

Planning for Salisbury

July 2023

1. Introduction

'Planning for Salisbury' is a guide to how the Local Plan Review ('the Plan'), which replaces the Wiltshire Core Strategy, is going to affect the city over the coming years. It sets out the evidence and processes that have informed the policies of the Plan that relate to Salisbury, as follows:

Table: proposed Local Plan policies for Salisbury

Policy	Title
Policy 22	Salisbury Principal Settlement
Policy 23	Land north-east of Old Sarum
Policy 24	Land at Netherhampton Road Garden Centre
Policy 25	Land north of Beehive Park & Ride
Policy 26	Land north of Downton Road
Policy 27	Land south of Harnham
Policy 28	Land west of Coombe Road
Policy 29	Suitable Alternative Natural Greenspace, South Salisbury
Policy 30	Land East of Church Road, Laverstock
Policy 31	Salisbury Central Area
Policy 32	Salisbury Skyline
Policy 33	The Maltings and Central Car Park
Policy 34	Churchfields Employment Area
Policy 35	Salisbury District Hospital Campus

The current planning policies for Salisbury are included in Appendix 1.

2. Salisbury: Context and challenges

Population	41,800 ¹	Amongst the largest of the county's 16 main settlements
Strategic role	Principal Settlement	<p>Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic role as employment and service centres.</p> <p>They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment.</p>

Environment

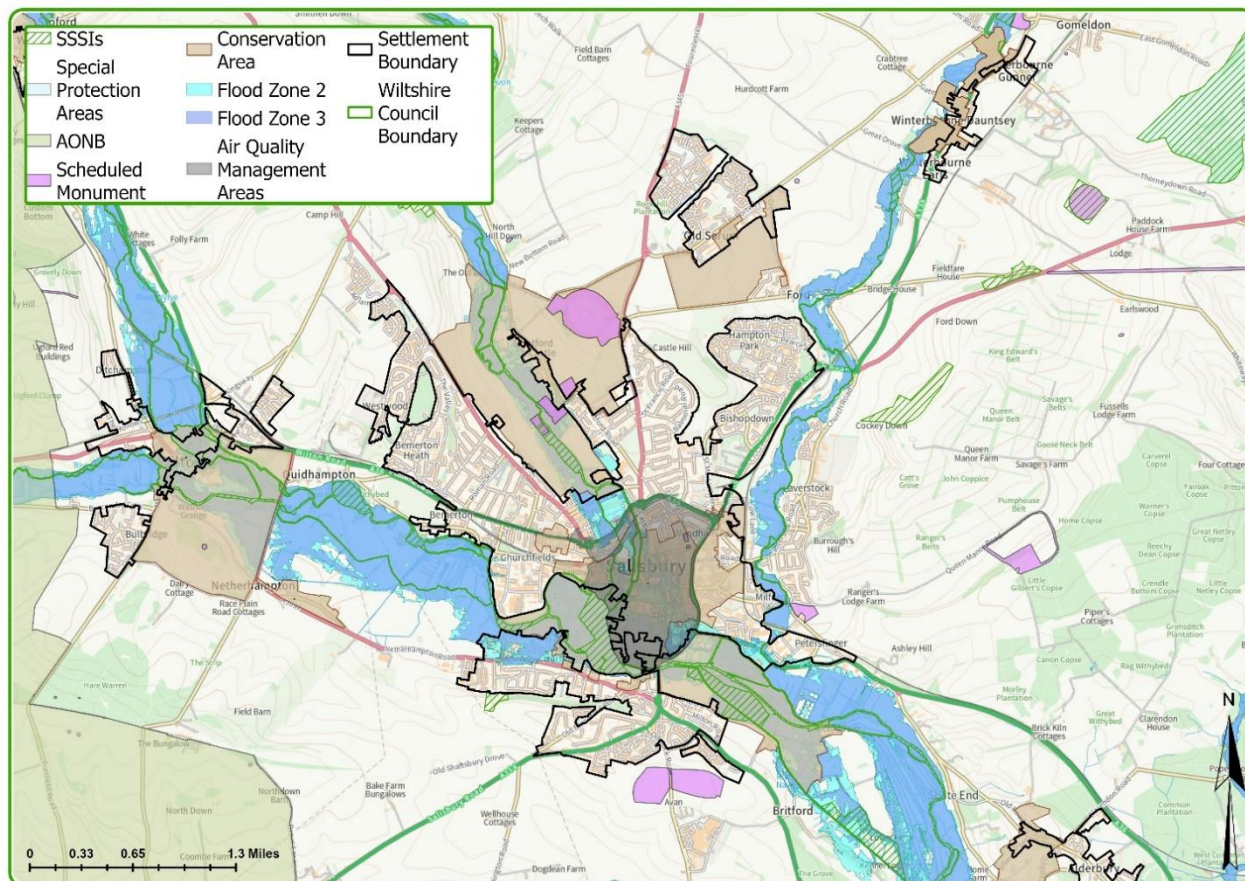


Figure 1. Environmental constraints and designations at Salisbury.

¹ [Census 2021, ONS](#)

Salisbury city centre is set within a medieval grid system and offers an attractive and important leisure and visitor destination. Its cathedral and spire dominate views for miles around. The protection of this and other heritage assets and their settings is paramount to the city's sense of place. Other major assets include Old Sarum hillfort, to the north of the city, and Woodford Ancient Villages, to the south-east.

Much of the city centre is a Conservation Area owing to the historic chequer pattern of streets and the architectural quality, variety and coherence of the buildings.

Prehistoric archaeology can be a recurrent constraint in and around Salisbury, and sub-surface assessment is often required to understand the extent and significance of assets.

Situated on the River Avon, at the confluence of five rivers; development at Salisbury must avoid flood-risk areas – these are zones '2' and '3' (shown above). The city is located close to the West Wiltshire and Cranborne Chase Area of Outstanding Natural Beauty (AONB), which extends close to the south and west of the city. Any urban expansion must therefore conserve the city's historic landscape setting, amidst rivers and the wider context of the AONB.

A specific environmental limit concerns the ecological integrity of the River Avon system and its tributaries. Pressures on the river's water quality is a further matter which affects the scale of development that can be accommodated at Salisbury.

Finally, primary traffic routes pass through Salisbury, most notably the A36 (Bristol to Southampton). Congestion causes pollution and three Air Quality Management Areas (AQMAs) have been designated. Development at the city should not worsen these conditions.

How has Salisbury developed?

In the last twenty years, Salisbury has grown rapidly, in particular northwards to create the new neighbourhood at Bishopdown. The small area of housing that formerly existed close to Old Sarum Airfield has also been expanded considerably and has become a distinct new district of Salisbury in its own right.

Significant levels of housing growth have also taken place north-westwards, along Devizes Road at Fugglestone Red; westwards, along Netherhampton Road, and southwards, along Odstock Road.

The Wiltshire Core Strategy (WCS), set a housing requirement at Salisbury that also included the neighbouring local service centre of Wilton. For the purposes of the Local Plan, Wilton has been separated from Salisbury.

Completion rates for new housing at Salisbury in the WCS were set at approximately 300 units per annum. Monitoring demonstrates that delivery of new homes has, on average, been about 15% below this target. The following diagram shows how much housing has been delivered in Salisbury from 2006 to 2022.

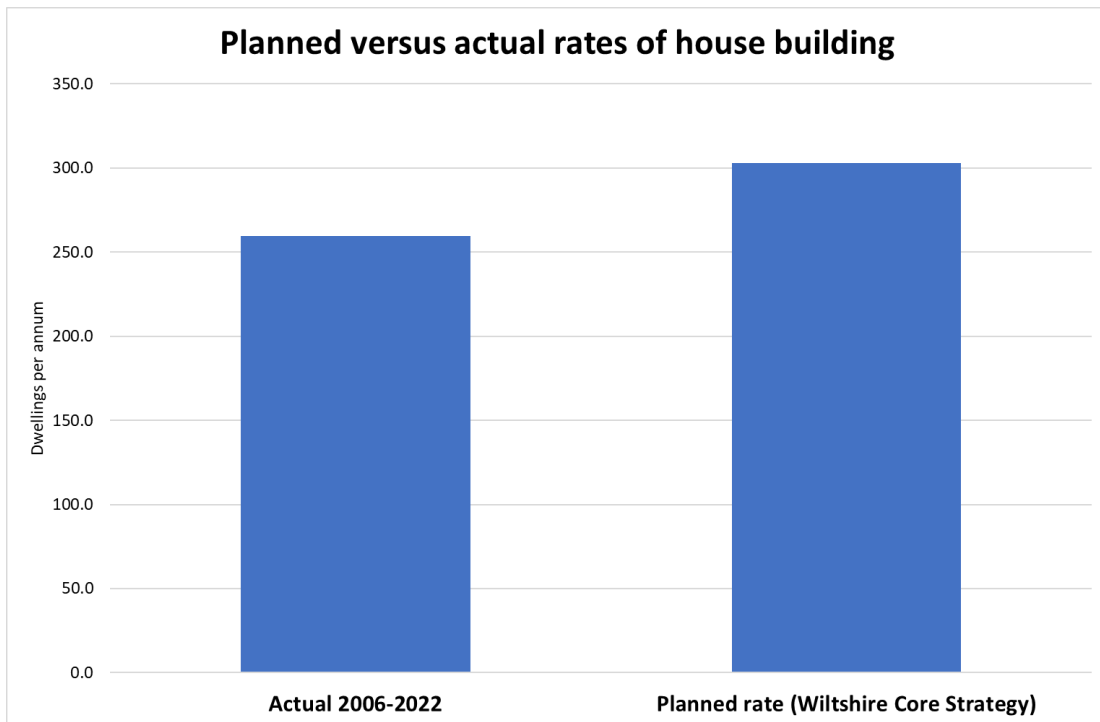


Figure 2. Wiltshire Core Strategy planned growth versus actual rates of house building at Salisbury.

A number of site allocations continue to be developed to provide housing and include Longhedge (Old Sarum, north), Rowbarrow (south-east), Fugglestone Red (north-west) and Netherhampton Road (Harnham, west).

Housing growth has not been matched at Salisbury by growth in employment. In 2017, Public Health England announced that it would relocate over 2,700 jobs from Porton Down, just outside Salisbury. Then, in 2018, the Novichok nerve agent incident had a large impact on the retail, leisure and tourism sectors. Working with numerous partners, Salisbury’s recovery is now underway. A Science Park has been realised at Porton Down, with full occupancy, and the Salisbury Central Area Framework (CAF) has been adopted. The CAF makes recommendations to further the city centre’s comparative advantages as a visitor destination and place to live. A key part of this is the delivery of the Salisbury River Park flood alleviation and environmental improvements project, which is now well underway.

Reflecting activity in manufacturing and services, local business is largely concentrated within Salisbury at the centrally located Churchfields employment area. Whilst the WCS identified this area for housing redevelopment, detailed work in the last few years has demonstrated that such a proposition would not be economically viable. A major constraint is the existence of subsoil contaminants which have accumulated both from previous and current uses at Churchfields, affecting viability.

Overall, the WCS envisaged 29 hectares of land available to meet forecast economic needs. Little of this has come to fruition as land for business uses. The Wiltshire Employment Land

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Review (ELR)² says that many employment land parcels in Salisbury, for instance at Longhedge (8ha) and UKLF (3ha, Wilton), have largely been lost to housing development, albeit that 3ha of the Longhedge site were developed as small business units.

The ELR further recommends that a final site, at Quidhampton Quarry (4ha) not be retained for employment purposes, as it is not prominent for business and lacks suitable access.

As regards retail, the expansion of opportunities for shopping has often occurred in out-of-centre locations, notably at Southampton Road. Whilst not benefiting the city centre, this has nevertheless improved local job prospects and provided greater retail choice.

The Wiltshire Retail and Town Centres Study (RTCS)³ states that Salisbury city centre is healthy and appealing, underpinned by the presence of the cathedral and the general attractiveness of the built environment. Salisbury remains the county's most significant retail hub and is a popular destination for both food and non-food shopping, particularly the latter, with a wide catchment area across southern Wiltshire - the proportion of non-food retailers remains above the national average. In line with most market towns, however, recent years have witnessed a fall in comparison goods outlets, but a rise in service uses.

Finally, Salisbury has, for many years, been trying to revitalise a central area known as The Maltings and central car park. The WCS allocation planned its redevelopment to be predominantly retail-led, but expansion of online shopping has meant that such a scheme has not been feasible. A revised masterplan has been agreed for this important site, which shifts the development focus more towards residential and leisure, in line with CAF recommendations for Salisbury city centre; working in tandem with the Salisbury River Park scheme.

The map below illustrates the Wiltshire Core Strategy land use policies along with significant development sites at the city.

² Wiltshire Employment Land Review (Hardisty Jones, 2021)

³ Wiltshire Retail and Town Centres Study (Avison Young, 2020)

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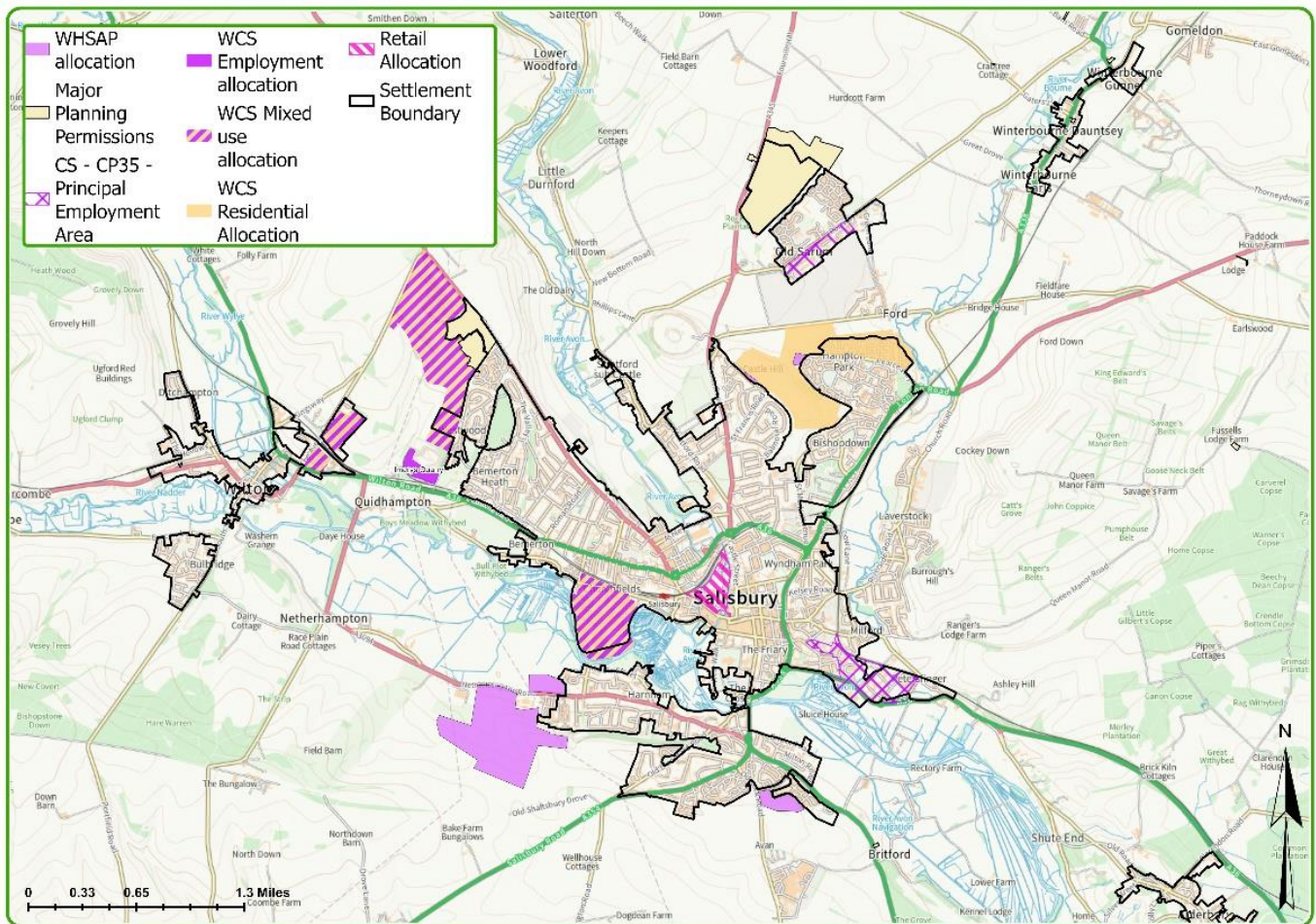


Figure 3. Current major planning permissions and development plan commitments at Salisbury.

