

# AGENDA

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**Meeting:** Strategic Planning Committee

**Place:** Council Chamber - County Hall, Trowbridge BA14 8JN

**Date:** Wednesday 14 July 2021

**Time:** 10.30 am

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Please direct any enquiries on this Agenda to Kieran Elliott, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718504 or email [kieran.elliott@wiltshire.gov.uk](mailto:kieran.elliott@wiltshire.gov.uk)

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## Membership:

Cllr Howard Greenman (Chairman)  
Cllr Tony Trotman (Vice-Chairman)  
Cllr Ernie Clark  
Cllr Adrian Foster  
Cllr Sarah Gibson  
Cllr Carole King

Cllr Christopher Newbury  
Cllr Pip Ridout  
Cllr James Sheppard  
Cllr Elizabeth Threlfall  
Cllr Robert Yuill

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## Substitutes:

Cllr Helen Belcher  
Cllr Clare Cape  
Cllr Ruth Hopkinson  
Cllr George Jeans  
Cllr Dr Nick Murry

Cllr Andrew Oliver  
Cllr Stewart Palmen  
Cllr Nic Puntis  
Cllr Bridget Wayman  
Cllr Graham Wright

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## **Covid-19 safety precautions for public attendees**

To ensure COVID-19 public health guidance is adhered to, a capacity limit for public attendance at this meeting will be in place. Please contact the officer named on this agenda no later than 5pm on Monday 12 July 2021 if you wish to attend this meeting. To ensure safety, all present at the meeting are expected to adhere to the following public health arrangements to ensure the safety of themselves and others:

- Do not attend if presenting symptoms of, or have recently tested positive for, COVID-19
- Wear a facemask at all times (unless due to medical exemption)
- Maintain social distancing
- Follow any one-way systems, signage and instruction

## **Recording and Broadcasting Information**

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## **Public Participation**

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

# AGENDA

## Part I

*Items to be considered when the meeting is open to the public*

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** *(To follow)*

To approve and sign as a correct record the minutes of the meeting held on 22 June 2021.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public. During the ongoing Covid-19 situation the Council may need to operate revised procedures and timescales.

**Statements**

Members of the public who wish to make a statement at the meeting in relation to an item on this agenda should contact the officer named on this agenda no later than 5pm on 12 July 2021

Statements should:

State whom the statement is from (including if representing another person or organisation);

State clearly whether the statement is in objection to or support of the application;

Be readable aloud in approximately three minutes (for members of the public and statutory consultees) and in four minutes (for parish council representatives – 1 per parish council).

Up to three objectors and three supporters are normally allowed for each planning application on the agenda, plus statutory consultees and parish councils.

Those submitting statements would be expected to attend to read the statement themselves, or to provide a representative to read the statement on their behalf.

## **Questions**

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications.

Those wishing to ask questions are required to give notice of any such questions electronically to the officer named on the front of this agenda no later than 5pm on 7 July 2021 in order to be guaranteed of a written response.

In order to receive a verbal response questions must be submitted no later than 5pm on 9 July 2021.

Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent. Details of any questions received will be circulated to members prior to the meeting and made available at the meeting and on the Council's website. Questions and answers will normally be taken as read at the meeting.

### **6 Planning Appeals and Updates (Pages 7 - 8)**

To receive details of completed and pending appeals, and any other updates as appropriate.

### **7 Salisbury River Park Masterplan (Pages 9 - 346)**

To consider the proposed Salisbury River Park Masterplan.

### **8 Planning Applications**

To consider and determine the following planning applications.

#### **8a 16/05464/WCM: Freeth Farm Quarry, Compton Bassett (Pages 347 - 414)**

Review of minerals planning conditions - Application for determination of conditions for mineral site.

#### **8b 16/05708/WCM: Freeth Farm Quarry, Compton Bassett (Pages 415 - 442)**

Construction of a quarry field conveyor to transport excavated soft sand from Freeth Farm Quarry to the existing Processing Plant at Sands Farm Quarry

#### **8c 15/04736/OUT: Land South East of Trowbridge (Pages 443 - 594)**

Outline planning application for mixed use development comprising: residential (up to 2,500 dwellings - Classes C3 & C2); employment (Class E ('Business' only), B2, and B8); two local centres (Classes E, C2, and C3); two primary schools, one secondary school, ecological visitor facility, public open space, landscaping and associated highway works including for the 'Yarnbrook / West Ashton Relief Road' and the access junctions.

