visitor Economy** Realising Salisbury Central Area Framework measures to maximise the visitor economy and secure the place as a cultural destination
- **Landscape Setting** Conserving the landscape setting of Salisbury, notably in terms of the city skyline and views to / from the cathedral and Old Sarum
- **Separation and Distinctiveness** Maintaining separation and distinctiveness between Salisbury and Wilton, and between Salisbury and adjacent villages, notably Ford, Laverstock, Britford, Netherhampton and Quidhampton
- **Affordable Housing** Expanding affordable housing provision to enable accommodation of particularly education and healthcare personnel
- **Business Growth** Identifying suitable locations in/around the city centre to facilitate around 5ha business growth that responds to needs

- **Improving Churchfields** such that it integrates better within the city, particularly for non-vehicular access, and presents a more accessible and attractive location to a greater diversity of businesses
- **District Hospital** Facilitating the regeneration of the District Hospital's plans to underpin its key role in the community and as a University-level skills provider for Salisbury
- **Infrastructure** Providing infrastructure to improve inter alia air quality, flood resilience and connectivity

59. Since many of the Place Priorities for Salisbury are thematically similar, it is more helpful to group them in the following way for the purposes of Stage 4 assessment:

<b>Place priority group</b>	<b>Constituent Priorities</b>
<b>PSP1</b> <b>City Centre &amp; Visitor Economy</b>	Delivery of Opportunity Sites Visitor Economy
<b>PSP2</b> <b>Landscape Setting</b>	Landscape Setting of Salisbury
<b>PSP3</b> <b>Separation &amp; Distinctiveness</b>	Separation and Distinctiveness between Salisbury and neighbouring settlements
<b>PSP4</b> <b>Employment</b>	Business Growth Improving Churchfields District Hospital upgrade
<b>PSP5</b> <b>Affordable Housing &amp; Infrastructure</b>	Affordable Housing provision, especially for healthcare and education personnel Infrastructure Provision

## Results

60. Below is the outcome of RAG assessment for the candidate development sites at Salisbury.

### Stage 4 assessment of prospective development sites against the Place-shaping Priorities for Salisbury

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>
<p><b>Site 1</b> <b>NE of Old Sarum</b></p>	<p>A benefit for this Priority group would be an increased quantum of Site 1 residents able to support city-centre patronage</p>	<p>A benefit for this Priority group would be an improved urban edge and countryside transition at Site 1;</p> <p>Further effects depend upon effective mitigation and detailed design and master planning to retain settings to nearby heritage assets - including views from Old Sarum and the setting of <i>Ende Burgh</i> scheduled monument.</p> <p>The urban -rural transition at Old Sarum when approaching along The Portway from the NE could be improved. On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP.</p>	<p>An advantage for this Priority would be the designation of a countryside gap between the urban area and The Winterbournes, albeit the separation between which would be reduced following development.</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP.</p>	<p>A benefit for this Priority group would be an increased quantum of Site 1 residents able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields and the District Hospital;</p> <p>strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 1 to yield a range of affordable housing products and to support required infrastructure;</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Neutral</i>	<i>Neutral</i>	<i>Strength</i>	<i>Strength</i>
<p><b>Site 6</b></p> <p><b>N of Downton Road</b></p>	<p>A benefit for this Priority group would be an increased quantum of Site 6 residents generally able to support city-centre patronage; Additional benefits would also arise from well designed and executed development – incorporating arrival views of the cathedral - which would support Salisbury’s place ambitions.</p> <p>Strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Effects depend upon effective mitigation and detailed design and master planning to retain views to the Cathedral, an improved countryside transition, and the setting to nearby heritage assets at Bridge Farm</p> <p>Outcomes may be mixed against this PSP.</p>	<p>An advantage for this Priority would be the designation of a countryside gap between the urban area and Britford, albeit the separation between which would be reduced following development.</p> <p>On balance, outcomes against this SP are likely to be mixed given that effective visual separation between the two settlements would be reduced.</p>	<p>A benefit for this Priority group would be an increased quantum of Site 6 residents able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields and the nearby District Hospital;</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 6 to yield a range of affordable housing products and to support required infrastructure, including Early Years provision that would also benefit nearby Site 7; failure to deliver would have the adverse effect.</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>



Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Neutral</i>	<i>Strength</i>	<i>Strength</i>	<i>Neutral</i>
<p><b>Site 7</b></p> <p><b>S of Downton Road</b></p>	<p>A benefit for this Priority group would be an increased quantum of Site 7 residents generally able to support city-centre patronage; , strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Effects depend upon effective mitigation and detailed design and master planning to retain views to Salisbury Cathedral / medieval city centre and the setting of to Woodbury Ancient Villages SM</p> <p>Development of the eastern segment of Site 7 would also require a successful urban-rural transition, given views from the east that <i>inter alia</i> include Longford Castle. Since site 7 involves risks against this PSP a mixed outcome is envisaged.</p>	<p>An advantage for this Priority would be the designation of a countryside gap between the urban area and Britford</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group, since the distance and visual separation between the two settlements could be retained.</p>	<p>A benefit for this Priority group would be the quantum of residents at Site 7 able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields. Its proximity to the nearby District Hospital may offer opportunities to support its improvement. It would in any event be sensible to consider the impact of development in this area comprehensively.; On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 7 to yield a range of affordable housing products and to support required infrastructure.</p> <p>However, SA advice reduces the developable area and, thus, the number of dwellings, which could restrict this site's ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products. For this reason, outcomes are deemed to be mixed.</p>

Strategic Priority group	PSP1 City Centre & Visitor Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Employment	PSP5 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Weakness</i>	<i>Strength</i>	<i>Strength</i>	<i>Neutral</i>
<b>Site 8 S of Harnham</b>	<p>A benefit for this Priority group would be an increased quantum of Site 8 residents generally able to support city-centre patronage; Intervisibility with the Cranborne &amp; W Wilts AONB e.g. from the ridgeline to the south of the Ebbles Valley may however - be detrimental to Salisbury's place ambitions.</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Development along or in proximity to the ridge-line as viewed from the AONB will potentially affect the setting the city and are a weakness of the site difficult to resolve.</p> <p>Mixed outcomes are furthermore suggested to be likely vis-à-vis the setting of the Woodbury Ancient Villages complex, even once reducing the developable area solely to the western segment, as advised by SA, were factored in.</p>	<p>Site 8 is beneficial to the PSP as no other nearby settlements would be involved.</p>	<p>A benefit for this Priority group would be the quantum of residents at Site 7 able to support growth and resilience in general at Salisbury, as well as at specific locations including Churchfields and the nearby District Hospital;.</p> <p>On balance, strengths &amp; opportunities are more likely than weaknesses &amp; threats against this SP group.</p>	<p>Benefits for this Priority group would be the ability of Site 8 to yield a range of affordable housing products and to support required infrastructure.</p> <p>However, SA advice reduces the developable area and, thus, the number of dwellings, which could restrict this site's ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products. For this reason, outcomes are deemed to be mixed.</p>