Planning to 2038

Looking ahead, in terms of Salisbury's environmental context and how it has developed in recent years, a strategic narrative for the city's growth can be summarised as follows:

Salisbury will continue to be a primary focus for growth in south Wiltshire. Opportunities for further outward expansion are becoming increasingly difficult to accommodate and there will be added emphasis on regeneration of city centre sites. The way forward for Salisbury is to accommodate development to meet its needs locally without compromising the place's unique character and setting.

Scales of growth at Salisbury, as set out in the Revised Spatial Strategy (RSS) reflect both the city's status as a principal settlement, whilst also responding to concerns about environmental constraints, such as the place's historic character and landscape setting, flood-risk and water quality. Such constraints have led to an insufficiency of available land for both housing and employment-led development in sustainable locations around the city.

The RSS identifies a requirement of 4,500 homes for the Plan period 2020 to 2038. A decrease in rates of house building, compared to the WCS, is therefore evident.



Figure 4. Wiltshire Core Strategy growth compared to Wiltshire Local Plan Review growth at Salisbury.

The central area of Salisbury is strategically important, being the primary focus for retail and leisure activity serving a large hinterland and wide tourist base. Building on recommendations contained within the CAF, the central area will be strengthened generally, but specifically as a centre of heritage and tourism. This means fulfilling the potential of three important opportunity sites - Churchfields Employment Area, The Maltings and Salisbury Train Station - but also ensuring flexibility of uses in the city centre, to enable residential and services to occupy such space. Also included are other initiatives not related to planning, such as city centre promotion and the organisation of activities to encourage footfall and dwell-time.

Beyond the city centre, though constrained, housing needs will be met by small-scale redevelopment within Salisbury urban area and at limited greenfield sites on the periphery.

Focusing further on the local economy, an important allocation that remains undeveloped is eight hectares of land available for business uses at Fugglestone Red. The ELR makes clear that this parcel should be retained for business uses to meet future need at Salisbury of 6.5 hectares (4.2 hectares for industry and 2.3 for offices).

Potential for life sciences will also be catered for around Salisbury, which has a nationally significant cluster of such specialist activity. As land has not been made available for specialist growth within the urban area, proposals and plans connected with the life sciences sector will be directed to Porton Science Park and Salisbury District Hospital.

A set of Place Shaping Priorities (PSPs) for Salisbury address the collection of matters first highlighted in the WCS, along with new issues that need to be tackled in the Plan. The PSPs result from working with Salisbury City Council, and wider consultation with the community and other stakeholders that took place in 2021. For Salisbury, the Priorities are as follows:

PLACE SHAPING PRIORITIES

PSP1 City Centre: Delivering opportunity sites, including The Maltings and the Train Station, to ensure long-term city-centre resilience.

PSP2 Economy: Maximising the economic potential of the city by delivering the measures set out in Salisbury Central Area Framework through funding to secure the city as a visitor destination and identify suitable locations to facilitate business growth that responds to local needs.

PSP3 Historic Landscape: Conserving the historic landscape setting of Salisbury, notably in terms of the city skyline, and views to and from Salisbury Cathedral and Old Sarum Ancient Monument.

PSP4 Distinctiveness: Maintaining separation and distinctiveness between Salisbury and Wilton, and between Salisbury and adjacent settlements, notably Ford, Laverstock, Britford, Netherhampton and Quidhampton.

PSP5 Affordable Housing: Improving affordable housing provision to support needs of an ageing population, key sector personnel and those entering the market for the first time.

PSP6 Churchfields: Improving Churchfields Employment Area such that it integrates better within the city and presents a more attractive location to a greater diversity of businesses, particularly via measures that expand the range of uses and improve transport both within and around the locality.

PSP7 Hospital: Facilitating the regeneration of the Salisbury District Hospital site to underpin its key role within the life sciences sector and as a university-level education and knowledge facility.

PSP8 Infrastructure: Delivering funding contributions towards i) early years, primary and secondary education, healthcare, wellbeing and the environment, and ii) a Salisbury Transport Strategy.

PSPs sit alongside the spatial strategy for Salisbury. Their central purposes are to describe what growth intends to help deliver, and how change should be managed. They form the basis for an overarching planning policy for Salisbury that guides development and the scope of growth.

PSPs therefore provide a succinct strategic context within which to understand the spatial strategy for Wiltshire's main settlements. They also set a framework to co-ordinate the high level and strategic role of the Local Plan with the function of neighbourhood plans prepared by city and parish councils that set more detailed visions for the future of each community. The two sets of plans therefore work in tandem.

PSPs are also used to influence how and, more precisely, where development will take place, as an important aspect in the selection of sites for new development. They act as a guide to defining how and where growth needs to happen. At Salisbury this means ensuring that the city's historic landscape setting can be preserved. This is driven by PSP4, but also by PSP3, on ensuring distinctiveness between the city and surrounding settlements.

Housing development will ensure that an ongoing stream of affordable property can be accessed by the city's key workers and those entering the marketplace for the first time (PSP5). It also ensures that supporting infrastructure can be provided in a timely fashion (PSP8).

The development planned for the settlement will help to support city centre regeneration as well as the wider economy, increasing the pool of both local labour and spending (PSPs 1 and 2, but also PSPs 6 and 7, which refer to specific projects for Salisbury).

3. Local Plan Proposals

Protecting the environment

An overarching theme for Salisbury is that further outwards expansion is becoming increasingly difficult.

The historic landscape setting of rivers, water meadows and surrounding hills defines Salisbury's appeal and character. With its cathedral, Old Sarum scheduled monument and proximity to internationally renowned Stonehenge, the city is a popular visitor destination. The West Wiltshire & Cranborne Chase AONB, meanwhile, frames the urban area to the south and west. The Local Plan recognises the importance of the city's historic landscape setting and protects the AONB and its setting.

Other widespread constraints include flood risk, ecology and archaeology. A specific constraint concerns the environmental integrity of the River Avon: pressures on the river catchment are noted by the Environmental Agency and it is important to restore the River Avon Special Area of Conservation to 'favourable' condition. Additionally, Wessex Water and Natural England are advising on sustainable levels of water abstraction from the Avon that can be permitted for the consumption arising from additional housing development.

WCS Core Policy 25 Old Sarum Airfield is not carried forward into this Plan on environmental grounds. In 2019 a planning application for housing at this location, between Salisbury proper and the Old Sarum neighbourhood was taken to appeal by the scheme promoter. The appeal inspector concluded that harm to both the airfield conservation area (CA) and setting of Old Sarum scheduled monument could not be satisfactorily mitigated. The Airfield and Old Sarum are classified as being of national heritage significance. Wiltshire Council has subsequently decided that any level of development on the Airfield will compromise the open character of the CA as well as detract from the setting of the scheduled monument.

Careful consideration has been given to the potential impacts of any new development on traffic congestion and air quality issues along primary transport routes in Salisbury. For these environmental reasons, as well as benefit to city centre trade (see above), development proposals are as well connected to public transport routes and hubs as possible, allied to provision for active travel in the form of pedestrian and cycling routes.

How many more homes?

From the reduced scale of growth over the Plan period (see above) homes built and those in the pipeline can be deducted. What is left and necessary to plan for is called the residual requirement. When the number of homes built and in the pipeline is deducted it leaves a further 1,530 homes to be accommodated at Salisbury up until 2038.

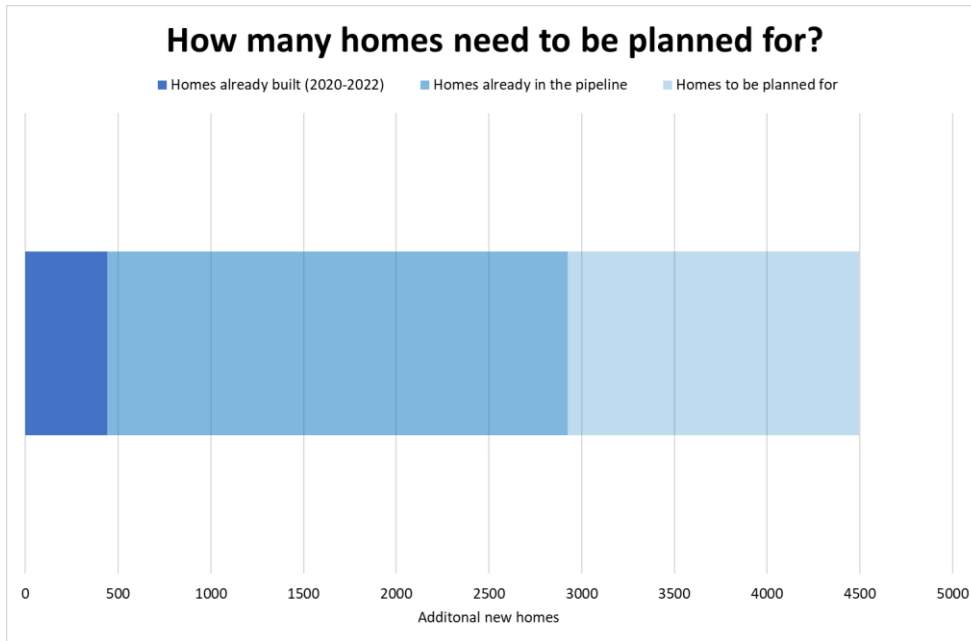


Figure 5. Calculating how many homes need to be planned for at Salisbury.

Selecting sites

Fourteen sites at Salisbury were considered 'reasonable alternatives' for new homes and assessed through Sustainability Appraisal⁴, as illustrated on the map below.

⁴ Wiltshire Local Plan Review Sustainability Appraisal Report (July 2023)

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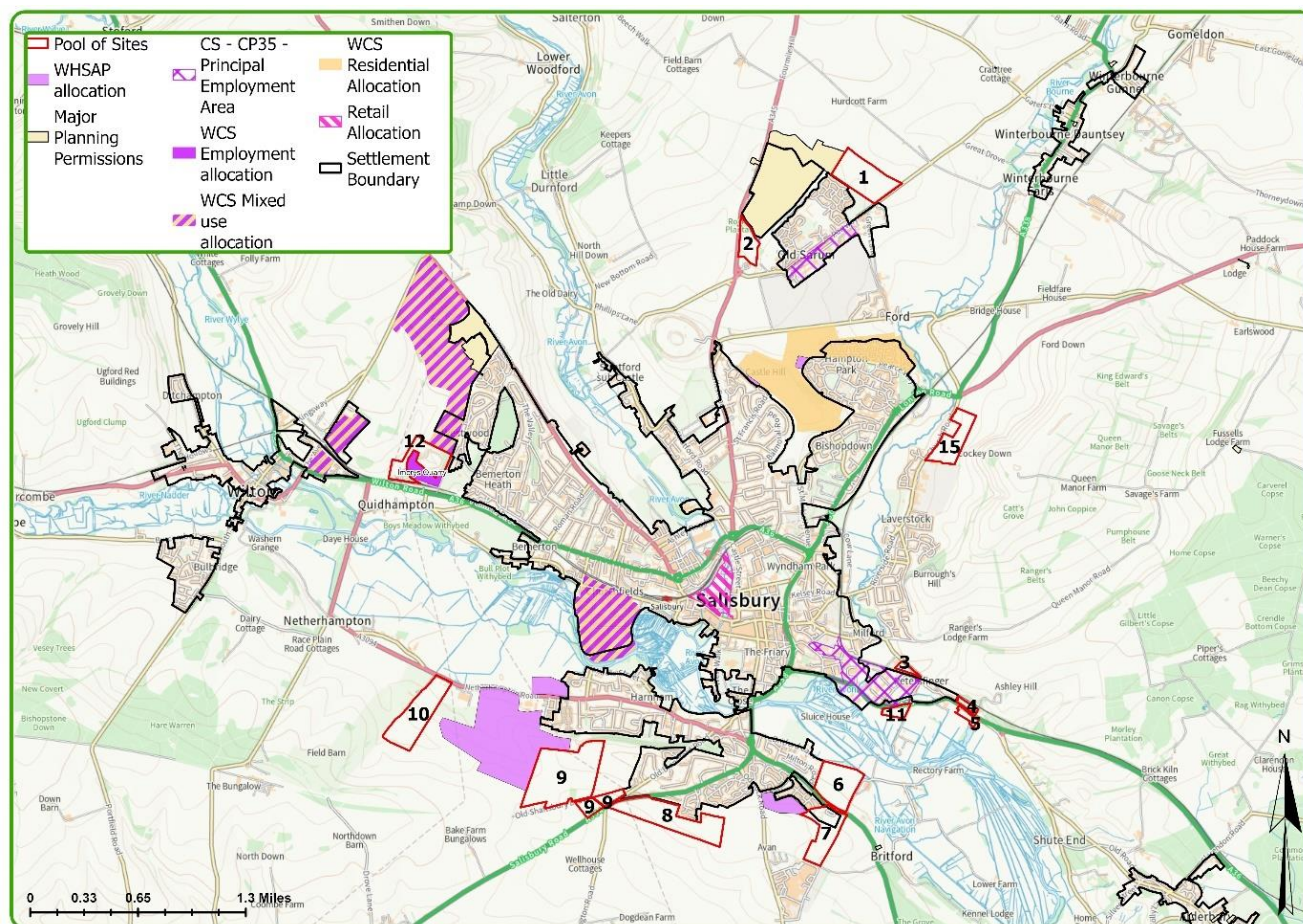


Figure 6. Pool of sites for sustainability appraisal at Salisbury.

These sites resulted from a two-stage sifting process that removed land incapable of being developed without unacceptable impacts. Sustainability Appraisal assessed which likely significant effects development of a site would incur, both positive and negative. Those sites that performed better in sustainability terms were those that were considered likely to have fewer significant adverse environmental effects and greater social and economic benefits. Sustainability Appraisal ranked sites by their social, environmental and economic effects.

Following this the sites were assessed by their performance against the Place Shaping Priorities. Preferred sites were identified through a combination of assessment against the Sustainability Appraisal and the Place Shaping Priorities.

Sustainability Appraisal showed all the sites at Salisbury had some negative environmental effects. At the 2021 'preferred options' consultation some potential sites had already been excluded from further consideration (sites 3, 4, 5 and 12). On the other hand, four sites (1, 6, 7 and 8) were considered able to progress albeit SA, in many cases, reduced the developable area, usually owing to environmental constraints.

The consultation, however, also recorded the submission to the Council of additional land for consideration as possible areas for development. Of these, sites 2, 9, 10 and 15 were deemed sufficiently able to progress to Sustainability Appraisal as reasonable alternatives and joined the preferred options from the 2021 consultation. The newer sites also, in many

cases, had to be reduced in area to offset environmental constraints. Site 14, meanwhile, is being promoted through the neighbourhood plan for Salisbury.

In the period between the 2021 consultation and pre-submission, the Council has also excluded site 7 on advice from Historic England about subsoil archaeology, which is described as nationally significant. It is moreover argued that this site negatively affects the setting of the Woodbury Ancient Villages scheduled monument.

A further annotation to make is that the residual requirement for Salisbury has increased between the 2021 consultation and the pre-submission stage of The Plan, from 940 to 1,520 dwellings. An outcome of the uplift in the residual requirement is that site 8, a 'reserve' site in 2021, now finds itself included within the suite of proposed sites for development at Salisbury.

The wider Salisbury housing market area (HMA), which covers south Wiltshire, and which Salisbury is part of, is subject to a requirement for approximately 1,500 homes that cannot, owing to constraints, be accommodated. Sufficient land at High Post, between Salisbury and Amesbury, for this number of new dwellings, was promoted at the 2021 consultation. The land at High Post was however tested through SA - and deemed insufficiently sustainable for a new settlement in this location.

Finally, site, 11 was submitted to the Council at the 2021 consultation, purely with the aim of it being brought forward for employment uses. However, it performed insufficiently well in SA terms.

The methodology and detailed assessments made in the site selection process are all explained in the appendix; the Sustainability Appraisal process and its results are contained in a separate report.⁵

What development is proposed?