**Urgent Items**

Any other items of business, which in the opinion of the Chairman, should be taken as a matter of urgency.

**Part II**

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

**Wiltshire Council**  
**Strategic Planning Committee**  
**14<sup>th</sup> July 2021**

There are No Planning Appeals Received between 01/01/2021 and 02/07/2021 relating to Decisions made at Strategic Committee

Planning Appeals Decided between 01/01/2021 and 02/07/2021 relating to Decisions made at Strategic Committee

<b>Application No</b>	<b>Site Location</b>	<b>Parish</b>	<b>Proposal</b>	<b>Appeal Type</b>	<b>Officer Recommend</b>	<b>Appeal Decision</b>	<b>Decision Date</b>	<b>Costs Awarded?</b>
18/08571/FUL	Land West of Bushton Road, Hilmarton Calne, SN11 8TA	Hilmarton	Change of use of land to use as a residential caravan site for one gypsy family with 5 caravans, including no more than one static caravan/mobile home, together with laying of hardstanding, improvement of access and, erection of ancillary amenity building	Hearing	Approve with Conditions	Allowed with Conditions	25/06/2021	None

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Wiltshire Council

Strategic Planning Committee

14 July 2021

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## Salisbury River Park Masterplan, Salisbury

### 1.0 Purpose of Report

- 1.1 Endorse the Salisbury River Park Masterplan attached at **Appendix 1** to this report as a relevant material planning consideration to be taken into account when making decisions on planning applications on any proposals for the Salisbury River Park ('River Park') and the wider integrated zone. This has been amended to include the recommended changes summarised in paragraph 9.4, 9.6, 9.7 and 10.1 of this report.

### 2.0 Relevance to the Council's Business Plan

- 2.1 The Salisbury River Park Masterplan identifies how the River Park can be delivered beyond the Maltings and Central Car Park Area. The Salisbury River Park Masterplan contributes to the council business plan by providing a framework to assist delivery of the river park which will contribute towards:
- Helping to regenerate Salisbury City Centre
  - Unlocking public land for homes and jobs
  - Enhancing the key tourist arrival point for Salisbury
  - Improving and providing more public open space which should provide opportunity for Wiltshire residents to become healthy
  - Improving access to the countryside by walking and cycling
  - Providing key flooding infrastructure that protects a large number of existing properties within the city centre as well as enabling the delivery of the Maltings and Central Car Park, Salisbury for regeneration
- 2.2 Endorsement of the masterplan will therefore contribute towards the council's Business Plan's priority of boosting the local economy by helping to stimulate economic growth and strengthening communities. The proposals will also protect and enhance the natural environment to encourage sustainable tourism in the area. In addition, reducing the risk of flooding is a key objective in helping people feel safe in the council's business plan to create safe communities and protect vulnerable people.
- 2.3 The emerging River Park Masterplan is set in the context of Wiltshire Council's declaration of a Climate Emergency. Proposals for the River Park have been designed to help support modal shift away from the private car, while also providing adaptation measures in response to the expected impacts of climate change through flood mitigation, aligning with the Wiltshire Core Strategy ("WCS") strategic priorities for tackling and adapting to climate change, and para 148 of the National Planning Policy Framework ("NPPF").