## Conclusion

61. At Stage 3, the Sustainability Appraisal ranked the sites in the following order:

Site no.	Overall SA rank	Comments
1	1 <sup>st</sup>	<p><b><i>Site 1 is considered the most sustainable site when assessed against the 12 SA objectives and when compared against all other sites</i></b></p> <p><b>Summary of likely significant issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Water resources:</b> Source Protection Zone 2 covers approximately 40% of this site and it is covered by a Drinking Water Protected Safeguard Zone - these are established around public water supplies where additional pollution control measures are needed</li> <li>• <b>Environmental pollution:</b> this site extends out into open countryside away from existing development at Old Sarum, towards Monarch's Way. Development of this site will enlarge a detached settlement with poor connectivity with/to Salisbury. It will increase car dependency and add to congestion on Castle Road and within city AQMAs/ A36</li> <li>• <b>Energy:</b> there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies</li> <li>• <b>Housing:</b> this site is capable of bringing forward a significant proportion of affordable housing as part of any housing development. The size of the site means that it would be likely to support a wide range of house types and sizes to meet different needs</li> <li>• <b>Inclusion:</b> this site is poorly connected to the city centre, but there are some existing public transport links in proximity to the site. Overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses</li> <li>• <b>Education:</b> primary provision could be incorporated into the new school on the Longhedge development, but this is likely to require a larger primary school and would be unable to incorporate early years provision. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of these schools is constrained by planning and highways concerns. Expansion to Sarum Academy is possible</li> <li>• <b>Economy:</b> this site is positioned approximately 0.3km to the north east of existing employment land at Old Sarum. The site is considered capable of delivering employment land to meet some economic needs, but the extent of this is unlikely to be wide reaching</li> <li>• Minor or neutral effects are likely for biodiversity, land and soil, climate change, heritage, landscapes and transport</li> </ul>
7		<p><b><i>No major adverse effects (where mitigation is considered unachievable) are likely</i></b></p> <p><b>Summary of likely significant issues:</b></p>

	2 <sup>nd</sup>	<ul style="list-style-type: none"> <li>• <b>Land and soil:</b> development of this site may not result in particularly high densities given the location of the Little Woodbury Ancient Settlement and the extent of landscape mitigation that may be required</li> <li>• <b>Water resources:</b> the site is covered by a Drinking Water Protected Area which are areas, within the Water Framework Directive, where raw water is abstracted from rivers and reservoirs</li> <li>• <b>Environmental pollution:</b> this site connects with the Harnham Gyratory which is congested, and further development has the potential to worsen this situation. A wider view is required of the network capacity – and the cumulative effects of proposed development on Harnham Road, Downton Road and existing AQMAs needs to be modelled and assessed</li> <li>• <b>Energy:</b> there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies</li> <li>• <b>Heritage:</b> development of the site would impact on the Scheduled Monument Woodbury Hillfort and settlement, a scheduled area and a former chalk pit. There is significant archaeological interest contained on the site in the form of the Scheduled Monument – Woodbury Ancient Villages which covers most of the site and of high archaeological value is Little Woodbury Iron Age settlement</li> <li>• <b>Housing:</b> this site could bring forward a significant proportion of affordable housing as part of any housing development. The size of the site means it would be likely to support a wide range of house types and sizes to meet different needs</li> <li>• <b>Inclusion:</b> overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses</li> <li>• <b>Education:</b> primary provision could be incorporated into the emerging Netherhampton Road site. A new primary school onsite could be required if the school at Netherhampton Road was not able to support needs arising from this site. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of Sarum Academy may be possible.</li> <li>• <b>Transport:</b> this site encompasses Britford Park &amp; Ride, the loss of which would compromise the sustainability of East Harnham. If access through the Park &amp; Ride site is being relied upon, Wiltshire Council have a lease on that site until 2063. This site connects with the Harnham Gyratory which is congested, and further development has the potential to worsen this situation</li> <li>• <b>Economy:</b> this is a large site that is reasonably well connected to the City Centre. It benefits from access to A338 and close proximity to existing employment development. The site is capable of meeting wide ranging employment needs and would lend itself to mixed-use development</li> <li>• Minor or neutral effects are likely for: biodiversity, climate change and landscapes</li> </ul>
6	3 <sup>rd</sup>	<p><b><i>No major adverse effects (where mitigation is considered unachievable) are likely</i></b></p> <p><b>Summary of likely significant issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Land and soil:</b> the site is located within a Mineral Safeguarding Area and development is likely to result in some sterilisation of the potential resource. Evidence shows this site consisting of mainly Grades 2 and 3 BMV although there is no differentiation between Grades 3a and 3b so further assessment will be required</li> <li>• <b>Water resources:</b> the site is covered by a Drinking Water Protected Area which is where raw water is abstracted from rivers and reservoirs</li> </ul>