Seven housing allocations are therefore proposed for Salisbury in the Plan. In most cases the sites can be developed in the first five years of the Plan. Sites are the following:

Strategic policy	Title
Policy 23	Land north-east of Old Sarum
Policy 25	Land north of Beehive Park & Ride
Policy 26	Land north of Downton Road
Policy 27	Land south of Harnham

⁵ Wiltshire Local Plan Review Sustainability Appraisal Report (July 2023)

Policy 28	Land west of Coombe Road
Policy 24	Land at Netherhampton Road Garden Centre
Policy 30	Land at Church Road, Laverstock

These proposed housing allocations are explained below in greater detail:

Site 1: Land north-east of Old Sarum

Use	Scale
Residential	Approximately 350 dwellings
Green space	Approximately 7ha
<p>Vehicular access can be achieved from The Portway.</p> <p>Green space would include a range of children’s play areas. It would also include allotments and green space to safeguard against adverse effects of recreation pressures on protected sites for biodiversity off site.</p>	

The site’s role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes.

Such a scale of new housing creates an extension to the Old Sarum area of Salisbury.

The site is reasonably well connected to the city centre. Whilst already close to Beehive Park & Ride (Old Sarum), a bus service will be required that connects with the city centre as well as both The Portway and the A345, linking this development and the more recent one at Longhedge effectively into the city’s transport network.

Green space will connect with other nearby green infrastructure in recent housing developments.

The proposals support the city centre, regeneration, and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre using sustainable transport modes, including cycling, which would, amongst other things, help to increase footfall and boost local trade. Site 1 is close to local employment opportunities in Old Sarum and is well located for other business locations, especially at Porton Down and High Post.

An improved urban edge and countryside transition can be provided on this approach into Salisbury from the north-east, whilst the setting and interpretation of *Ende Burgh* scheduled monument can be enhanced (PSP3).

The amount of housing also provides good scope for a mix of housing types, including a proportion of affordable homes (PSP5).

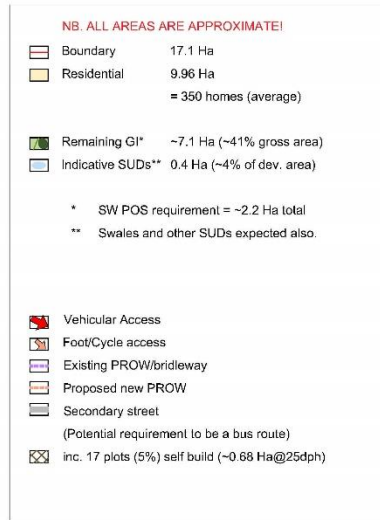
Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principal impacts are listed below, along with the mitigation that is proposed:

- There is potential for development to be exposed within an open rural setting north-east of Old Sarum - buffering and retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts.
- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting city centre air quality - funding contributions from the developer will be sought for measures that counteract negative impacts.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system.
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Significant offsite infrastructure reinforcement for water supply and foul drainage.
- At planning application stage preservation, either in-situ or through recording, of high-value archaeological remains.
- Noise impact assessment for potential impacts from nearby airfield.
- Development may need to address impacts from recreational pressure on sensitive ecology sites – mitigation will be required.
- Provision may be required off-site, as a developer contribution, to ensure a policy compliant net gain in biodiversity.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contribution);
- Old Sarum Primary may become fully subscribed and additional provision will be required (developer contribution).

How Site 1 might be developed is shown on the draft framework plan below. This illustrates one treatment of the site that meets mitigation requirements and the homes and other uses, and infrastructure envisaged.

Land North East of Old Sarum

Concept Plan



NOTE

This Framework Plan demonstrates the area of land which has been assessed to have potential for development, based on the known site constraints and Core Policy requirements.

The design concept assumes a landscape-led approach, i.e. conserving natural features and creation of multi-use green infrastructure.

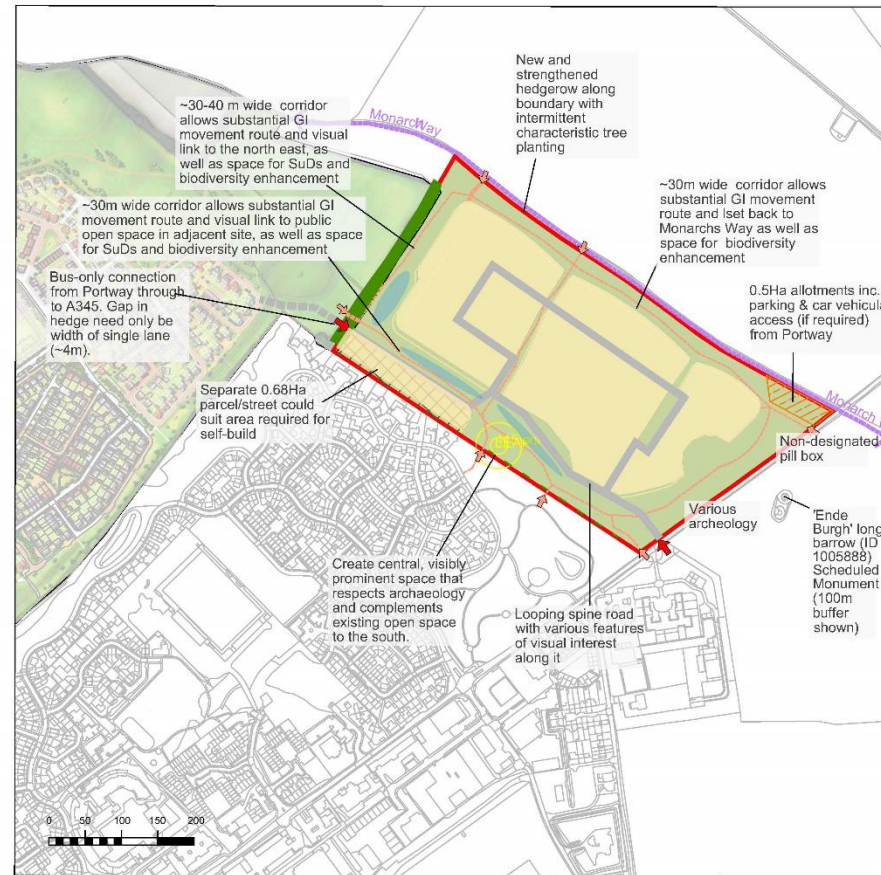


Figure 7. Concept plan for Land North East of Old Sarum

Site 2: Land north of Beehive Park & Ride

Use	Scale
Residential	Approximately 100 dwellings
Green space	Approximately 2.45ha
Vehicular access can be achieved from A345. Green space would include a range of children’s play areas. It would also include allotments and land to safeguard against adverse effects of recreation pressures on protected sites for biodiversity off site.	

The site’s role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes.

Such a scale of new housing creates an extension to the Old Sarum area of Salisbury. Site 2 is well connected to the city centre and local facilities and is adjacent to Beehive Park & Ride (Old Sarum).

An area of woodland in the north will be retained onsite.

The proposals support the city centre, regeneration and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre using sustainable transport modes, including cycling, which would, amongst other things, help to increase footfall and boost local trade. Site 2 is close to local employment opportunities in Old Sarum and is well located for other business locations, especially at Porton Down and High Post.

An improved urban edge can be provided here that ensures separation and distinctiveness between Salisbury and the Old Sarum / Longhedge district (PSP4). The setting of Old Sarum scheduled monument will be preserved (PSP3).

The amount of housing also provides good scope for a mix of housing types, including a proportion of affordable homes (PSP5).

Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principal impacts are listed below, along with the mitigation that is proposed:

- At planning application stage preservation, either in-situ or through recording, of any high-value archaeological remains in accordance with the findings of site surveys. This will have the potential to substantially reduce the developable area of the site.
- The setting to Old Sarum scheduled monument, of national significance, will be preserved by a layout informed by Heritage Impact Assessment.

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- The site occupies land considered to be Source Protection Zone 1 / Drinking Water Safeguard Zone – due regard must be had to the Environment Agency’s ‘Approach to Groundwater Protection’ guidance;
- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting city centre air quality - funding contributions from the developer will be sought for measures that counteract negative impacts.
- All development to be located within Flood Zone 1 but a Flood Risk Assessment will be required to ensure there is no flood risk to the site and that development here will not exacerbate flood risk elsewhere.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system.
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Development areas located close to Old Sarum scheduled monument will need to address impacts from recreational pressure on County Wildlife Sites (CWSs) – mitigation will be required.
- Provision must be made for a policy compliant net gain in biodiversity.
- Protection and enhancement of existing hedgerows and trees throughout the site and overall layout and design should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- Noise and odour impacts from the road and adjacent business operations would be assessed and accommodated through design.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contributions).
- Old Sarum Primary may become fully subscribed and additional provision will be required (developer contribution).

How site 2 might be developed is shown on the draft framework plan below. This illustrates one treatment of the site that meets mitigation requirements and the homes and other uses and infrastructure envisaged.

Land North of Beehive Park & Ride

Concept Plan

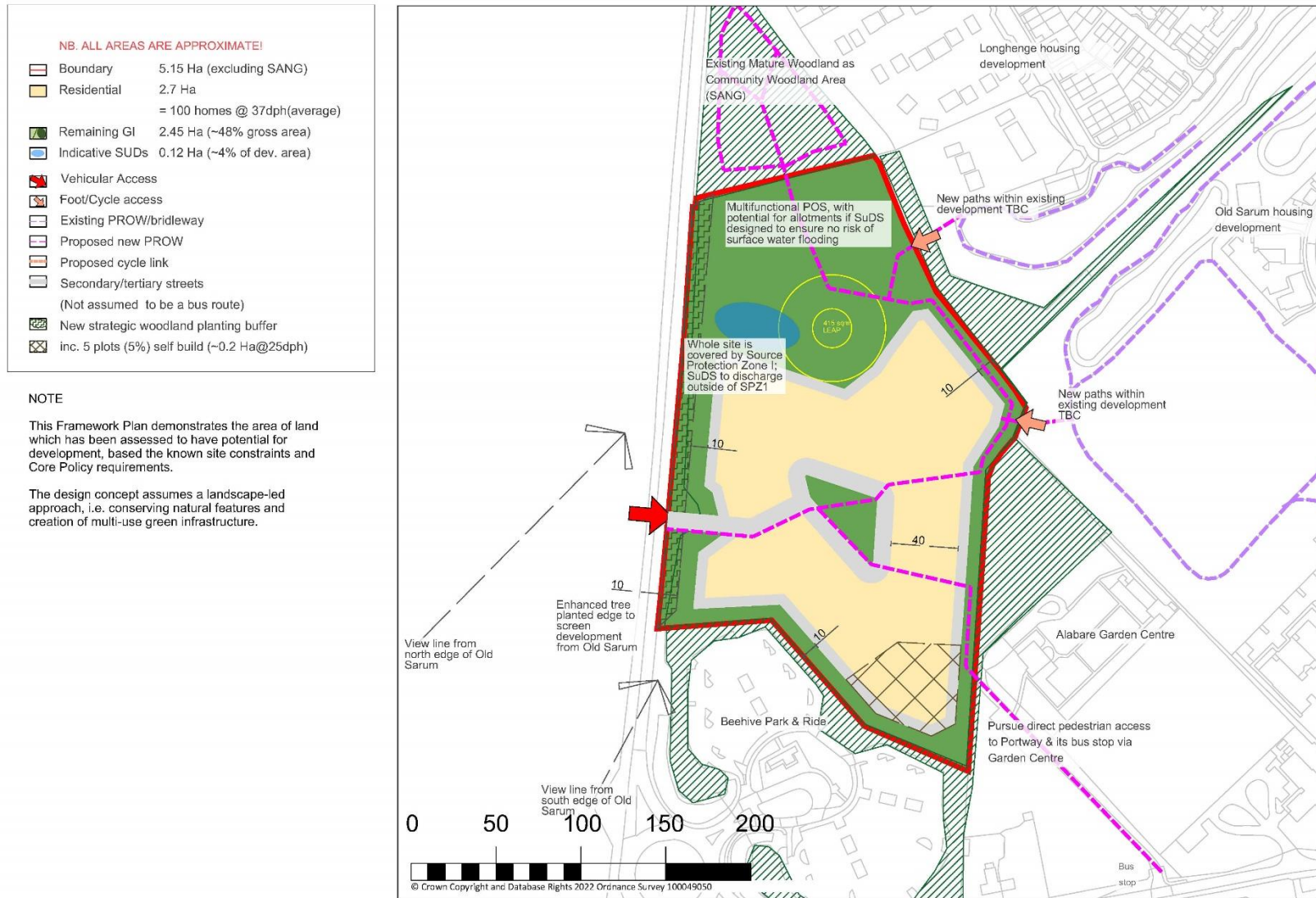


Figure 8. Concept plan for Land North of Beehive Park & Ride

Site 6: Land north of Downton Road

Use	Scale
Residential	Approximately 220 dwellings
Green space	Approximately 7.2ha
Vehicular access can be achieved from A338 Downton Road Green space would include a range of children’s play areas. It would also include allotments and land to safeguard against adverse effects of recreation pressures on protected sites for biodiversity off site.	

The site’s role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes.

Such a scale of new housing creates an extension in the south-east of Salisbury.

The site is reasonably well connected to the city centre. It is on a bus route and opposite Britford Park & Ride.

The proposals support the city centre, regeneration and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. Site 6 is close to local employment opportunities at Salisbury District Hospital.

An improved urban edge and countryside transition can be provided on this approach into the city from the south-east. Following consultation in 2021 a buffer and suitable alternative natural greenspace will wrap around development to the north and east to protect both the ecology of the River Avon and heritage assets at Bridge Farm. Greenspace will also ensure separation and distinctiveness between Salisbury and Britford (PSP4). The setting of and views to Salisbury Cathedral will be preserved by the design of a visual corridor vista through the development (PSP3).

The amount of housing also provides good scope for a mix of housing types, including a proportion of affordable homes (PSP5).

Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principal impacts are listed below, along with the mitigation that is proposed:

- Development will be contained and separation from Britford retained - buffering and retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts.

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- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting city centre air quality - funding contributions from the developer will be sought for measures that counteract negative impacts.
- All development to be located within Flood Zone 1 but a Flood Risk Assessment and surface water drainage strategy will be required to ensure there is no flood risk to the site and that development here will not exacerbate flood risk elsewhere.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system;
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Moderate offsite infrastructure reinforcement for water supply will likely be required.
- Noise impact assessment in relation to potential impacts from the highway network.
- Development will need to address the impacts of recreational pressure upon the New Forest National Park and sensitive Sites of Special Scientific Interest (SSSIs) and County Wildlife Sites (CWSs) - contributions will be sought for mitigation off-site, in the form of suitable alternative natural greenspace ('South Salisbury SANG').
- Provision must be made for a policy compliant net gain in biodiversity.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contributions).
- Early years provision is lacking across southern Salisbury and a new nursery setting will be provided at Site 8, for which development contributions will be required. How site 6 might be developed is shown on the draft framework plan below. This illustrates one treatment of the site that meets mitigation requirements and the homes and other uses, and infrastructure envisaged.


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Land North of Downton Road, Salisbury

Concept Plan

NB. ALL AREAS ARE APPROXIMATE!

	Boundary	13.5 Ha
	Residential	6.3 Ha = ~220 homes @ 35dph (average)
	Remaining GI	7.2 Ha (~53% gross area)
	Indicative SUDs	0 Ha (due to SPZ constraint)
	Allotments	0.3 Ha
	Vehicular Access / emergency access	
	Foot/Cycle access	
	Existing PROW/bridleway	
	Proposed new PROW	
	Secondary/tertiary streets (no bus)	
	Long distance view to Cathedral	



NOTE

This Framework Plan demonstrates the area of land which has been assessed to have potential for development, based on the known site constraints and Core Policy requirements.

The design concept assumes a landscape-led approach, i.e. conserving natural features and creation of multi-use green infrastructure.

It is also designed to create a perceptible green gap between the edge of Salisbury and the village of Britford.