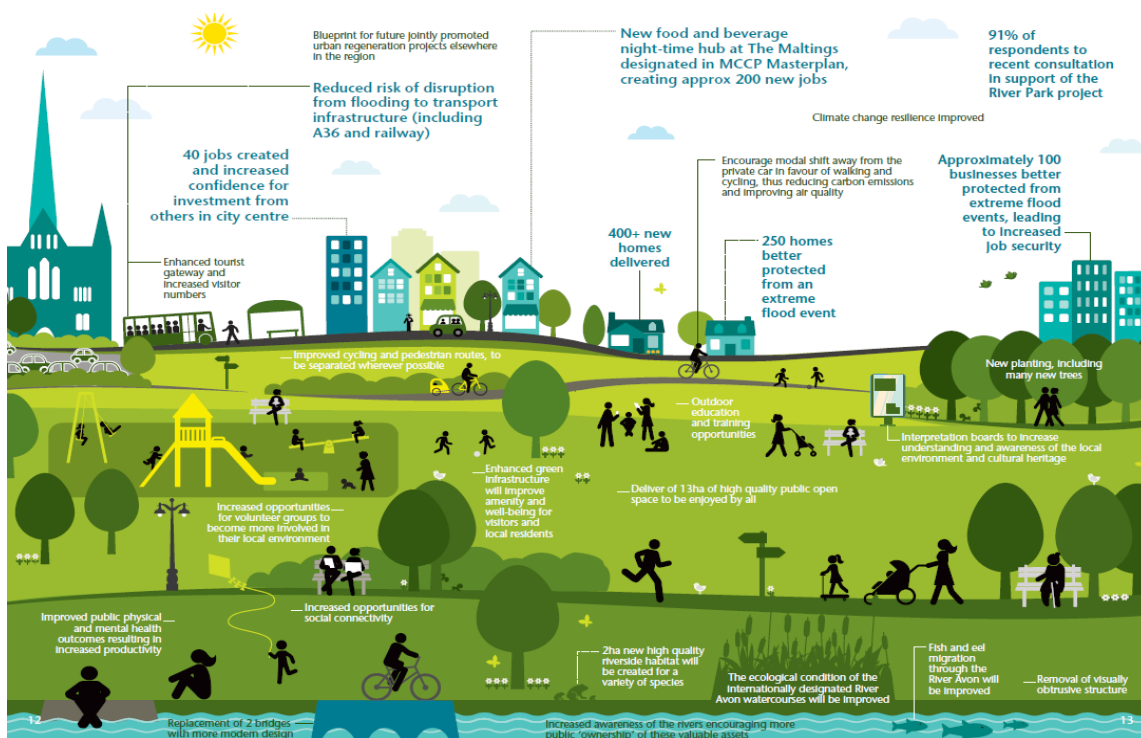
### 3.0 Background

- 3.1 Salisbury's River Park will be a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future.

The vision is to connect and enhance the linear riverside route from the Fisherton Recreation Ground and Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. The River Park will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change as well as delivering important biodiversity improvements.

3.2 There is a high level of river flood risk in large parts of Salisbury city centre which is projected to increase due to climate change. Following the winter 2013/14 floods in Salisbury, the Environment Agency invested in new flood risk modelling for the city, which enabled a better understanding of how/when flooding is likely to occur across the city, including the Maltings and Central Car Park site. The Salisbury River Park project will deliver essential infrastructure, providing flood risk alleviation and environmental improvements on the Maltings and Central Car Park site to de-risk the site and enable higher value development.

3.3 The River Park project forms one of the central pillars of the wider strategy for regeneration of Salisbury’s city centre, as set out in the Salisbury Central Area Framework (CAF) (approved by the council’s Strategic Planning Committee on 26<sup>th</sup> August 2020 as a material planning consideration). The River Park project feeds into the CAF’s recommendations for improving open space and the environment by improving pedestrian and cycle infrastructure to and from the Maltings and Central Car Park (MCCP) area, thereby encouraging modal shift away from the private car. The River Park will form a green infrastructure link through the central area of Salisbury, incorporating the river corridors at the MCCP at its core, extending to the Ashley Road/Fisherton Recreation Ground to the north, and towards Elizabeth Gardens to the south along the River Avon channels. The River Park masterplan includes a requirement to deliver flood risk alleviation and biodiversity improvements around the water courses that run through the site in response to the Environment Agency’s most up to date flood risk modelling. The key benefit of the masterplan are identified in the infographic below:



3.4 In addition to providing critical flood risk alleviation, the Salisbury River Park also seeks to transform the River Avon and its margins through central Salisbury by enabling river corridor improvements that will naturalise the river channels, improve climate change resilience and remove barriers to fish passage, increase biodiversity, improve amenity value, provide health and well-being opportunities.

#### **4.0 Partnership working**

4.1 The River Park is the centrepiece of the Salisbury Central Area Framework and Wiltshire Council have been working in collaboration with the Environment Agency to reduce flood risk to various areas in the city, to provide environmental improvements and opportunities for biodiversity, to improve leisure and recreation and to support the regeneration of the Maltings and Central Car Park area through the River Park project. It will be transformational and provide a lasting legacy for future generations.

4.2 The council, have drafted the River Park masterplan with support from the Environment Agency, Salisbury City Council, the Swindon and Wiltshire Local Economic Partnership and Natural England.