		<ul style="list-style-type: none"> <li>• <b>Environmental pollution:</b> development of this large site will inevitably increase levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. This site connects with the Harnham Gyratory which is congested, and further development has the potential to worsen this situation</li> <li>• <b>Energy:</b> this site is one of the larger sites in Salisbury and so presents opportunities to support energy generation from renewable and low carbon sources</li> <li>• <b>Heritage:</b> development of the site would impact on the Salisbury Conservation Area, Britford Conservation Area, as well as impact upon the setting of the Grade II Listed Bridge Farmhouse and farm buildings in Britford. The site would impact on the rural setting of both conservation areas and approaches to medieval city. Development would contribute to erosion of the separate identity of Britford</li> <li>• <b>Landscapes:</b> the site contributes to a sense of separation between the suburban edge of Salisbury and the rural, low-density, village of Britford. It forms part of the river valley setting and the rural approach to Salisbury from the southeast, across which there are clear views of Salisbury Cathedral. There is higher sensitivity to the north and east of the site due its contribution to the rural approach to Salisbury and historic water meadow landscape</li> <li>• <b>Housing:</b> site is capable of bringing forward a significant proportion of affordable housing. The size of the site means that it would be likely to support a wide range of house types and sizes to meet different needs</li> <li>• <b>Inclusion:</b> overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses</li> <li>• <b>Education:</b> primary provision could be incorporated into the emerging Netherhampton Road site but a new primary school onsite could be required if the school at Netherhampton Road was not able to support needs. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of these schools is constrained by planning and highways concerns but expansion of Sarum Academy is possible</li> <li>• <b>Transport:</b> this size of site is considered more than capable of incorporating mixed-uses into the design and layout. The cumulative effects of proposed development on Harnham Road, Downton Road and existing AQMAs will need to be modelled and assessed</li> <li>• <b>Economy:</b> the site benefits from access to the A338 (Downton Road) and has reasonable connectivity to the City Centre. The location and size of the site suggests that it could have positive effects in supporting the City Centre.</li> <li>• Minor or neutral effects are likely for biodiversity and climate change</li> </ul>
8	4 <sup>th</sup>	<p><b><i>No major adverse effects (where mitigation is considered unachievable) are likely</i></b></p> <p><b>Summary of likely significant issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Land and soil:</b> the location of this site may not result in particularly high densities given its location on higher ground above Salisbury and the extent of landscape mitigation that may be required as a result</li> <li>• <b>Environmental pollution:</b> this site connects with the Harnham Gyratory which is congested, and further development has the potential to worsen this situation</li> <li>• <b>Energy:</b> this site is one of the larger sites in Salisbury and so presents opportunities to support energy generation from renewable and low carbon sources</li> </ul>

		<ul style="list-style-type: none"> <li>• <b>Heritage:</b> the site is close to Scheduled Monument Woodbury Hillfort and Woodbury Ancient Villages and settlement. Site is likely to have archaeological interest. The sites' contribution to significance requires assessment before potential for mitigation or impact on capacity can be considered</li> <li>• <b>Housing:</b> this site could deliver some affordable housing as part of any housing development, but the topography of the site limits the potential for a significant housing development, reducing the quantum that this site would be able to support</li> <li>• <b>Inclusion:</b> overall, there could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses</li> <li>• <b>Education:</b> primary provision could be incorporated into the emerging Netherhampton Road site or a new primary school onsite could be required if the school at Netherhampton Road was not able to support its needs. The site falls into the secondary school catchment for the Laverstock campus schools, which are at or nearing full capacity. Expansion of these schools is constrained by planning and highways concerns. Expansion to Sarum Academy is possible</li> <li>• <b>Transport:</b> the site is large enough to easily incorporate a mixed-use development. This site connects with the Harnham Gyrotory which is congested, and further development has the potential to worsen this situation</li> <li>• Minor or neutral effects are likely for biodiversity, water resources, climate change, landscapes and economy</li> </ul>
5	5 <sup>th</sup>	<p><b>Major adverse effects (where mitigation is considered unachievable) are considered likely with this site for transport. It is therefore recommended that this site is not taken forward for further assessment</b></p> <p><b>Summary of likely significant issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Transport:</b> the site is served by and would require access from the A36 which forms part of the Strategic Road Network. In order to accommodate the heavy A36 through traffic and facilitate right turners out of this site, a large roundabout or signalised junction would be required. Such infrastructure would need to conform to high design standards and would prove very costly and significantly impact upon the economic viability of the site</li> <li>• <b>Water resources:</b> the site is covered by a Drinking Water Protected Area which is where raw water is abstracted from rivers and reservoirs</li> <li>• Minor or neutral effects are likely for biodiversity, land and soil, environmental pollution, climate change, energy, heritage, landscapes, housing, inclusion and economy</li> </ul>
3	6 <sup>th</sup>	<p><b>Major adverse effects (where mitigation is considered unachievable) are considered likely with this site for transport. It is therefore recommended that this site is not taken forward for further assessment</b></p> <p><b>Summary of likely significant issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Transport:</b> access is considered unlikely to be achievable due to the need for expensive engineering and land constraints (rail tunnel widening, footway/cycleway provision in third party land), against a small number of houses. There is no linking footway or cycle infrastructure and no sufficient access to public transport. Routes through the Milford Mill Road railway Tunnel are not considered appropriate given the lack of footway and lack of opportunity to make such provision due to the narrow structure</li> </ul>