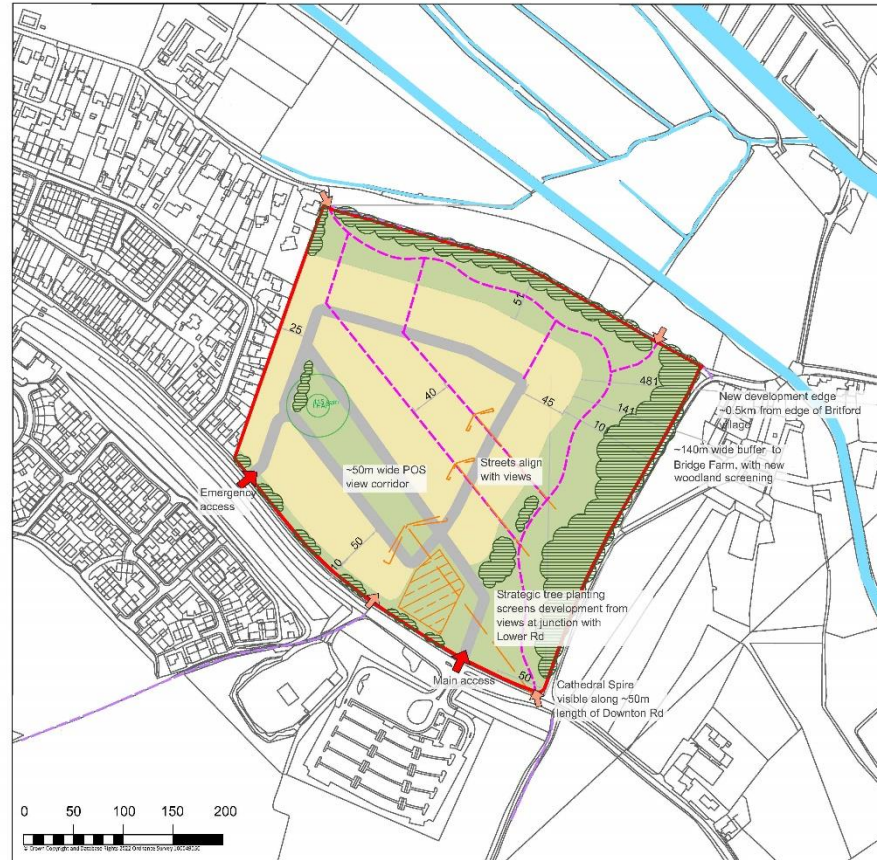
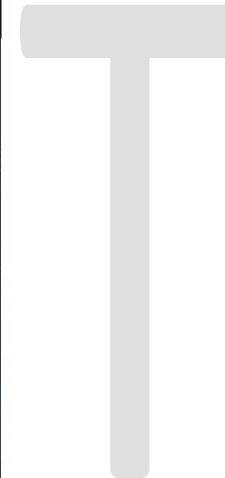


Figure 9. Land North of Downton Road, Salisbury



Site 8: Land south of Harnham

Use	Scale
Residential	Approximately 265 dwellings
Early Years' nursery	Approximately 0.3ha
Green space	Approximately 13ha
Vehicular access can be achieved from A354 Coombe Road Green space would include a range of children's play areas and allotments and, in the east, link to strategic Suitable Alternative Natural Greenspace (SANG) in South Salisbury.	

The site's role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes.

Such a scale of new housing creates an extension to the Harnham area of Salisbury, on the city's south-western approaches.

The site is reasonably well connected to the city centre and is already on a bus route. Additional public transport connectivity can be achieved through ensuring a pedestrian link through to Andrews Way, to the north.

An eastern segment of Site 8 will remain undeveloped to preserve and enhance the heritage setting of the Woodbury Ancient Villages complex and to provide environmental and recreation benefits.

A key element to development will be the creation of a suitable junction on the A354 that enables access for both sites 8 and 9.

The proposals support the city centre, regeneration and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. Site 8 is close to local employment opportunities at Salisbury District Hospital.

An improved urban edge and countryside transition can be provided on this approach into Salisbury from the south-west, whilst the setting and interpretation of *Woodbury Ancient Villages* scheduled monument can be enhanced (PSP3).

The amount of housing also provides good scope for a mix of housing types, including a proportion of affordable homes (PSP5).

Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principal impacts are listed below, along with the mitigation that is proposed:

Planning for Salisbury

- There is potential for development to be exposed within an open rural setting south-west of Salisbury - retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts and ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting city centre air quality; funding contributions from the developer will be sought for measures that counteract negative impacts.
- An eastern section of the site will remain undeveloped to preserve and enhance the heritage setting of the Woodbury Ancient Villages complex.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system.
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Moderate offsite infrastructure reinforcement for water supply and foul drainage will likely be required’.
- Provision must be made for a policy compliant net gain in biodiversity.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contributions);
- Early years provision is lacking across southern Salisbury - a new nursery will be provided at Site 8.

How Site 8 might be developed is shown on the draft framework plan below (site 8 lies east of the A354). This illustrates one treatment of the site that meets mitigation requirements and the homes and other uses, and infrastructure envisaged.

Site 9: Land West of Coombe Road

Use	Scale
Residential	Approximately 45 dwellings
Green space	Approximately 1ha
Vehicular access can be achieved from A354 Coombe Road Green space would include a range of children’s play areas. It would also include allotments and land to safeguard against adverse effects of recreation pressures on protected sites for biodiversity off site.	

The site's role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a proportion of affordable homes.

The new housing creates an extension to the Harnham area of Salisbury, on the city's south-western approaches.

The site is reasonably well connected to the city centre and is already on a bus route. Additional public transport connectivity can be achieved through ensuring a pedestrian link with Andrews Way, to the north-east.

A key element to development will be the creation of a suitable junction on the A354 that enables access for both sites 8 and 9.

The proposals support the city centre, regeneration and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. Site 8 is close to local employment opportunities at Salisbury District Hospital.

An improved urban edge and countryside transition can be provided on this approach into Salisbury from the south-west.

The amount of housing also provides good scope to provide a mix of housing types, including a small proportion of affordable homes (PSP5).

Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principal impacts are listed below, along with the mitigation that is proposed:

- There is potential for development to be exposed within an open rural setting south-west of Salisbury - retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts and ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting city centre air quality; funding contributions from the developer will be sought for measures that counteract negative impacts.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system;
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Significant offsite infrastructure reinforcement for water supply and foul drainage will likely be required.

Planning for Salisbury

- Provision must be made for a policy compliant net gain in biodiversity.
- Noise impacts from the A354 to be assessed and accommodated through design.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contributions).
- Early years provision is lacking across southern Salisbury - a new nursery setting will be provided nearby at Site 8 and developer contributions will be required.

How site 9 might be developed is shown on the draft framework plan below (site 9 is the parcel west of the A354). This illustrates one treatment of the site that meets mitigation requirements and the homes and other uses, and infrastructure envisaged.

DRAFT

Land South of Harnham and Land West of Coombe Road, Harnham

Concept Plan

NB. ALL AREAS ARE APPROXIMATE!

	Boundary	25 Ha
	residential	9.45 Ha (site 8= 8.1Ha, site 9=1.4Ha) = ~312 homes @ 33dph(average) (site 8= ~267 homes, site 9= ~45 homes)
	nursery	0.3 Ha
	Remaining GI	14.04 Ha (~45% gross area)
	Indicative SUDs	0.38 Ha (~4% of dev. area)
	Vehicular Access	
	Foot/Cycle access	
	existing PROW/bridleway	
	proposed new PROW	
	Secondary/tertiary streets (no bus)	

NOTE

This Framework Plan demonstrates the area of land which has been assessed to have potential for development, based the known site constraints and Core Policy requirements.

The design concept assumes a landscape-led approach, i.e. conserving natural features and creation of multi-use green infrastructure.

SANG = 'Suitable Alternative Natural Greenspace' to mitigate recreational impacts upon New Forest ecological designations

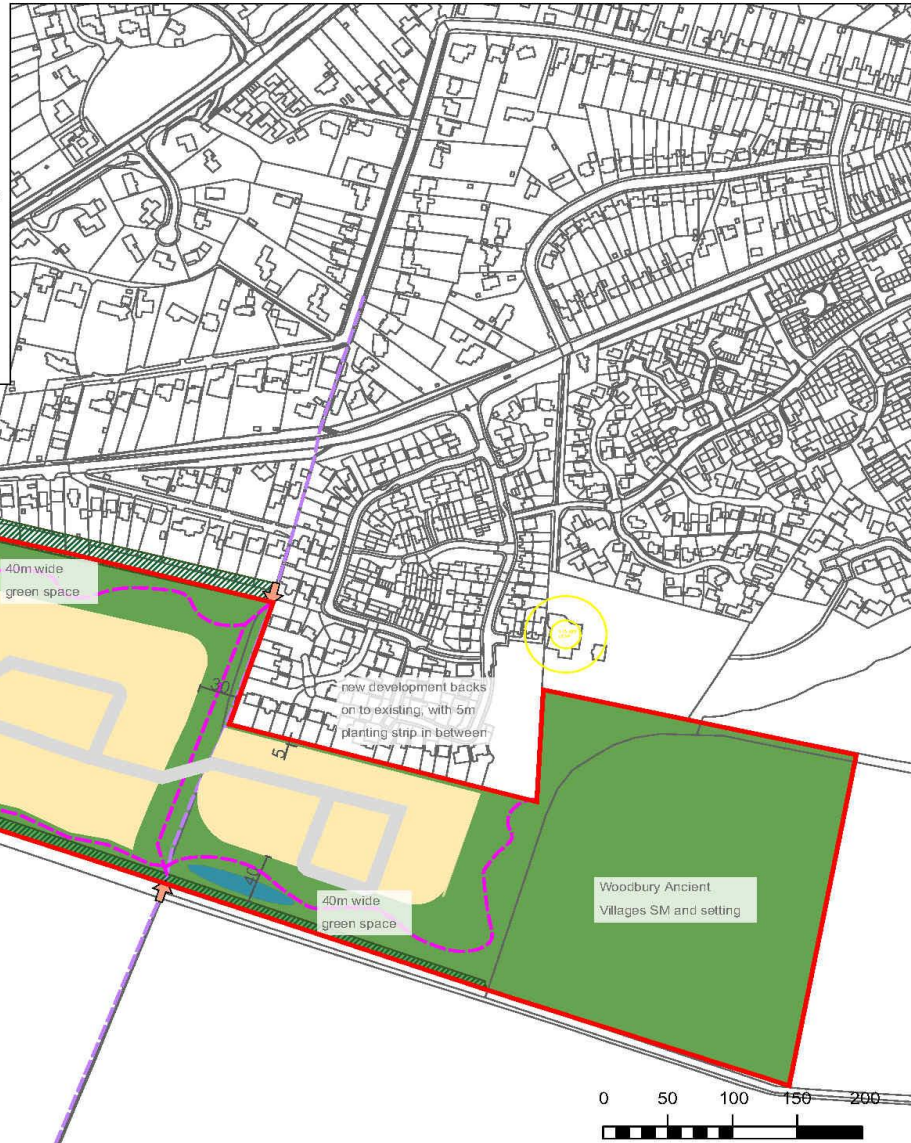


Figure 10. Land South of Harnham and Land West of Coombe Road, Harnham

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Site 10: Land at Netherhampton Road Garden Centre

Use	Scale
Residential	Approximately 60 dwellings
Green space	Approximately 0.5ha
Vehicular access can be achieved from A3094 Netherhampton Road. Green space would include a range of children’s play areas and allotments.	

The site’s role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a proportion of affordable homes.

The new housing creates an extension to Salisbury west of Harnham and adjacent to a large, emerging development of 600-plus homes and local centre immediately to the east, with which Site 10 will need to integrate.

Site 10 is rather more isolated from the existing urban envelope than other sites at Salisbury and development is proposed to be low-scale and solely on the footprint of the existing garden centre to reflect this.

The proposals support the city centre, regeneration, and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre by cycling or by using nearby sustainable transport modes, which would help to increase footfall and boost local trade.

An improved urban edge can be provided on this approach into Salisbury from the west, whilst maintaining separation and distinctiveness between the city and Netherhampton (PSP4). Further reasons to limit the scale of housing here are to preserve views to / from Salisbury cathedral, ensuring that development does not take place in an elevated position above 75 metres (PSP3) and to respond to site sensitivities around archaeology, as there are known to be remains of an Iron Age settlement.

The amount of housing also provides scope for a mix of housing types, including a small proportion of affordable homes (PSP5).

Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principle impacts are listed below, along with the mitigation that is proposed:

- There is potential for development to be exposed within an open rural setting west of Harnham - retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts and ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.

Planning for Salisbury

- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting Salisbury city centre air quality - funding contributions from the developer will be sought for measures that counteract negative impacts.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system;
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Moderate offsite infrastructure reinforcement for water supply and foul drainage will likely be required’.
- Necessary provision to protect from harm or pollution to any ground, surface or drinking water.
- Development will need to address the impacts of recreational pressure upon the New Forest ecological designations. Contributions for mitigation, in the form of off-site strategic SANG (suitable alternative natural greenspace) are sought.
- Provision must be made for a policy compliant net gain in biodiversity.
- Noise and odour impacts from the road and adjacent business operations would be assessed and accommodated through design.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contributions).

Site 15: Land at Church Road, Laverstock

Use	Scale
Residential	Approximately 50 dwellings
Green space	Approximately 1ha
Vehicular access can be achieved from Church Road Green space would include a range of children’s play areas and allotments.	

The site’s role is to provide additional homes over the Plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes.

New housing creates an extension to the village of Laverstock.

The site is reasonably well connected to the city centre via a bus route. Scale of development is restricted to reflect Laverstock’s status in the settlement hierarchy as a

'Small Village', together with the fact that alternative and buffer green space is required to safeguard environmental designations in the New Forest and locally.

Low-density development will be realised in the western segment of the site, between existing linear development to the north and Laverstock's schools to the south.

The proposals support the city centre, regeneration, and the economy (Place-Shaping Priorities 1, 2, 6 and 7) since residents would be able to work in / visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. Site 15 is also well located for business locations at Old Sarum and Porton Down.

An improved urban edge and countryside transition can be provided on this approach into Laverstock from the north, which will moreover ensure continued separation and distinctiveness between the village and Ford (PSP4), whilst the setting of and views to Salisbury Cathedral can be preserved (PSP3).

The amount of housing also provides good scope for a mix of housing types, including a proportion of affordable homes (PSP5).

Evidence gathered by the Council to support The Plan demonstrates potential for negative effects from development. Principle impacts are listed below, along with the mitigation that is proposed:

- There is potential for development to be exposed within an open rural setting north of Laverstock - buffers and retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts.
- Traffic from this site is likely to contribute to elevated oxides of nitrogen, affecting city centre air quality; funding contributions from the developer will be sought for measures that counteract negative impacts.
- Water quality in the River Avon special area of conservation (SAC) will need to be assured through development measures aimed at neutralising the levels of nitrates and phosphates flowing into the river system;
- Water consumption in the form of potentially controlling abstraction levels from the Avon might also be necessary and is the subject of discussion with environmental partners.
- Moderate off-site infrastructure reinforcement to the foul water network capacity
- Development will need to address the impacts of recreational pressure upon New Forest ecological designations, and contributions in the form of off-site SANG (suitable alternative natural greenspace) will be sought.
- Noise assessment to assess the potential impacts of the electronics manufacturing plant and any mitigation measures resulting from this assessment.

- Provision must be made for a policy compliant net gain in biodiversity.
- Sufficiency of secondary school places is dependent upon the timely extension of Sarum Academy (developer contributions).
- Developer contributions may be needed for provision of additional early years places at nearby settings.

Supporting the City Centre

The Local Plan contains a framework that describes how all the different uses found in the central area function together. It provides context and certainty to business and services. It indicates how the area will operate over the plan period.

The Local Plan Review defines a hierarchy of town centres and the extent of town centres and primary shopping areas. The town centre hierarchy is largely consistent with the settlement hierarchy set out in Policy 69 Managing Town Centres. The role of each centre correlates to the role of the wider settlement within the settlement hierarchy. The town centre hierarchy defines Town Centres Boundaries and Primary Shopping Areas within Principal Settlement, Market Towns and Local Service Centres. Within this hierarchy, Principal Settlements provide strategic centres; Market Towns are large shopping and service focused centres with smaller catchments; and Local Service Centres provide a range of shops and services for the local population, thus serving a village centre function.

The Town Centre Boundaries and Primary Shopping Area Boundaries were identified in the 2015 Retail Review. The 2020 Wiltshire Retail and Town Study reviewed these boundaries and found them to be up to date.

Salisbury is defined as a Principal Settlement in the town centre hierarchy. The town centre boundary and primary shopping area can be found on the policy map.

The central area of Salisbury is strategically important, being the primary focus for retail and leisure activity that serves a broad hinterland. The historic landscape setting of rivers, water meadows and surrounding hills further adds to its appeal and character. With its cathedral, and proximity to internationally renowned Stonehenge, the city is a popular visitor destination.