#### **5.0 Summary of masterplan**

5.1 The masterplan sets a number of themes and objectives that any development along the river corridor and in the identified integrated zone should seek to deliver. This is set out using a number of detailed development principles that fall under the headings listed below:

- RP1: Biodiversity
- RP2: River Improvements
- RP3: Flood Risk and Water Management
- RP4: Integrated Development
- RP5: Access
- RP6: Public Realm
- RP7: Public Protection and Amenity
- RP8: Maintenance and Management

5.2 The Masterplan then identifies a number of phases and sets out area-based development principles that will inform the delivery of the River Park. These are indicative, and the schemes that are delivered may vary due to the on-site conditions and available funding. However, these place specific development principles provide a benchmark against which alternative proposals will be evaluated. If they fail to deliver the environmental and community benefits identified, then they may be refused.

- Phase 1A: Land at MCCP (north) - will deliver a substantial green infrastructure corridor through the central car park along the margins of the River Avon. In accordance with the MCCP masterplan, the green corridor will, wherever practicable, be 40m in width to enable flood risk alleviation infrastructure to be delivered, alongside improvements for biodiversity and the public realm.
- Phase 1B: Coach Park - will deliver improvements to Salisbury's coach park, reformatting of the existing coach park and creating a new pocket parks to the north and south east of the site as well as aspiring to the development of a new welcome centre incorporating public conveniences subject to funding.

- Phase 1C: Ashley Road Open Space and Phase 1D: Fisherton Recreation Ground will deliver significant flood risk mitigation infrastructure and environmental improvements at Ashley Road Open Space and Fisherton Recreation Ground whilst re-providing existing provision such as the children's play area
- Phase 2A: Summerlock Bridge - Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter.
- Phase 2B: Fisherton Bridge - Fisherton Bridge provides a wide area of public domain at a key pedestrian junction, overlooking the attractive river convergence at Bishops Mill. There is an opportunity to further enhance the public realm and plaza feel to this area.
- Phase 3A: Riverside path between Ashley Road and Central Car Park - This part of the River Park forms a key and well used pedestrian and cycle route linking the city centre to the northern residential areas of the city and should provide public realm and environmental improvements whilst modernising the route for pedestrians and cyclists.
- Phase 4A: Land at MCCP (south) - Phase 4A will be delivered alongside the wider regeneration of the Maltings and Central Car Park site and will seek to extend the green infrastructure corridor that has been delivered through Phase 1A of the River Park to the north. In accordance with the MCCP masterplan, the green corridor will, wherever practicable, be 40m in width to enable flood risk alleviation infrastructure to be delivered, alongside improvements for biodiversity and the public realm
- Phase 5A: Rivers edge and riverside walk to rear of High Street - Phase 5A of the River Park seeks to deliver minor improvements to the riverside route between Fisherton Street and Crane Street, to the rear of premises on High Street. Any proposals in this area will need to take full consideration of the historic townscape in this part of the Salisbury Conservation Area.
- Phase 6A: NHS buildings and Tesco service yard - Phase 6A will deliver minor improvements to the land around buildings to the south of the coach park, and surface level parking areas. A longer term aspiration is to acquire the surface level car parking areas to enable the extension of the Phase 1A and Phase 4A green corridor elements of the River Park into this area.
- Phase 6B: The Maltings parade/Bishops Mill - Phase 6B will deliver minor improvements to the public realm along the Maltings shopping parade.

5.3 The early phases will deliver the critical flood mitigation infrastructure and can be brought forward quickly while later phases will need to be informed by for example the redevelopment and regeneration of the Maltings and Central Car Park area which is yet to be planned in detail. Other phases such as the new welcome centre for the coach park will rely on the identification of funding sources.

5.4 The Masterplan shows indicative layouts where the shape and position of buildings, streets and parks is set out. Indicative is a key word here, as it should be emphasized that proposals that depart from the Masterplan but can demonstrably deliver the majority of the outcomes sought will be acceptable providing the basic framework is adhered to.

## 6.0 Consultation

6.1 The Salisbury River Park masterplan proposals have been the subject of public consultation that took place between Thursday 19<sup>th</sup> November 2020 and Friday 8<sup>th</sup> January 2021. This public consultation follows three earlier stages of consultation on the River Park Project:

- First public consultation on the Salisbury CAF, 27<sup>th</sup> June – Friday 9<sup>th</sup> August 2019. This consultation sought feedback on the concepts and initiatives of the CAF, including the concept of the Salisbury River Park<sup>1</sup>. A significant majority of respondents were in agreement that the River Park would deliver a range of benefits for the city.
- Informal public consultation on Phase 1C and 1D of the Salisbury River Park, Thursday 21<sup>st</sup> November – Friday 2<sup>nd</sup> December 2019. This was an informal and locally specific consultation on three possible designs for the Phase 1C and 1D area at Ashley Road Open Space and Fisherton Recreation Ground. The consultation offered a range of three possible design options, including Option 1, flood alleviation infrastructure but with minimal other changes to the existing layout of the area to Option 3, with flood alleviation infrastructure together with increased habitat creation and rewilding. Option 2 offered a midway option between the two. Approximately 75% of respondents were in favour of Option 3.
- Second public consultation on the Salisbury CAF, Thursday 16<sup>th</sup> January – Friday 28<sup>th</sup> February 2020<sup>2</sup>. This consultation sought further feedback on the refined CAF proposals, including detailed proposals for Phase 1 that were presented by the Environment Agency. Of the responses received, there was a significant level of support for the project, with 91% in support of delivering the River Park.

6.2 This latest public consultation that took place between Thursday 19<sup>th</sup> November 2020 and Friday 8<sup>th</sup> January 2021 was undertaken in collaboration with the Environment Agency, as a result this public consultation was split into two parts:

**Part 1: Draft Salisbury River Park Masterplan** - asked for feedback on a draft of the Salisbury River Park Masterplan prepared by officers at Wiltshire Council. Alongside the masterplan a draft Habitat Regulations Assessment Screening report was also published for comment.

**Part 2: Phase 1 draft detailed proposals** - asked for feedback on detailed plans for Phase 1 of the Salisbury River Park prepared by the Environment Agency. This related to land at:

- Salisbury's central car park and coach park (Phases 1a and 1b (in part)); and
- Ashley Road Open Space and Fisherton Recreation Ground (Phases 1c and 1d).

6.3 Part 2 of the project is led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council, and with funding in part from the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) via the Local Growth Fund.

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<sup>1</sup> Available from: [https://www.wiltshire.gov.uk/media/4507/Link4-SalisburyCAF-Consultation-Report-2019/pdf/Link4\\_SalisburyCAF\\_Consultation\\_Report\\_2019.pdf?m=637435629128400000](https://www.wiltshire.gov.uk/media/4507/Link4-SalisburyCAF-Consultation-Report-2019/pdf/Link4_SalisburyCAF_Consultation_Report_2019.pdf?m=637435629128400000)

<sup>2</sup> Available from: [https://www.wiltshire.gov.uk/media/4508/Link3-App-C-SalisburyCAF-Consultation-Report-2020/pdf/Link3\\_App.C\\_SalisburyCAF\\_Consultation\\_Report\\_2020.pdf?m=637435629126570000](https://www.wiltshire.gov.uk/media/4508/Link3-App-C-SalisburyCAF-Consultation-Report-2020/pdf/Link3_App.C_SalisburyCAF_Consultation_Report_2020.pdf?m=637435629126570000)

- 6.4 The consultation report attached to this report at appendix 2 relates to part 1 of the consultation.
- 6.5 A summary of the responses relating to Part 2, the Environment Agency's proposals for Phase 1 of the River Park project are set out in a separate report by the Environment Agency attached to the planning application for phase 1 Planning application number PL/2021/03601<sup>3</sup>.
- 6.6 The two parts of the consultation were distinct from one another with the masterplan being led by the council and the Phase 1 detailed proposals being led by the Environment Agency. Because of the dependencies of each element of the consultation on each other it was decided that a single consultation event should take place, encapsulating both elements of the project. It was felt this would be easier to understand to a member of the public coming to the project afresh and would also enable efficiencies to be made.
- 6.7 The consultation followed the requirements outlined for the preparation of Supplementary Planning Documents (SPD) in Wiltshire Council's Statement of Community Involvement (SCI)<sup>4</sup>. However, it should be noted that the River Park masterplan will not be approved as an SPD but as a material planning consideration and will be considered alongside the various other material considerations rather than having the greater weight of an SPD. In July 2020, the council adopted a Temporary Arrangements supplement to the SCI<sup>5</sup> which presents an interim approach to public consultation in light of the restrictions imposed due to the Covid-19 pandemic, designed to minimise the requirement for face-to-face contact and physical handling of documents. The programme for public engagement on the Salisbury River Park was prepared in accordance with the Temporary Arrangements supplement to the SCI.
- 6.8 The council invited consultation responses between Thursday 19<sup>th</sup> November 2020 and Friday 8<sup>th</sup> January 2021.
- 7.0 Who was consulted?**
- 7.1 Organisations, groups and individuals set out within the Regulations<sup>6</sup> and the SCI were notified of the start of the consultation period and how to comment.
- 7.2 Because the River Park relates to Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the project. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.