		<ul style="list-style-type: none"> <li>• <b>Environmental pollution:</b> sensitive receptors include the adjacent Milford House Care Home, which is also a listed building, and the railway line – mitigation measures will be needed to reduce impacts on/from those. The rail line is elevated and the impact of noise on amenity is likely to be significant</li> <li>• Minor or neutral effects are likely for biodiversity, land and soil, water resources, climate change, energy, heritage, landscapes, housing, inclusion and economy</li> </ul>
12	7th	<p><b>Major adverse effects (where mitigation is considered unachievable) are considered likely with this site. It is recommended that this site is not taken forward for further assessment</b></p> <p><b>Summary of likely significant issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Biodiversity:</b> biodiversity of the site is likely to be high and would qualify as CWS. The site has good potential for protected species and wildlife generally. Significant additional land will be required to achieve biodiversity net gain; mitigation would therefore not be possible to achieve on site</li> <li>• <b>Transport:</b> the site cannot derive access from Penning Road by virtue of a weight restricted, poorly maintained, narrow rail bridge, high gradients down to Wilton Road and a very poor junction onto the A36. A new railway bridge and new junction onto Wilton Rd would likely be very expensive. Access to the north of the site to Fugglestone Red would require 3<sup>rd</sup> party land and would need access through the adjacent Academy Site which is unlikely to be achievable due to existing building footprint and child safeguarding issues</li> <li>• <b>Land and soil:</b> land needs restoration after former quarrying and industrial processing plant uses. Part of this site is a waste allocation (Wiltshire and Swindon Waste Site Allocations Local Plan 2013) including for Materials Recovery Facility/Waste Transfer Station, local recycling and waste treatment. Therefore, development for other uses would likely not be in accordance with this adopted policy</li> <li>• <b>Water resources:</b> this site is covered by Source Protection Zone 2</li> <li>• <b>Environmental pollution:</b> the site is adjacent to the A36 and railway line and noise impacts are likely. Salisbury has three Air Quality Management Areas (AQMAs) in respect of the nitrogen dioxide annual mean objective and exceedances exist on A36, A30 and at several hotspots in the city centre. Development of this site will significantly increase traffic on the A36</li> <li>• <b>Energy:</b> this site is one of the larger sites in Salisbury and so presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers. A site of this size could also enable some economic and employment opportunities in sustainable green technologies</li> <li>• Minor or neutral effects are likely for climate change, heritage, landscapes, housing, inclusion and economy</li> </ul>
4	8th	<p><b>Site 4 is considered the least sustainable site when assessed against the 12 SA objectives and when compared against all other sites. No significant benefits are considered likely from development of this site. Major adverse effects (where mitigation is considered unachievable) are considered likely with this site for transport. It is therefore recommended that this site is not taken forward for further assessment</b></p> <p><b>Summary of likely significant issues:</b></p>