The central area boasts high-quality cultural and leisure facilities. Building on recommendations from partners and those contained within the Salisbury Central Area Framework (CAF)¹ the city will be strengthened generally, but specifically as a centre of heritage, culture and tourism; the CAF provides a blueprint for continued public-private commitment to the central area, to ensure that it remains relevant, is resilient to competition, and acts as an important driver of prosperity for the wider economy. As a basis for its findings the CAF employs 'character areas' in the central area. Below is a representation of these character areas:

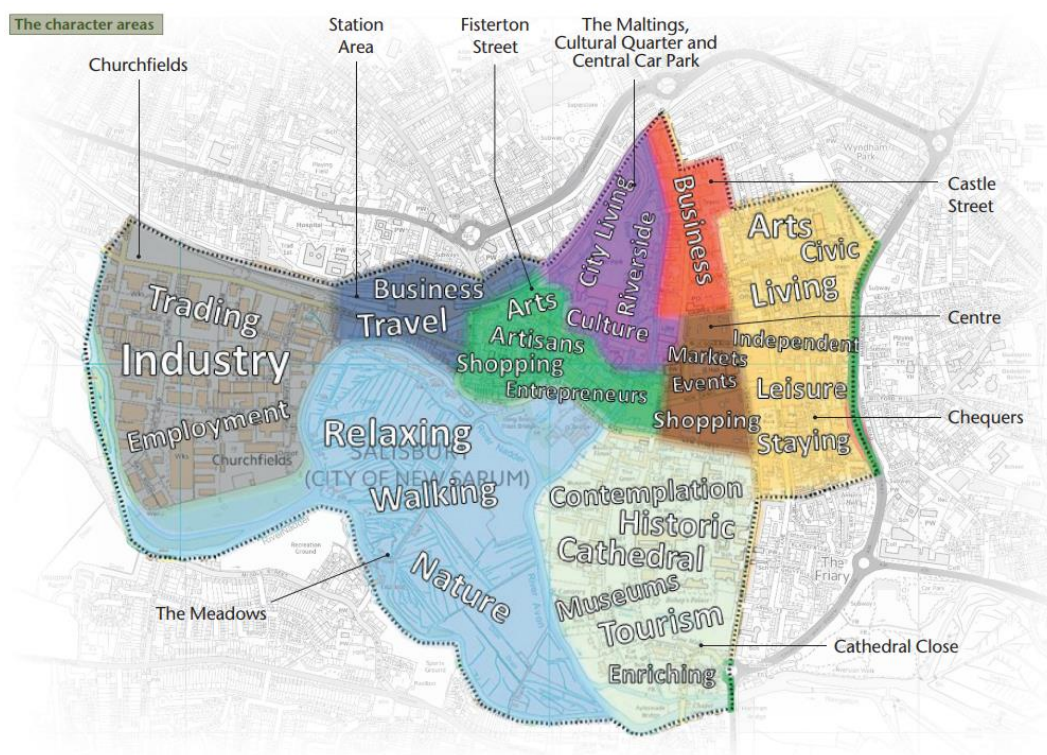


Figure 11. Salisbury central area character areas

Allied to these efforts are the aims of the Salisbury Cathedral Masterplan which, for instance, aims to better promote the *Magna Carta*, an important historical document.

Over the next decade or so three zones in the central area will be crucial to success:

- **The Maltings-Central Car Park**
This area is situated in the western segment of the established city centre area. A contemporary, high-density, urban living-led scheme blended with cultural and evening economy uses remains an important outcome. Public open space runs along the parcel's eastern boundary and, through the early 2020s this area, known as the River Park Project⁶, will be transformed for people and ecology alike. This project will moreover contribute to alleviating the risk of flooding in the city as it will create more space for containing the river course.
- **Churchfields Employment Area**
Churchfields is the city's main employment area and enhancing access arrangements, incorporating more active forms of movement, and improving environmental quality will be key in bringing investment to this part of south Wiltshire. Churchfields starts from a sound base: its location close to the train station, with services to London and the West of England, already makes it attractive to business and enterprise.

⁶ [Wiltshire Council: The Salisbury River Park Project | Local Government Association](#)

Planning for Salisbury

An important place-making intervention will be to find a solution to the matter of commercial vehicle movements, which have an environmental impact on the wider Central Area. At Churchfields too, the Future High Street Funds scheme is scheduled to provide investment, by improving connectivity between this area, eastwards along Fisherton Street, to the city centre.

- Station Area

Salisbury train station is a major entry point into the city, located on the edge of the central area. The Station Area provides an opportunity to deliver a comprehensive master-planned regeneration project.

Given that maintenance buildings within the existing footprint are unlikely to be adequate for the next generation of trains, the council-owned Engine Shed on Churchfields Road could be a suitable site for relocating such requirements, thus returning it to original uses. Engine Shed, identified within WCS, has remained vacant and for the purposes of the Plan can be separated from Churchfields employment area. Opportunity land to the north of the railway line could also yield mixed-use development.

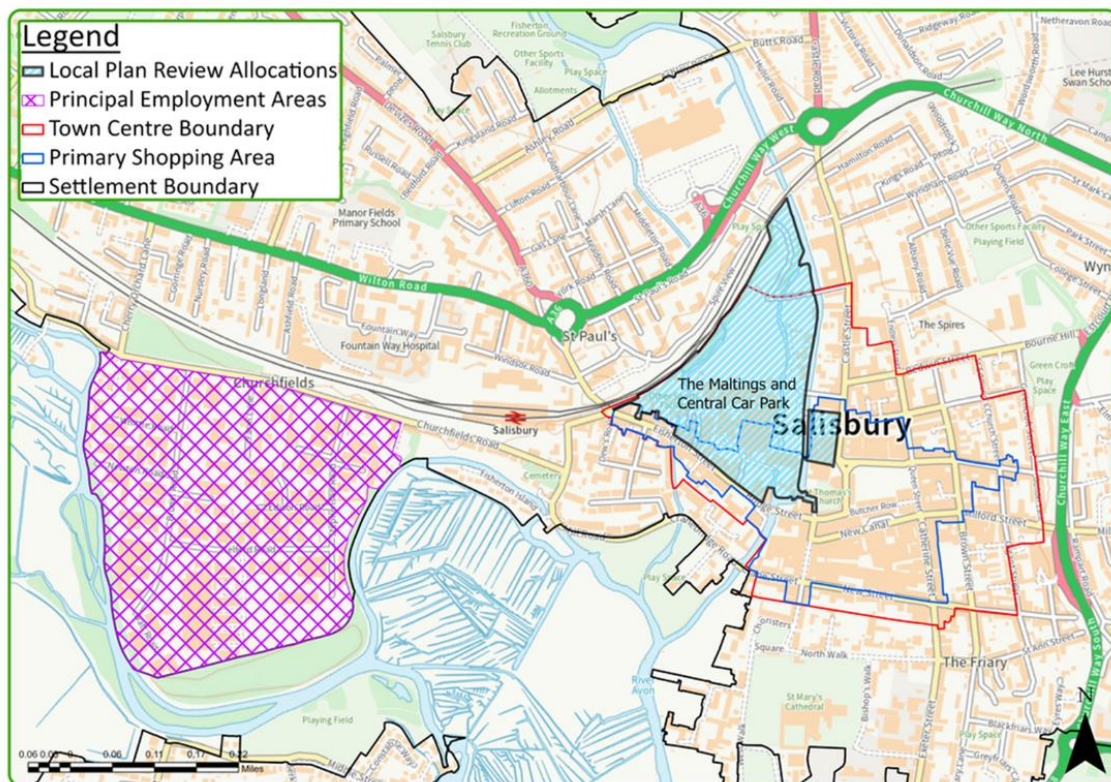


Figure 12. Salisbury central area showing The Maltings, Churchfields and, between them, the railway station

Otherwise, whilst Salisbury boasts a good range and choice of comparison outlets, the Retail and Town Centres Study indicates some capacity to improve this retail segment. New

comparison floorspace should, in the first instance, support and enhance availability in the city centre and, thereafter, improve existing out-of-centre provision.

The principal aim for comparison retail in the city is to maintain a sizeable offer of floorspace, which caters for the shopping needs of the local area and wider catchment and provides a positive experience as a valid alternative to both online shopping and competition from the larger-scale offer in Southampton.

There is strong potential to expand the food and beverage market over the Plan period, in line with CAF recommendations. Salisbury is a particular focus for the visitor economy. In the 2020s the city should be able to support a boutique hotel, and possibly a further leisure-based scheme.⁷ Investment in the central area is to be encouraged where sites allow this to happen, for instance in connection with City Hall.

Finally, following proposals in the CAF, the Plan proposes measures for the city centre that will diversify uses and ensure better occupation of vacant space.

Regeneration

Specific policy measures at Salisbury in the Plan that stem from regeneration initiatives, both in the central area and elsewhere, are the following:

Strategic policy	Title
32	Salisbury Central Area
35	Churchfields Employment Area
36	Salisbury District Hospital Campus

4. How will growth be delivered?

Landowners, business and housebuilders are the main drivers of development over the Plan period. Service providers will also come forward with proposals to invest in new facilities that support growth in new homes and local business. The Council as local planning authority determines planning applications in accordance with policies in the development plan, part of which are any Neighbourhood Plans, which serve to guide the shape and form of non-strategic aspects of development, such as promoting locally distinctive policies on design.

⁷ Tourist Accommodation Study for Salisbury (2020)

Role of Neighbourhood planning

The Local Plan sets the overarching context for neighbourhood planning in Wiltshire. Strategic policies of the Local Plan are high level and limited to those necessary to address strategic priorities in Wiltshire. At a local level, communities can play an important role in shaping their areas by producing neighbourhood plans which direct where new development should take place, and how it should look. Neighbourhood plans must be in general conformity with the strategic policies set by the Local Plan but can add further locally specific requirements that reflect the wishes of the local community.

The Local Plan sets out a series of Place Shaping Priorities for Salisbury that have been devised in consultation with Salisbury City Council. The Place Shaping Priorities set a range of outcomes for the town over the lifetime of the Local Plan to 2038. The Place Shaping Priorities also provide a context that can influence the direction of neighbourhood plans.

In order to assist in the production of neighbourhood plans, Wiltshire Council is also required to provide a scale of housing to plan for, for each one. Sites allocated through neighbourhood plans contribute towards meeting the overall of scale of growth set by the Local Plan, as well as meeting local needs identified through the evidence gathering process for the neighbourhood plan. An element of the Local Plan strategy is therefore to be delivered by neighbourhood plans.

To set an appropriate scale of growth to be planned for through neighbourhood plans at the main settlements (Principal Settlements and Market Towns), a range of factors have been considered:

- Neighbourhood planning lends itself to identifying small to medium sized sites for housing development; and national planning policy sets a target of 10% of overall requirements to be met on sites no larger than a hectare.
- The stage a neighbourhood plan has reached in its preparation, the community's appetite to plan for new homes and its focus all affect the degree to which neighbourhood planning can contribute. The neighbourhood plan can help to meet housing needs in a form that matches local needs.
- The nature and extent of the area designation and what scope there is to identify sites for housing development may be limited, for example, if boundaries are drawn tight to the built-up area and most opportunities will be windfall and difficult to identify.

The Salisbury Neighbourhood Development Plan (SNDP) consulted on a 'Regulation 14' document in July 2022. The finalised version is anticipated later in 2023. The SNDP sets out the vision, objectives and policies to ensure that Salisbury maintains its attractiveness and distinctiveness over the period 2020-2036. It plans for homes whilst seeking to preserve and enhance the built and natural environment and make the city more resilient and sustainable against climate change.

There are likely to be opportunities for the neighbourhood planning process to identify small to medium scale sites to deliver a modest level of growth over the Local Plan period. This could include brownfield sites or land within the built edges of the settlement where potential impacts on the historic environment are likely to be reduced.

There are no other Local Service Centres or Large Villages within the Salisbury neighbourhood area (parish boundary) that have their own separate indicative rural housing requirements⁸. Ten per cent of the scale of growth suggests a baseline requirement of 450 dwellings. However, the scope to identify sites for housing development is limited. Opportunities for further outward expansion are becoming increasingly difficult to accommodate and there will be added emphasis on regeneration of city centre sites. 60 dwellings is considered appropriate for the city.

The first Laverstock and Ford Communities Neighbourhood Plan was made in October 2022. While the designated area relates to the outer edges of the Principal Settlement of Salisbury, the neighbourhood plan focuses on the separate identities of Laverstock and Ford, which are Small Villages, and does not contain allocations for housing. With the focus on the Small Villages in the designated plan area, a review of the neighbourhood plan is expected to focus on meeting any identified local needs there rather than at the Principal Settlement of Salisbury.

The neighbourhood area requirement should be considered in combination with other evidence of local needs as determined by the neighbourhood planning group. The neighbourhood area requirement is for the Local Plan period up to 2038, and therefore may be delivered over one or more iterations of a neighbourhood plan within this period.

Salisbury neighbourhood area requirement (2020 to 2038)	60
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Local Infrastructure

The growth of Salisbury needs to be supported by the correct infrastructure. When planning for growth, it is important to consider the characteristics of the city in terms of key services and infrastructure (e.g., community facilities, green infrastructure, health, education, transport and utilities), alongside housing need and the local economy. The following summarises the measures and additional provision required to support growth at Salisbury, along with known infrastructure issues.

⁸ Neighbourhood area requirements for the rural parishes are calculated separately, as set out within the Rural Housing Requirements Methodology paper.

Education

Additional school places at both primary and secondary levels will be provided, as necessary, by funding from developer contributions. The number of places is calculated on the basis of each new home built.

In terms of secondary schooling, the scale of growth at Salisbury will require an extension at Sarum Academy, since this school has better scope for expansion than others across the city.

Growth in the north-east of the city will require expansion of primary provision in the Old Sarum / Longhedge area. There is adequate capacity in Laverstock.

New housing in southern Salisbury will, meanwhile, make use of planned capacity at a new Netherhampton Road Primary. In addition, the local education authority may alter Harnham Primary catchment to ensure that provision can be assured conveniently across the southern area.

Finally, land on site 8 and contributions will be required for a new on-site day care nursery to cater for requirements arising across southern Salisbury. Growth in early years' needs across north-east Salisbury can be met at settings in Longhedge and Laverstock.

Suitable Alternative Natural Greenspace

Provision will be made in the south of Salisbury, east of and adjacent to the South of Harnham proposed development, for 18.5 hectares of suitable alternative natural greenspace (SANG). Its location in the south of Salisbury will be intended to divert as many recreational visits as possible from new development that lies within a 13.8km zone of New Forest ecological designations. As required by Natural England this area will provide a circular walk of at least 2.3km in length. The SANG will also offer a car park and public transport links.

Sustainable transport

Salisbury is well served by the primary route network and lies on the A36 corridor between Bristol and Southampton. Primary routes northwards also link with the M3-A303-A30 corridor that connects London and Exeter. There are good bus routes between Salisbury and Amesbury. The urban area, with Wilton, benefits from five park-and-rides.

Salisbury train station provides good access to the London area, south-west England, Southampton and the Bristol area.

The Salisbury Transport Strategy is aimed at alleviating current constraints, including:

- AM and PM peak hour delays on key junctions on all arterial routes including the A36 Wilton Road, A36 Southampton Road, A345 Castle Road, A345 New Bridge Road and A30 London Road.

Planning for Salisbury

- Air Quality Management Areas (AQMAs) in city centre, London Road and on Wilton Road.
- Peak hour delays and lack of bus priority measures impacting on the operation and desirability of bus services.
- Salisbury rail station has oversubscribed parking and limited access by bus, walking and cycling modes.
- The A36 ring road and rivers are key barriers to pedestrian and cycle movement.
- Future development growth may increase pressure on all arterial routes, including the A36 causing likely further 'rat-running' through residential and rural roads.

In addition, peak hour delays and lack of bus priority measures impact on the operation and desirability of bus services, whilst Salisbury rail station has oversubscribed parking and limited access by bus, walking and cycling.

Highway connectivity, reducing the need to travel and making it easier for people to use sustainable modes of transport are essential in supporting the scale of growth at the city, as reflected in Place Shaping Priority 8. Improvements are sought that reduce traffic congestion, improve air quality in the city centre and promote sustainable transport and active travel, such as new and improved bus routes and pedestrian and cycling routes.

To help realise the opportunities presented by the locations selected for development, and necessary for their realisation, funding contributions will be sought to the Salisbury Transport Strategy⁹ which is the Council's long-term approach to these matters.