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<sup>3</sup> Available from: <https://development.wiltshire.gov.uk/pr/s/planning-application/a0i3z0000157AsI/pl202103601>

<sup>4</sup> Wiltshire Council Statement of Community Involvement (SCI), July 2020, available at: [https://www.wiltshire.gov.uk/media/4622/Wiltshire-Statement-of-Community-Involvement-2020/pdf/DM20\\_535\\_-\\_Statement\\_of\\_Community\\_Involvement\\_part\\_1\\_online6.pdf?m=637348359568430000](https://www.wiltshire.gov.uk/media/4622/Wiltshire-Statement-of-Community-Involvement-2020/pdf/DM20_535_-_Statement_of_Community_Involvement_part_1_online6.pdf?m=637348359568430000)

<sup>5</sup> Wiltshire Council Statement of Community Involvement (SCI), Temporary Arrangements Supplement, July 2020, available at: [https://www.wiltshire.gov.uk/media/4223/Statement-of-Community-Involvement-Temporary-Arrangements-2020/pdf/Statement\\_of\\_Community\\_Involvement\\_Temporary\\_Arrangements.pdf?m=637335218466200000](https://www.wiltshire.gov.uk/media/4223/Statement-of-Community-Involvement-Temporary-Arrangements-2020/pdf/Statement_of_Community_Involvement_Temporary_Arrangements.pdf?m=637335218466200000)

<sup>6</sup> [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

7.3 Due to the geographic location of Salisbury – being relatively close to the administrative boundaries of Dorset Council, New Forest District Council, New Forest National Park Authority and Test Valley District Council – notifications were also sent to parish councils in these areas that were considered likely to have an interest in the Salisbury River Park.

## **8.0 How were people consulted?**

8.1 Consultees were made aware of the consultation through a variety of channels, including direct notifications by email or post to relevant consultees on the council's consultation database.

8.2 Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:

- Announcements about the Salisbury River Park on the Wiltshire Council website, the Environment Agency's website and Salisbury City Council website
- A public notice in the Salisbury Journal newspaper and on their website.
- Announcements through Wiltshire Council e-newsletters.
- Social media communications.
- Posters around the site.

8.3 Consultees were informed that the consultation material was available to view on Wiltshire Council's website. Paper copies were also posted out on request.

8.4 Wiltshire Council and the Environment Agency hosted two online webinar events during the consultation. This comprised a presentation followed by a question and answer sessions. Following the webinars, a recording of the webinar was published on YouTube with a link from the council's website together with a copy of the presentation and a transcription of questions and answers at the two sessions.

8.5 Representatives were offered several ways to respond to the consultation. An online survey could be completed and submitted via Wiltshire Council's website. Alternatively, a copy of the survey or letter could be submitted by email or post. Respondents could also submit written comments by letter or email.

8.6 The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in developing the proposals for the Salisbury River Park to comment. Full details of the consultation is available within Appendix 2 to this report – Consultation Methodology and Output Report.

## **9.0 Summary of responses and issues arising**

9.1 Over the consultation period 185 representations were received.

9.2 The following summarises the consultation responses that were received in relation to the Salisbury River Park Masterplan. This covers questions 1 to 5 of the consultation form. A summary and analysis of the responses relating to the Environment Agency's draft proposals for Phase 1 of the River Park has been produced separately by the Environment Agency and has been published as part of the planning application to the River Park phase 1. The relevant planning

application number is PL/2021/0361<sup>7</sup>. This addresses questions 6 to 17 of the survey form.

9.3 Of those responding a significant majority were in support of the masterplan (question 1). A number of comments were also received, but many of these just required points of clarification rather than amendments to the draft masterplan itself. The clarification is provided within the consultation report at **Appendix 2** rather than detailing it within this report. This summary focuses on amendments made to the masterplan as a result of the consultation.