		<ul style="list-style-type: none"><li>• <b>Transport:</b> the site is served by and has direct access onto the A36 which forms part of the Strategic Road Network. Any access delivery on this road would therefore need to accord with Design Manual for Roads and Bridges which would not be cost effective for the number of dwellings proposed</li><li>• <b>Biodiversity:</b> the site has good potential for commuting and foraging bats due to the proximity of the railway and the number of mature trees. A variety of other wildlife may use the site including badgers, reptiles, breeding birds and possibly dormice due to the proximity of the railway</li><li>• <b>Water resources:</b> the site is covered by a Drinking Water Protected Area which is where raw water is abstracted from rivers and reservoirs</li><li>• <b>Environmental pollution:</b> the site is narrow and sandwiched between the A36 and the railway line. It will be challenging to achieve suitable noise levels given that there would be significant noise from two directions. There is also a risk of creating exposure to poor air quality due to proximity of the A36</li></ul>
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65. Site 1 performs overall the best against sustainability appraisal, but in general the differences between sites are not substantial. It seems fair to say that Sites 1, 7 and 6 are grouped at the top, with Site 8 slightly behind.

66. For its part Stage 4 assessment of prospective development sites against the Place Shaping Priorities for Salisbury yields in summary the outcomes below. At Salisbury, Stage 4 assessment ranks the candidate sites in a way which almost exactly mirrors Stage 3. The only subtle difference being that at Stage 4 Site 6 is joint second, having been third at Stage 3:

	Stage 4 ranking of sites	SA ranking of sites		PSP 1	PSP: 2	PSP 3	PSP 4	PSP 5	Change from SA ranking
1	1 <sup>st</sup> -								No change
6	2 <sup>nd</sup> (Joint) Rd	3 <sup>rd</sup>							↕
7	2 <sup>nd</sup> (Joint)	2 <sup>nd</sup>							
8	4 <sup>th</sup>	4 <sup>th</sup>						No Change	

67. By first considering the relationship with the Place Shaping Priorities it is evident that the sites have benign effects on those objectives focussed on economic outcomes (e.g. Priorities A and D) because increases in population at a given location will increase city centre patronage and support the visitor economy. Outcomes from Place Shaping Priority 5 meanwhile, essentially socio-economic in nature, are a little more nuanced: positive, in general, because increasing housing numbers facilitates the meeting of infrastructure and affordable housing objectives. It is, however, useful to note that Sites 7 and 8 perform comparatively less well because their respective developable areas were modified on Stage 3 SA advice, thus reducing the ability of these sites to contribute to such Priorities for Salisbury. Compared to Site 8, Site 7 however, is in a location where there is a possibility for the site to be extended usefully in order to look comprehensively at the relationship of future development here and the nearby hospital campus. Doing so would allow scope to consider their inter-relationship and support a place shaping priority (PSP4). It may also increase the benefits of this site over site 8.

68. Highest levels of difficulty in fulfilling Place Shaping Priorities are found against the physical and environmental measures (2 and 3: Landscape Setting and Separation & Distinctiveness). Indeed, it is believed that, at Site 8, Salisbury's landscape setting (Priority 2) might be too adversely affected since development at that location could witness housing being built along a section of the Harnham ridge-line, which is likely to be visible from the Cranborne Chase & W Wilts AONB, as well as on approach to Salisbury from the south. Site effects upon Salisbury's landscape setting are also in doubt at Sites 6 and 7, mostly in relation to views to / from the cathedral. In these cases, however, it is believed that through landscape mitigation and good-quality urban design such effects can be absorbed without unduly harmful impacts upon this aspect of the city's setting. Finally, concerns are also articulated about separation (Priority 3) between Salisbury urban area and Britford at Site 6. Once again it is believed that landscape mitigation and good urban design can accommodate such concerns for the longer-term.

69. In summary Stage 4 at Salisbury has essentially reinforced Stage 3 SA findings: Site 1 performs the best; Sites 6 and 7 are next best; Site 8, meanwhile, appears to perform comparatively the least well.