The key improvements are set out below as indicative scheme options that could contribute to the overall ambition for Salisbury:

- Urban walking routes - complete key gaps in the Salisbury walking network
- Urban cycling routes – a safe connected network
- Improve access to local bus network to provide viable journey choices in Salisbury.
- Additional inter-urban bus services to increase destination choice.
- Enable interchange to public transport – better integration with other modes to make convenient, reliable end-to-end journeys.
- Addressing city centre congestion
- Strategic parking plan, to make best use of available parking to maximise accessibility but manage private car demand.
- Traffic management and re- routing to ensure vehicle movements are focused on the most appropriate routes.
- Invest in electric vehicle infrastructure.
- Review HGV network
- Active travel promotional campaigns

⁹ Salisbury Transport Strategy – Wiltshire Council (Atkins, 2018 refresh)

Healthcare provision

There are three GP surgeries, one of which has multiple branch surgeries across Salisbury. There is a shortfall in surgery space, particularly as one branch surgery left the city in 2020. Financial contributions towards health provision will be sought.

Utilities

The electricity infrastructure is constrained across much of Wiltshire. The grid supply points in Wiltshire, located in Minety, Melksham and Mannington are all constrained. The bulk supply points across Wiltshire are also constrained.

With the uptake of low carbon technology, the move towards net zero, there are estimates that energy demand could almost treble by 2050. This increased pressure on the system is something Scottish and Southern Electricity Network (SSEN), as Distribution Systems Operator, is working on in order to manage new capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure.

Information from SSEN indicates that infrastructure around Salisbury is constrained, meaning that investment may be required to connect to the grid.

As regards clean and foul water provision and removal, Wessex Water state that investment is likely to be required across Salisbury to reinforce offsite infrastructure.

Appendix 1: Policy Context

Several Salisbury-specific policies from the 2003 Salisbury District Local Plan were ‘saved’ (retained) for the purposes of WCS. In general, listed below, these provisions can now be considered either superseded or subsumed within proposed LPR policy:

Policy	Title	Retained, Replaced, or Deleted
Wiltshire Core Strategy (WCS) and Wiltshire Housing Site Allocations Plan (WHSAP)		
WCS core policy 20*	Spatial Strategy for Salisbury Community Area Housing and employment allocations: Fugglestone Red Hampton Park Longhedge (Old Sarum) Churchfields and Engine Shed UKLF, Wilton Central Car Park Former Imerys Quarry Principal Employment Areas: Old Sarum and Southampton Road.	Replace with Policy 22 Salisbury Principal Settlement
WCS core policy 21	The Maltings / Central Car Park	Delete
WCS core policy 22	Salisbury Skyline	Delete
WCS core policy 25	Old Sarum Airfield	Delete
WHSAP policy H3.1	Netherhampton Road	Retain
WHSAP policy H3.2	Hilltop Way	Retain
WHSAP policy H3.3	North of Netherhampton Road	Retain
WHSAP policy H3.4	Rowbarrow	Retain
WHSAP policy H3.5	The Yard, Hampton Park	Retain

Policy	Title	Retained, Replaced or Deleted
Salisbury Local Plan 2003		
G7	Water Environment (development restraint area)	Delete
SG10	Enabling Development	Delete
D4	Salisbury Townscape (Chequers)	Delete
D5	Salisbury Townscape (Open Space)	Replaced with Policy 84 Open Space and Play Facilities
D8	Public Art	Delete
H2d	Housing (Salisbury Old Sarum)	Delete
H2e	Housing (Salisbury District Hospital)	Replaced with Policy 35 Salisbury District Hospital
H3	Housing (Old Manor Hospital)	Delete
H4	Housing (Eastern Chequers)	Delete
H5	Housing (Salt Lane car park)	Delete
H6	Housing (Brown St car park)	Delete
H7	Housing (Salisbury Central Area)	Delete
H8	Housing (Salisbury HPB)	Delete
E1	Employment (land at Old Sarum)	Delete
E3	Employment (Central Salisbury)	Delete
E4	Employment (Chequers)	Delete
E5	Employment (Brown St)	Delete
E6	Employment (Old Manor)	Delete
E7	Employment (Southampton Rd)	Delete
S5	Shopping (Brown St car park)	Delete

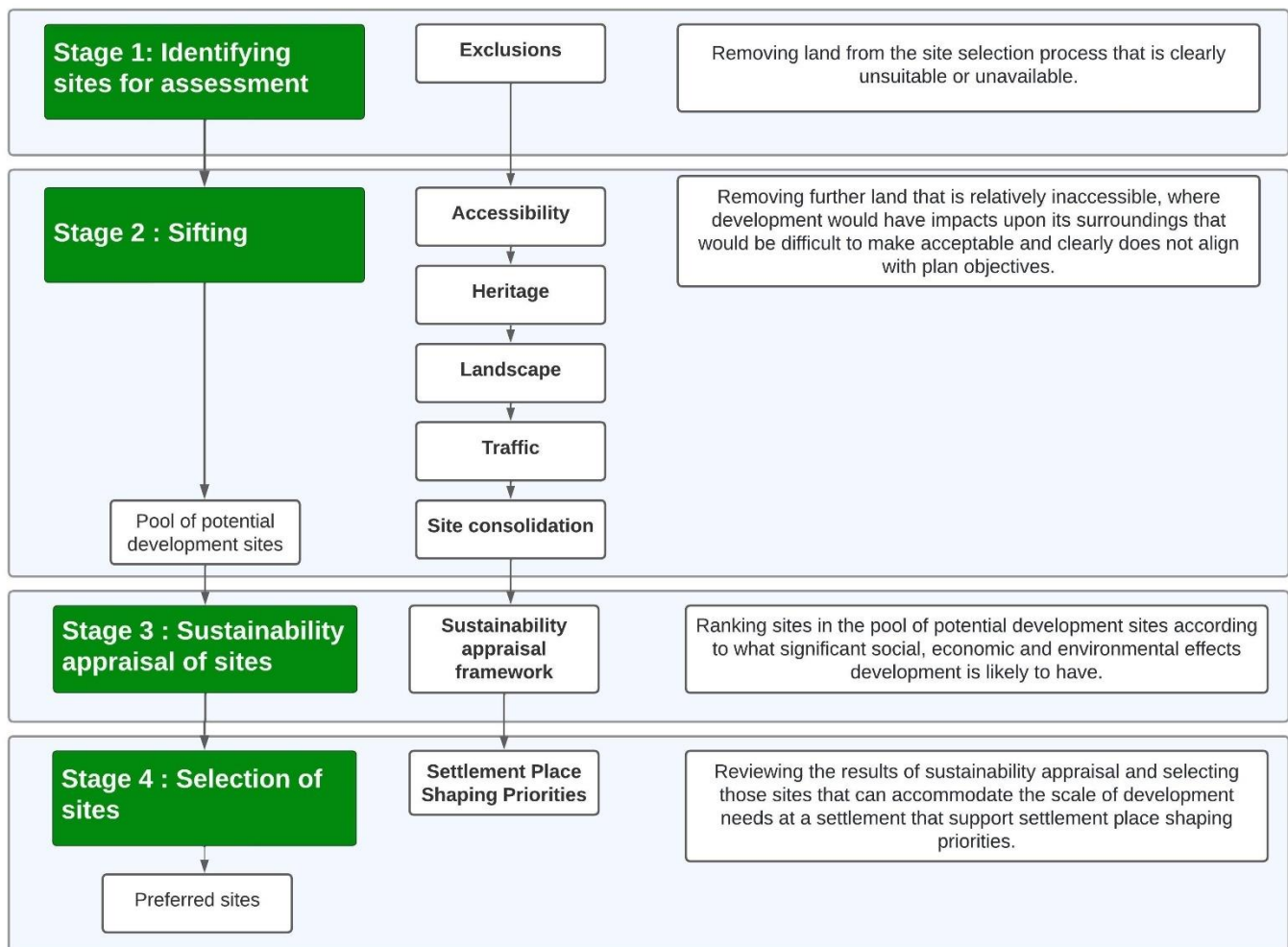
Appendix 2 Site Selection

Site Selection: Salisbury

The purpose of this appendix is to explain the site selection process at Salisbury, which takes place over a number of stages, as illustrated in the flow diagram below. The full methodology can be found in the supporting Site Selection Methodology report.

This appendix briefly describes the methodology, and explains the outputs that emerge from Stages 1-4, with the concluding stages set out within the main body of this paper.

Summary of the site selection process



Strategic Housing and Employment Land Availability Assessment

The Strategic Housing and Economic Land Availability Assessment¹⁰ (SHELAA) provides the initial pool of land from which sites may be selected. The SHELAA is a register of land promoted for development by landowners and prospective developers. Parcels of land are submitted to Wiltshire Council for consideration as potential allocations in the Local Plan, as well as Parish and Town Council neighbourhood plans¹¹. Plan preparation and not the SHELAA determines what land is suitable for development through a process of selecting the most appropriate sites.

Only sites that were not spatially separated from the built-up edge were considered. The maps below show the SHELAA sites that were considered through the site selection process at Salisbury.

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¹⁰ Information about the [Strategic Housing and Employment Land Availability Assessment](#) can be found on the Council website.

¹¹ Other land, not included in the SHELAA, may 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.

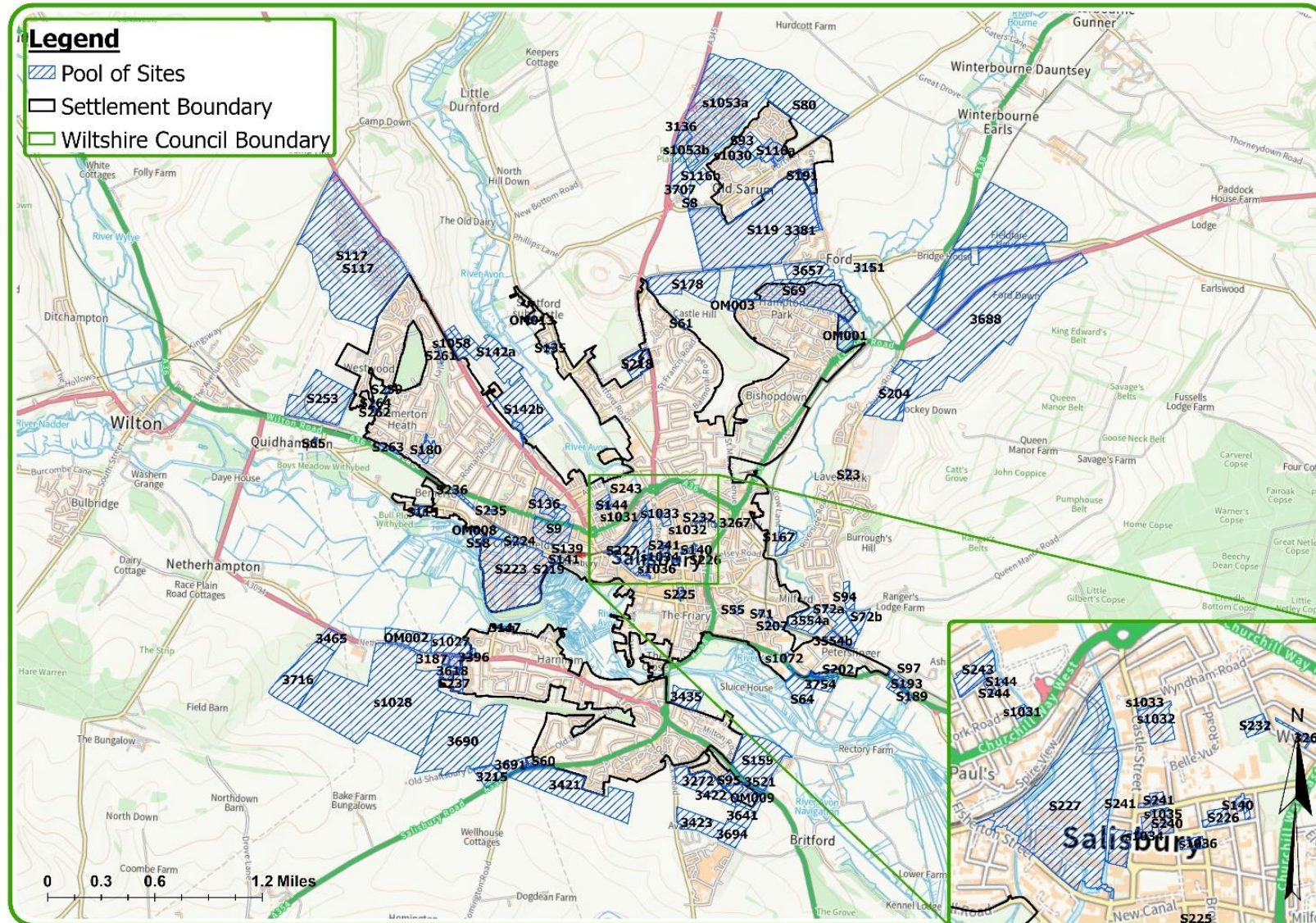


Figure 13: Pool of sites at the start of the site selection process at Salisbury

The following paragraphs summarise the stages of assessment undertaken through the site selection process.

Stage 1 – Identifying Sites for Assessment

The initial stage excluded SHELAA sites from further consideration that constitute unsuitable land for development if they are unavailable, separated from the built-edge or clearly unsuitable for development for a range of other reasons, as described within the Site Selection Methodology.

Seventy sites at Salisbury were excluded at Stage 1.

Site ref.	Reason for removal at Stage 1 262 264
3136	Unsuitable. Below site size threshold.
3147	Unsuitable. Below site size threshold.
3151	Unsuitable. Below site size threshold.
3187	Unavailable. Site built out.
3267	Unsuitable. Below site size threshold.
3272	Unavailable. Site allocated by the WHSAP.
3381	Unavailable.
3382	Unsuitable. Below site size threshold.
3396	Unsuitable. Below site size threshold.
3618	Unavailable. Site built out.
OM001	Unavailable.
OM003	Unavailable. Site allocated by the WHSAP.
OM008	Unsuitable. Below site size threshold.
OM013	Unsuitable. Below site size threshold.
s1027	Unavailable. Site allocated by the WHSAP.
s1030	Unavailable. Site built out.
s1031	Unsuitable. Below site size threshold.
s1033	Unsuitable. Below site size threshold.
s1034	Unsuitable. Below site size threshold.
s1035	Unsuitable. Below site size threshold.
s1036	Unsuitable. Below site size threshold.
s1053a	Unavailable. Site built out.
s1053b	Unavailable. Site built out.

Planning for Salisbury

s1072	Unsuitable. Part of Principal Employment Area.
S115	Unavailable. Site built out.
S116a	Unavailable. Site built out.
S116b	Unavailable.
S117	Unavailable. Site partly built out and under construction.
S135	Unavailable. Site built out.
S136	Unavailable. Site built out.
S137	Unsuitable. Below site size threshold.
S139	Unsuitable. Below site size threshold.
S140	Unsuitable. Below site size threshold.
S141	Unsuitable. Below site size threshold.
S144	Unsuitable. Below site size threshold.
S180	Unavailable. Site built out.
S202	Unavailable. Site built out.
S207	Unsuitable. Part of Principal Employment Area.
S218	Unavailable.
S219	Unsuitable. Part of Principal Employment Area.
S223	Unsuitable. Part of Principal Employment Area.
S224	Unavailable.
S225	Unsuitable. Below site size threshold.
S226	Unsuitable. Below site size threshold.
S227	Unsuitable. Allocated as strategic regeneration site.
S23	Unsuitable. Below site size threshold.
S232	Unsuitable. Below site size threshold.
S235	Unsuitable. Below site size threshold.
S236	Unavailable.
S237	Unavailable. Site built out.
S240	Unsuitable. Below site size threshold.
S241	Unsuitable. Below site size threshold.
S244	Unsuitable. Below site size threshold.
S259	Unsuitable. Below site size threshold.

S261	Unsuitable. Below site size threshold.
S262	Unsuitable. Below site size threshold.
	Unsuitable. Below site size threshold.
S264	Unsuitable. Below site size threshold.
S55	Unsuitable. Part of Principal Employment Area.
S58	Unavailable.
S60	Unavailable. Site built out.
S61	Unavailable. Site allocated by the WHSAP.
S64	Unavailable.
S65	Unsuitable. Below site size threshold.
S69	Unavailable. Country park.
S71	Unsuitable. Below site size threshold.
S8	Unsuitable. Below site size threshold.
S9	Unavailable. Site built out.
S93	Unavailable. Site built out.
S95	Unavailable. Site built out.
S1028	Unavailable. Site allocated by the WHSAP.
S1032	Unavailable.