## Preferred Options for Development

70. Further work has examined in more detail which land within these sites can be developed and which not, having regard to constraints and requirements for mitigation. This work results in a schematic masterplan for the distribution of uses within the site. This represents the plan's preferred option. Site 7 has been extended to include land between it and the hospital in order to look at the wider potential of the area and ensure there is a comprehensive development treatment of their relationship.

71. This is an appropriate stage to invite comments about the scale of growth, the direction of the City's expansion and the form and location it should take.

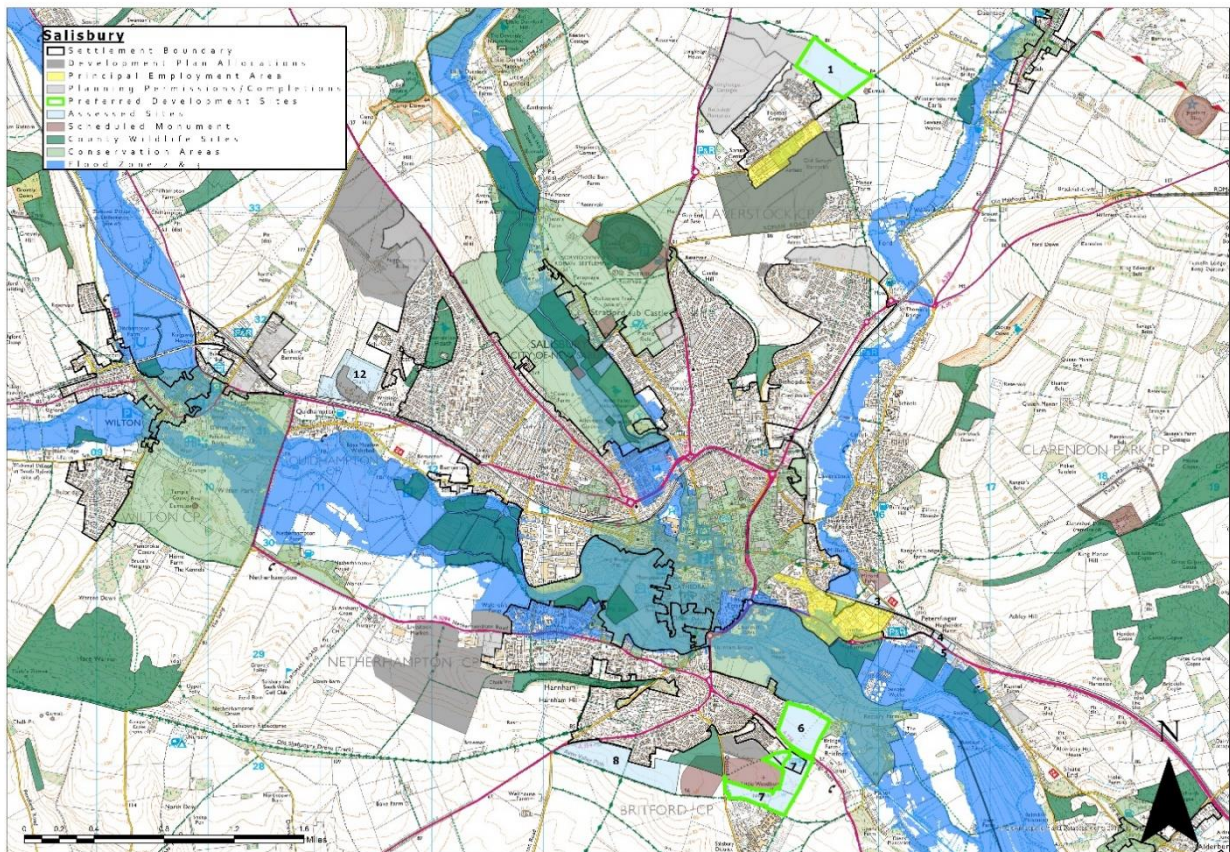


Figure 5 Map showing preferred development options