Stage 2 – Site Sifting

Using the land that passed through Stage 1, a second assessment stage used a limited set of strategic criteria (proportionate evidence¹²) to further refine the list of sites to a set of *reasonable alternatives* for further assessment using Sustainability Appraisal. The criteria considered at Stage 2 were related to **Accessibility and Wider Impacts**, and **Strategic Context**, and can be summarised as follows:

- **Accessibility and Wider Impacts**

The merits of each site were assessed to understand strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites deemed to be inaccessible, for example if no reasonable means of access to the site could be secured without third party land, were excluded from further consideration. This is further detailed in the Site Selection Methodology.

¹² To meet national requirements, plans must be sound, justified by having an appropriate strategy, considering reasonable alternatives, and based on proportionate evidence.

In addition to accessibility, the following strategic considerations were tested through Stage 2:

1. **Landscape:** A site that was highly likely to lead to landscape or visual harm, that was unlikely to be possible to be mitigated, was rejected.
2. **Heritage:** A site that contained or was within the setting of a heritage asset, that was likely to lead to significant and unmitigable harm was rejected.
3. **Flood Risk:** A site that was wholly within an area at risk from flooding (e.g. in Flood Zones 2 or 3 or other high-risk source of flooding) was rejected.
4. **Traffic:** A site that was likely to lead to an unacceptable degree of harm in terms of traffic and congestion impacts was rejected.

The outcomes from this element of Stage 2 were categorised as high risk of harm (red), medium risk of harm (amber) and low risk of harm (green).

- **Strategic Context**

This part of the Stage 2 assessment considered the pool of sites in relation to the strategic context of the settlement, having regard to:

- Long-term patterns of development
- Significant environmental factors
- Scale of growth and place shaping priorities
- Future growth possibilities for the urban area

This part of the assessment made a judgement on what pool of possible sites constitute a set of reasonable alternatives for further consideration. This does not pre-judge more detailed testing through Sustainability Appraisal but enables sites that are clearly at odds with the strategic context for the settlement to be ruled out.

Strategic Context – Salisbury:

Context criteria	Detail
Long-term pattern of development	<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>Outer areas comprise more recent expansion, consisting primarily of estate development that has amalgamated the following districts within Salisbury:</p> <ul style="list-style-type: none"> - Bishopdown and Old Sarum (northwards); - Milford (eastwards); - Harnham and Harnham Hill (southwards); - Bemerton and Bemerton Heath (westwards).

	<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 notable in areas such as Laverstock, which nevertheless retains a distinct identity.</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 & 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 hillfort.</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 2038 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>There is imperative to support 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, optimising it as a cultural destination.¹³ 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>

¹³ Salisbury Central Area Framework: <https://www.wiltshire.gov.uk/salisbury-future>

Future growth possibilities for the urban area	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.
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Table X: Stage 2 assessment conclusions

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
3215	Land at Harnham, part of Bake Farm						<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>	Y
3421	Land adjacent A354, S of Harnham						<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>	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken 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>	Y
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</p>	□

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							comprehensively alongside sites 3641, 3521, OM009 and 3422.	
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>	Y
S159	Land N of Downton Road						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.	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<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>	
S167	Land off Cow Lane, Laverstock						<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 a 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>	N
S94	Land along Duck Lane, Laverstock						<p>This parcel occupies a rather elevated and vegetated position on the slopes of downland on the eastern side of the village of Laverstock, The location, along a single-track road (Duck Lane) is rural.</p> <p>The land is therefore withdrawn at this stage in the site-selection process since development here would encounter access issues and cause</p>	N

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							visible encroachment into the countryside and negatively impact upon downland to the east of Salisbury, which is locally valued.	
S189	Land E of The Dormers, A36, Petersfinger						<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>	Y
S178	Land S of Roman Road, Old Sarum						<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>	N
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</p>	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							there are no reasons at this stage to eliminate this parcel of land.	
S142b	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>	N
s1058	Land E of Devizes Road						<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>	N
3435	Land off Britford Lane, Harnham						<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.</p> <p>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</p>	N

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<p>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>	
3521	Land off Downton Road, adj Park & Ride						<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>	Y
3554a	Land W of Milford Car Home						<p>This site 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. In particular the site is significantly at risk from flooding, making the size unsuitable for further consideration.</p> <p>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>The site should be excluded at this stage.</p>	N

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
3554b	Land E of Milford Care Home	Green	Yellow	Yellow	Yellow	Yellow	<p>This site 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>	Green Y
OM002	Land N of A3094	Yellow	Yellow	Yellow	Red	Yellow	<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. As a result of these impacts this parcel is removed from further consideration.</p>	Red N
OM009	Land at Britford Park & Ride	Green	Green	Green	Green	Yellow	<p>This site in south-eastern Salisbury is currently occupied by Britford Park & Ride on a long lease.</p>	Green Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<p>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>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 & 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>	Y
S142a	Land adjacent Pembroke School						<p>This parcel of land lies east of the A360 on the north-western outskirts of Salisbury.</p> <p>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>	N

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
S72b	Land at Milford Farm (b)	Green	Green	Yellow	Red	Yellow	<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>	N
S72a	Land at Milford Farm (a)	Green	Green	Yellow	Red	Yellow	<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>	N
3657	Land at Ford	Yellow	Green	Green	Red	Yellow	<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</p>	N

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<p>small-scale development to meet local needs would be acceptable.</p> <p>It is removed from further consideration for these reasons.</p>	
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 & 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>	Y
3694	Land N of Salisbury Hospital						<p>This small, square parcel is adjacent and directly to the north of Salisbury District Hospital. A strong hedgerow on the western boundary means that development would not affect the setting of Woodbury heritage asset to the immediate west.</p> <p>The same hedgerow also limits views to / from the Salisbury conservation area and cathedral, to the north-west. Development would however be rather exposed to views from the east connected with the Avon river valley. Suitable mitigation in the form of tree-planting would be advised.</p> <p>The parcel is recommended for further consideration and should be evaluated alongside additional land to the north, to constitute a larger proposition that could be</p>	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							developed to help meet Salisbury’s housing need.	
3465	Garden Centre, Netherhampton Road						<p>This small parcel is located south of Netherhampton Road and in close vicinity to the new neighbourhood (WHSAP allocation H3.1) which is planned to offer local services and amenities.</p> <p>Judgements on landscape and heritage, notably views to / from the Salisbury City Conservation Area, including the cathedral, and proximity to Netherhampton Conservation Area are elements that would need consideration.</p> <p>The site is a distance from the city, and accessibility may be an issue.</p> <p>This parcel could be effectively combined with 3716, to its south, to present a more coherent development proposition.</p>	Y
3716	Land S of Garden Centre, Netherhampton Road						<p>This small parcel is located south of the Garden Centre, Netherhampton Road, and is in close vicinity to the new neighbourhood (WHSAP allocation H3.1) which is planned to offer local services and amenities.</p> <p>Judgements on landscape and heritage, notably views to / from the Salisbury City Conservation Area, including the cathedral, and proximity to Netherhampton Conservation Area are elements that would need consideration. At H3.1 a rule was applied to ensure that no development occurred above the 75m contour line; such parameters would be valid here too.</p> <p>The site is a distance from the city, and accessibility may be an issue.</p> <p>This parcel can effectively be combined with 3465, to its north, to present a more coherent development proposition.</p>	Y
3707	Land N of Beehive Park						This small parcel of land is situated to the east of the A345, with Old Sarum (‘Beehive’) Park & Ride	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
	and Ride, Old Sarum						<p>to the south and the Longhedge housing development to the north. Location adjacent to public transport is advantageous.</p> <p>There is some evidence of surface water flood risk at the northern end of the site, in relation to the wooded area. In terms of heritage and landscape, detailed assessment would be required to evaluate impacts against the Old Sarum scheduled monument and its setting.</p> <p>The site is a distance from the city, albeit accessibility is enhanced through proximity to nearby bus services.</p> <p>The site should proceed to be considered as a reasonable alternative for development at Salisbury.</p>	
S243	Gasworks site, Coldharbour Lane						<p>Former gasworks site with main road frontage but which also backs on to the River Avon. The latter issue means that there is a degree of flood-risk, albeit the potential for this is assessed as ‘amber’, therefore not exclusionary. It is believed that the ‘River Park’ scheme, being jointly progressed by the Council and the Environment Agency, will ultimately alleviate the risk of flooding.</p> <p>It is suggested that mitigation would be required to overcome the potential traffic impacts upon local air-quality.</p> <p>The site is being pursued through Salisbury Neighbourhood Plan.</p>	Y
3754	South of A36 Southampton Road						<p>S64, a site to the immediate west, a small eastern portion of which parcel 3754 incorporates, has been excluded from the site-selection process for being primarily in flood zones 2 and/or 3. 3754, on the other hand, appears mostly to be in flood zone 3, albeit that proposed access to the roundabout on</p>	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<p>Southampton Road is likely to be in a more at-risk flood zone.</p> <p>Due consideration for traffic volumes on the A36 will be required, since this section of city's road network is frequently busy / congested.</p> <p>Meanwhile, 'saved' policy E7, which the site partly interacts with, is to be reviewed in the Local Plan Review; E7 has previously prevented land being developed at this location for flood-risk, ecological and landscape reasons.</p> <p>Promoters will seek that this site is developed for business uses.</p>	
3691	Land W of A354, Harnham						<p>This is a small parcel of land, to the west of the A354, situated to the south-west of Harnham. To the east the land is abutted by 'reasonable alternative' Site 8.</p> <p>In general, the parcel offers extensive views towards the West Wilts & Cranborne Chase AONB to the south and west; planting could potentially help mitigate intervisibility impacts. A potentially larger area of development could be generated by consideration of adjacent parcel 3215, since availability of 3691 means that 3215 would not be detached from Salisbury urban area.</p> <p>The site is a distance from the city, and accessibility may be an issue.</p> <p>This land should progress and be appraised as a possible reasonable alternative development location.</p>	Y
3690	Land S of Old Shaftesbury Drove						<p>This is a sizeable parcel of land situated to the south-west of Harnham. To the west the land is abutted by WHSAP allocation H3.1 'South of Netherhampton Road', to the east by Harnham Hill.</p> <p>In general, the parcel offers extensive views towards the West Wilts & Cranborne Chase</p>	Y

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							<p>AONB to the south and west; planting could potentially help mitigate intervisibility impacts. Consistent with the policy approach taken for WHSAP H3.1 development would need to avoid the highest areas of this land, the implication being that housing would be restricted to a southern segment. Detailed evaluation would be required to assess impacts north-eastwards to / from the Salisbury city conservation area, including the cathedral. Views are however somewhat broken by the existing wooded nature of Harnham Ridge.</p> <p>The site is a distance from the city, and accessibility may be an issue.</p> <p>Restricting development to a southern segment would leave any built form somewhat isolated from the urban area. This matter is alleviated by comprehensive consideration along with adjacent 3215.</p> <p>This land should progress and be appraised as a possible reasonable alternative development location.</p>	
S119	Land at Old Sarum Airfield						<p>This site is situated to the south of Longhedge and the Old Sarum Principal Development Area at Old Sarum Airfield. The site is distant from Salisbury’s facilities but has connectivity to Longhedge.</p> <p>Flood risk on the site unlikely to be an issue.</p> <p>In terms of heritage and landscape, the site is heavily constrained by its proximity to the airfield conservation area, and the potential for impacts on the listed hangar structures and the setting.</p> <p>The site is removed from further consideration for these reasons.</p>	N

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
S191	Land adjacent to Old Sarum Airfield						<p>The site is linked to site S119. It is situated to the south of Longhedge and the Old Sarum Principal Development Area at Old Sarum Airfield. The site is distant from Salisbury’s facilities but has connectivity to Longhedge.</p> <p>Flood risk on the site unlikely to be an issue.</p> <p>In terms of heritage and landscape, the site is constrained by its proximity to the airfield conservation area, and the potential for impacts on the listed hangar structures and the setting.</p> <p>The site is removed from further consideration for these reasons.</p>	N
S204	Church Road, Laverstock						<p>The land parcel lies on the northern edge of the village of Laverstock. It is largely flat and affords good access onto Church Road, which to the south leads to Salisbury and to the north joins the primary road network.</p> <p>The site offers views across much of Salisbury and the Bourne Valley. The eastern margin is bounded by downland and, in particular, Cockey Down SSSI, an ecological designation. Land within any development would need to take account of this and be able to divert, as much as possible, recreational visits to the designation. This implies leaving a buffer within the eastern segment of the parcel.</p> <p>The site is a distance from the city, and accessibility may be an issue. Some, limited accessible facilities in Laverstock village.</p> <p>If adequate mitigation can be provided at plan-making stage the land should proceed further in the site-selection process and be assessed as a ‘reasonable alternative’.</p>	Y

Of those sites that are taken forward, it was appropriate in some cases for to combine sites for the purpose of assessment, where this created more sensible or logical land parcels for further consideration.

Sites combined	Reason
S193 and S97	The sites abut and have no strong physical barriers between them.
3422, OM009, 3641, 3423, 3521 and 3694	The sites abut and have no strong physical barriers between them.
3690, 3691 and 3215	The sites abut and have no strong physical barriers between them.
3716 and 3465	The sites abut and have no strong physical barriers between them.

In preparation for Stage 3, the remaining sites were re-labelled for ease of understanding, as follows:

Site no.	Site Name	SHELAA reference
1	Land north-east of Old Sarum	S80
2	Land north of Beehive Park & Ride	3707
3	Land east of Milford Care Home	3554b
4	Land to east of Hughendon Manor, Petersfinger	S193 and S97
5	Land east of The Dormers, Petersfinger	S189
6	Land north of Downton Road	S159
7	Land adjacent to Britford Park & Ride	3422, OM009, 3641, 3423, 3521 and 3694
8	Land south of Harnham	3421
9	Land west of Coombe Road	3690, 3691 and 3215
10	Land at Netherhampton Road Garden Centre	3716 and 3465
11	Land south of Southampton Road	3754
12	Land at Quidhampton Quarry	S253
14	Former Gasworks, Coldharbour Lane	S243
15	Land at Church Road, Laverstock	S204

Stage 3 – Sustainability Appraisal

At Stage 3, each of the remaining sites in the pool of sites (reasonable alternatives) was examined through Sustainability Appraisal, by assessing the likely significant effects of potential development under a set of twelve objectives covering social, economic and environmental considerations. A full explanation of the Sustainability Appraisal methodology is provided in a separate report, which also includes the detailed assessments.

Sustainability Appraisal enabled sites to be scored by their respective sustainability benefits and disadvantages. It also identified where it may be possible to mitigate adverse effects, as well as measures which could increase the benefits of development. Stage 3 enabled sites to be ranked in order of most sustainable to least sustainable, based on the Sustainability Appraisal criteria used.

The table below shows the Sustainability Appraisal conclusions for the reasonable alternative sites that were assessed. The overall Sustainability Appraisal score is shown in column 3 of the table.

The Sustainability Appraisal weights 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. The overall score resulting from the potential development of greenfield sites generally yield a negative value.

Reasonable alternatives are generally rejected at Stage 3 where the Sustainability Appraisal concludes that development would result in one or more 'major adverse effect' (highlighted in red with a triple negative).

Seven sites assessed through Sustainability Appraisal at Stage 3, were taken forward for further consideration at Stage 4:

- Site 1: Land north-east of Old Sarum
- Site 2: Land north of Beehive Park & Ride (but see below)
- Site 6: Land north of Downton Road
- Site 8: Land south of Harnham
- Site 9: Land west of Coombe Road
- Site 10: Land at Netherhampton Road Garden Centre
- Site 15: Land at Church Road, Laverstock

Site 2 (Land north of Beehive Park & Ride), on balance, was taken forward beyond stage 3. There is a likelihood of major adverse effects upon heritage assets where mitigation would be unachievable. These relate to the effect of development on the setting to Old Sarum Ancient Monument and the potential for effects on archaeological remains.

Cumulative setting impacts are the setting concern rather than direct effects. Archaeological potential suggests the need for more detailed investigation to establish their extent and importance.

Site 3 (Land east of Milford Care Home) was not taken forward beyond Stage 3 because road access is deemed unviable on such a relatively small site and the nearby railway line would be a significant impact on human amenity.

Site 4 (Land to the east of Hughendon Manor, Petersfinger) was not taken forward beyond Stage 3 because road access is deemed unviable on such a relatively small site. Meanwhile, the adjacent A36 and railway line are both considered to be significant

impacts on human amenity. Proximity of A36 would moreover cause air-quality issues. Finally, the existence of numerous mature trees on site provide habitat for a range of fauna.

Site 5 (Land east of The Dormers, Petersfinger) was not taken forward beyond Stage 3 because the site is covered by a Drinking Water Protected Area (where water abstraction for public consumption takes place) and road access is deemed unviable on such a relatively small site.

Site 7 (Land south of Downton Road) was not taken forward beyond Stage 3 because of advice from Historic England about the existence of subsoil palaeolithic archaeological remains of national importance. The government heritage agency also advised that much of the site contributes to the setting of the remains of the Woodbury Ancient Villages (Iron Age). The only part of the site that could potentially contribute to housing is the quarry. It is however considered that residential development at this location would not provide nice amenity: the quarry faces north and, owing to the high retaining wall, residents would have reduced sunlight for a lot of the year.

Site 11 (Land south of Southampton Road) was not taken forward beyond Stage 3 for business uses because the site is located within the Petersfinger Wetland County Wildlife Site, which comprises an area of derelict water meadow adjacent to the River Avon. The site is, moreover, coastal and floodplain grazing marsh, which is categorised as priority habitat. In addition, the additional traffic generated would contribute to the A36 where peak-time congestion is already an issue.

Site 12 (Land at Quidhampton Quarry) was not taken forward beyond Stage 3 because access from either Penning Road or Skew Bridge junction is considered unlikely to be feasible. In addition the quarry is currently allocated in the Swindon and Wiltshire Minerals & Waste Plan.

Site 14 (Former Gasworks, Coldharbour Lane), while scoring well through the Sustainability Appraisal, was not taken beyond this stage as it is understood that the site is being separately proposed for a housing allocation through the emerging Salisbury Neighbourhood Plan.

Planning for Salisbury

- 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

Salisbury: Table showing summary of assessment scores listed in order of site sustainability performance (More ▢ Less)

SITE	Overall site score (sustainability rank)	SA obj 1 (Biodiversity) overall score	SA obj 2 (Land + soil) overall score	SA obj 3 (Water) overall score	SA obj 4 (Air/poll'n) overall score	SA obj 5 (Climate) overall score	SA obj 6 (Energy) overall score	SA obj 7 (Heritage) overall score	SA obj 8 (Landscape) overall score	SA obj 9 (Housing) overall score	SA obj 10 (Inc comms) overall score	SA obj 11 (Transport) overall score	SA obj 12 (Economic) overall score
Site 14	1 (1 st)	-	+	-	-	--	0	-	+++	+	+	0	+
Site 1	-4 (=2 nd)	-	-	--	--	-	0	--	-	+++	++	-	++
Site 7	-4 (=2 nd)	-	--	--	--	-	0	--	-	+++	+++	--	+++
Site 9	-6 (4 th)	-	--	--	--	-	0	-	--	+++	++	--	++
Site 6	-7 (=5 th)	--	--	--	--	-	0	--	--	++	+++	--	+++
Site 8	-7 (=5 th)	-	--	--	--	-	0	--	-	+++	++	--	+
Site 12	-8 (7 th)	---	+	--	--	-	0	-	-	++	+	---	+
Site 2	-9 (=8 th)	-	-	--	--	-	0	---	-	+	+	-	+

Planning for Salisbury

SITE	Overall site score (sustainability rank)	SA obj 1 (Biodiversity) overall score	SA obj 2 (Land + soil) overall score	SA obj 3 (Water) overall score	SA obj 4 (Air/poll'n) overall score	SA obj 5 (Climate) overall score	SA obj 6 (Energy) overall score	SA obj 7 (Heritage) overall score	SA obj 8 (Landscape) overall score	SA obj 9 (Housing) overall score	SA obj 10 (Inc comms) overall score	SA obj 11 (Transport) overall score	SA obj 12 (Economic) overall score
Site 3	-9 (=8 th)	-	-	--	--	-	0	-	-	+	+	---	+
Site 5	-9 (=8 th)	--	0	--	--	-	0	0	0	+	+	---	-
Site 10	-10 (=11 th)	-	-	--	--	-	0	--	--	+++	+	--	-
Site 15	-10 (=11 th)	--	--	--	--	-	0	-	--	++	+	--	+
Site 11	-12 (=13 th)	---	-	--	--	--	0	--	--	+	+	--	++
Site 4	-12 (=13 th)	--	-	--	--	-	0	0	-	0	0	---	0

DRAFT

Stage 4 – Selection of Sites

Stage 4 enabled the results of the Sustainability Appraisal outcome to be qualitatively examined by consideration of sites in terms of their capability of supporting the Local Plan’s objectives for each community – in particular the identified ‘Place Shaping Priorities that are listed in Section 2 of this report. Stage 4 also provides discussion and analysis of the scale of growth that would be required to be drawn from the pool of the most sustainable site options, in or to meet the identified housing and employments needs for the settlement.

The outcome of Stage 4 refined the results of the Stage 3 Sustainability Appraisal and identified preferred sites that are more sustainable and support the Local Plan objectives.

The sites were evaluated against the Place Shaping Priorities, looking at their strengths, weaknesses, opportunities and threats (SWOT). This enabled decisions to be made between sites options where Stage 3 outcomes were finely balanced.

The SWOT assessment concluded the following outcomes for each site and Place Shaping Priority:

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

Broad proposals were then developed for each of the preferred sites. Proposed uses were identified, including the infrastructure and mitigation necessary to enable development to proceed.

Potential sites at Salisbury were assessed against the Place Shaping Priorities, which is set out in the following table:

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>	<i>Strength</i>
Site 1 NE of Old Sarum	<p>A benefit for the regeneration and economy PSP group would be the increased quantum of residents from Site 1 generally able to support city-centre patronage and overall resilience at Salisbury, as well as specific activity hubs including Churchfields and the District Hospital.</p> <p>Strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>	<p>A benefit for the environmental Priority 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 north-east can be improved.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP.</p>	<p>An advantage for the planning Priority would be the retention of open countryside between the urban area and The Winterbournes, albeit the separation between which would be reduced following development.</p> <p>The urban-rural transition at Old Sarum when approaching along The Portway from the north-east can be improved.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP.</p>	<p>Benefits for the socio-economic PSP group would be the ability of Site 1 to yield a range of affordable housing products and to support required infrastructure.</p> <p>Site 1 could be realised quite soon in the plan period (0-5 years).</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>
	<i>Strength</i>	<i>Neutral</i>	<i>Neutral</i>	<i>Strength</i>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
Site 6 N of Downton Road	<p>A benefit for the economic & regeneration PSP group would be the increased quantum of residents from Site 6 generally able to support city-centre patronage and growth and overall resilience at Salisbury, as well as specific activity hubs including Churchfields and the nearby District Hospital</p> <p>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 & opportunities are more likely than weaknesses & threats against this PSP group.</p>	<p>In terms of the environmental Priority 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 and relationship with Britford Conservation Area</p> <p>Outcomes may be mixed against this PSP.</p>	<p>An advantage for the planning Priority would be the retention of countryside between the urban area and Britford, albeit the separation between which would be reduced following development.</p> <p>On balance, outcomes against this PSP are likely to be mixed given that effective visual separation between the two settlements would be reduced.</p>	<p>Benefits for the socio-economic PSP group would be the ability of Site 6 to yield a range of affordable housing products and to support required infrastructure; failure to deliver would have the adverse effect.</p> <p>Site 6 could be realised quite soon in the plan period (0-5 years).</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>
	<i>Neutral</i>	<i>Neutral</i>	<i>Strength</i>	<i>Neutral</i>
Site 8 S of Harnham	<p>A benefit for the economic & regeneration PSP group would be the increased quantum of residents from Site 8 generally</p>	<p>In terms of the environmental Priority development along in proximity to the Harnham ridge-line, as viewed from the</p>	<p>Site 8 is beneficial to the planning Priority as no other</p>	<p>Benefits for the socio-economic PSP group would be the ability of Site 8 to yield a range of affordable housing products</p>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
	<p>able to support city-centre patronage and growth and resilience overall at Salisbury, as well as specific activity hubs including Churchfields and the nearby District Hospital.</p> <p>Approach views of new development upon arrival into Salisbury along the Blandford Road risk being detrimental to Salisbury’s place ambitions – this would be dependent upon successful mitigation during the site’s realisation.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>	<p>Cranborne Chase and West Wiltshire AONB, may be detrimental to Salisbury’s landscape setting. Whilst it is believed that this matter can be effectively resolved as development is realised, outcomes are uncertain.</p> <p>Approach views of new development upon arrival into Salisbury along the Blandford Road also risk being detrimental to the city’s landscape setting – successful implementation will be dependent upon appropriate mitigation during the site’s realisation.</p> <p>Finally, the setting of the Woodbury Ancient Villages complex is also considered important, with the developable area needing to be restricted to a western segment, as advised by SA.</p>	<p>nearby settlements would be involved.</p>	<p>and to support required infrastructure including an Early Years’ setting.</p> <p>Site 8 could be realised quite soon in the plan period (0-5 years).</p> <p>However, SA advice reduces the developable area and, thus, the number of dwellings. This could restrict this site’s ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products.</p> <p>For this reason, outcomes are deemed to be mixed.</p>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
		Mixed outcomes are therefore suggested against this PSP.		
	<i>Strength</i>	<i>Neutral</i>	<i>Strength</i>	<i>Strength</i>
Site 2 N of Beehive P&R Old Sarum	<p>A benefit for the regeneration and economy PSP group would be the increased quantum of residents from Site 2 generally able to support city-centre patronage and overall resilience at Salisbury, as well as specific activity hubs including Churchfields and the District Hospital.</p> <p>Strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>	<p>In terms of the environmental Priority effects are heavily dependent upon effective mitigation and detailed design and master planning to retain settings to nearby heritage assets – including, in particular, intervisibility <i>vis-a-vis</i> Old Sarum scheduled monument.</p> <p>Development otherwise needs to be inserted well into the local landscape context and effective screening is likely to mitigate.</p> <p>There is the potential for a mixed outcome against this PSP, chiefly governed by inter-relationships with Old Sarum scheduled monument and its setting.</p>	<p>As regards the Planning priority development at this small site will not radically alter separation to Salisbury proper, and there may even be an opportunity to improve the urban edge at Old Sarum / Longhedge, particularly when viewed on the A345 approach from Salisbury.</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP.</p>	<p>Benefits for the socio-economic PSP group would be the ability of Site 1 to yield a range of affordable housing products and to support required infrastructure.</p> <p>Site 2 could probably be realised relatively soon in the plan period (5-10 years)</p> <p>On balance, strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>
	<i>Neutral</i>	<i>Neutral</i>	<i>Strength</i>	<i>Neutral</i>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
Site 9 W of Coombe Road	<p>A benefit for the economic & regeneration PSP group would be the increased quantum of residents from Site 9 generally able to support city-centre patronage and growth and resilience overall at Salisbury, as well as specific activity hubs including Churchfields and the nearby District Hospital.</p> <p>Approach views of new development upon arrival into Salisbury along the Blandford Road risk being detrimental to Salisbury’s place ambitions – this would be dependent upon successful mitigation during the site’s realisation.</p> <p>Outcomes against this PSP group are therefore deemed to be mixed.</p>	<p>In terms of the environmental Priority SA recommendations and planning considerations reduce the developable area of Site 9 to one which is adjacent to the A354. Reasons for such reduction include visibility in the wider landscape and ensuring an effective urban edge to Harnham. A further reason is a limit on development above the 75-meter contour, although the reductions mentioned above mean that this measure would not anyway be required.</p> <p>Approach views of new development upon arrival into Salisbury along the Blandford Road further risk being detrimental to the city’s landscape setting – successful implementation will be dependent upon appropriate mitigation during the site’s realisation.</p>	<p>Site 9 is beneficial to the planning Priority as no other nearby settlements would be involved.</p>	<p>Benefits for the socio-economic PSP group would be the site’s ability to yield a range of affordable housing products and to support required infrastructure.</p> <p>Site 9 could be realised relatively soon in the plan period (5-10 years).</p> <p>However, SA advice and planning considerations reduce the developable area and, thus, the number of dwellings. These could restrict this site’s ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products.</p> <p>For this reason, outcomes are deemed to be mixed.</p>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
		Whilst it is believed that mitigation can be effectively implemented as development is realised, outcomes nevertheless remain uncertain against this PSP.		
	<i>Neutral</i>	<i>Neutral</i>	<i>Neutral</i>	<i>Neutral</i>
Site 10 Netherhampton Road Garden Centre	<p>A benefit for the economic & regeneration PSP group would be the increased quantum of residents from Site 10 generally able to support city-centre patronage and growth and resilience overall at Salisbury, as well as specific activity hubs including Churchfields and the District Hospital.</p> <p>Approach views of new development upon arrival into Salisbury along the Netherhampton Road risk being detrimental to Salisbury’s place ambitions – this would be dependent upon successful</p>	<p>In terms of the environmental Priority effects depend upon effective mitigation and detailed design and master planning to retain views to the Cathedral, an improved countryside transition, and the relationship with Netherhampton conservation area and consideration of the setting of Netherhampton heritage assets. Development at Site 10 will need to respect not being too elevated – a restriction of the 75-metre contour line is provided for at the larger Netherhampton Road site to the east.</p>	<p>An advantage for the planning Priority would be the retention of open countryside between the urban area and Netherhampton, albeit the separation between which would be reduced following development.</p> <p>On balance, outcomes against this PSP are likely to be mixed given that effective visual separation between the two settlements would be reduced.</p>	<p>Benefits for the socio-economic PSP group would be the ability of Site 10 to yield a range of affordable housing products and to support required infrastructure.</p> <p>Site 10 can only be realised once the South of Netherhampton Road has been completed and will need to be comprehensively designed and executed in relation to the latter (10-15 years).</p> <p>However, considerations connected with Salisbury’s historic landscape setting restrict the number of dwellings effectively to the more</p>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
	<p>mitigation during the site’s realisation.</p> <p>Outcomes against this PSP group are therefore deemed to be mixed.</p>	<p>Approach views of new development upon arrival into Salisbury along the Netherhampton Road risk being detrimental to the city’s landscape setting – successful implementation will be dependent upon appropriate mitigation and comprehensive integration with the Netherhampton Road site to the east.</p> <p>Outcomes may be mixed against this PSP.</p>		<p>downslope area – a restriction of the 75-metre contour line is provided for at the larger Netherhampton Road site to the east. Such considerations restrict the site’s ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products.</p> <p>For this reason, outcomes are deemed to be mixed.</p>
	<i>Strength</i>	<i>Neutral</i>	<i>Strength</i>	<i>Neutral</i>
<p>Site 15 Church Road Laverstock</p>	<p>A benefit for the regeneration and economy PSP group would be the increased quantum of residents from Site 15 generally able to support city-centre patronage and overall resilience at Salisbury, as well as specific activity hubs including Churchfields and the District Hospital.</p>	<p>In terms of the environmental Priority effects are heavily dependent upon effective mitigation and detailed design and master planning to preserve the beauty and significance of Cockey Down, a locally-valued landscape which rises to the immediate east of the land parcel.</p>	<p>Site 15 is beneficial to this planning Priority as no other nearby settlements would be involved.</p>	<p>Benefits for the socio-economic PSP group would be the ability of Site 15 to yield a range of affordable housing products and to support required infrastructure.</p> <p>Site 15 could probably be realised relatively soon in the plan period (5-10 years)However, SA</p>

	PSP1 City Centre, Regeneration & Economy	PSP2 Landscape Setting	PSP3 Separation & Distinctiveness	PSP4 Affordable Housing & Infrastructure
	<p>Strengths & opportunities are more likely than weaknesses & threats against this PSP group.</p>	<p>Development otherwise needs to be inserted well into the local landscape context and effective screening is likely to mitigate.</p> <p>Since the success of development here is uncertain, given the importance of Cockey Down, outcomes against this Priority are best characterised as mixed.</p>		<p>considerations mean that the quantum of houses realised here would be rather modest. This could restrict the site’s ability to contribute strongly to infrastructure and – notably – to a range of affordable housing products.</p> <p>For this reason, outcomes are deemed to be mixed.</p>

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Conclusion

The outcome of Stage 4 of the site selection process for Salisbury can be summarised under the 'What development is proposed' section earlier in this paper; concluding that seven sites emerged as the preferred sites at Salisbury:

- Land north-east of Old Sarum
- Land north of Beehive Park & Ride, Old Sarum
- Land north of Downton Road
- Land south of Harnham
- Land west of Coombe Road
- Land at Netherhampton Road Garden Centre
- Land at Church Road, Laverstock

The maps below illustrate the outcome of the site selection process (Stages 1-4) at Salisbury.

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Figure 14. The results of the site selection process at Salisbury.

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