9.4 Questions 2 and 3 asked responders to consider the River Park development principles and the response can be summarised as follows:

- RP1: Biodiversity – a significant level of support was provided to this development principle, a handful of respondents provide more detail and as a result a change was made to the masterplan at RP4 (see below) with regard to swift and bat bricks.
- RP2: River Improvements - showed a significant level of support for the general development principle as worded in the draft masterplan document.
- RP3: Flood Risk and Water Management - showed a significant level of support for the general development principle as worded
- RP4: Integrated Development - showed a significant level of support for the general development principle as worded, however based on a comment received, page 15 of the masterplan has been amended to incorporate Crane Street, Elizabeth Gardens and parts of the River Nadder into the 'interface zone' and RP4 has been amended as follows so that bat and swift bricks are included in any development / regeneration:

Bullet 3, RP4 has been amended as follows:

'Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks'.

- RP5: Access - showed a significant level of support for the general development principle as worded
- RP6: Public Realm - showed a significant level of support for the general development principle as worded
- RP7: Public Protection and Amenity - showed a significant level of support for the general development principle as worded
- RP8: Maintenance and Management - showed a significant level of support for the general development principle as worded

9.5 A number of responses to Question 3 did not relate specifically to a development principle, however all responses were analysed and these have been split into themes in order to make it easier to follow:

- general support
- general observations:
- the presentation of the masterplan
- the economy
- cycle/pedestrian infrastructure

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<sup>7</sup> Available from: <https://development.wiltshire.gov.uk/pr/s/planning-application/a0i3z0000157Asl/pl202103601>



- highways/transport:
- to ecology/biodiversity:
- to education:
- to health and wellbeing:
- to design/civic matters:
- to flooding/drainage:
- the Maltings and Central Car Park:
- other specific areas of the masterplan

9.6 As a result of these more general comments received in answer to question 3 a couple of amendments were made to the masterplan including:

- Page 6, sentence 1 has been amended to read: 'identify measurable net gains for Biodiversity can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21'
- A new bullet has been added to the Objectives and Outcomes on page 11 that reads 'enable growth and regeneration within central Salisbury including the Maltings and Central Car Park regeneration area in line with the endorsed Maltings and Central Car Park Masterplan'. This is to ensure that any regeneration is also in line with the endorsed Maltings and Central Car Park Masterplan'.
- A new objective related to flood mitigation has been added to page 11 that reads 'deliver flood mitigation within Salisbury city centre to protect existing and future businesses and residents'
- The final bullet under RP1, page 16 has been amended to read 'All proposals should be carried out in close collaboration with the Council's Ecologist, to establish the scope of any ecological survey work that would be required to inform and support the proposals.'
- A new bullet has been added to RP5, page 21 that states 'ensuring that all public spaces and routes are designed and laid out to be accessible for all'
- A minor amendment has been made to the title of phase 3A, page 34 to read 'Phase 3a: Riverside footpath between Ashley Road and Central Car Park'

9.7 Question 4 then asked to what extent the responder agreed or disagreed with the masterplan's proposals for each phase of the River Park and the responses can be summarised as follows:

<b>Phase</b>	<b>Change proposed</b>
Phase 1A: Land at M CCP (north)	No change – responses showed a significant level of support for the phase.
Phase 1B: Coach Park -	<p>Showed a significant level of support for the phase. However the following change to the masterplan has been made:</p> <p>Page 27 the map has been amended to extend the indicative cycle path to the west of the river channel and the key has been amended to make it clearer that cycle paths proposed are indicative by renaming 'cycle-path' to '<u>Indicative cycle path options</u>'.</p>
Phase 1C: Ashley Road Open Space and Phase 1D: Fisherton Recreation Ground -:	Responses showed a significant level of support for the phase. However, the following change to the masterplan has been made

Phase	Change proposed
	<p>The key on page 29 has been amended so that wetland area refers to retaining the riverside path, so that it reads 'wetland area, incorporating riverside path'.</p>
<p>Phase 2A: Summerlock Bridge -</p>	<p>Responses showed a significant level of support for the phase, however due to the consultation response and through discussion with Natural England it was determined that it would be difficult to satisfactorily mitigate the proposed seating platform over the river and identify that the scheme would not have significant effects on the River Avon SAC. This element has therefore now been removed from the masterplan and the page amended as follows:</p> <p>Page 30 of masterplan (Phase 2A) to be amended as follows to remove the seating platform:</p> <p>Phase 2A: <del>Water Lane / Summerlock Bridge riverside seating area</del></p> <p>Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. <del>One of the constraints is despite the wide range of food and drink establishments that outdoor seating is limited.</del> The intersection of Fisherton Street with Water Lane is an opportunity to produce an innovative solution to this by <del>providing a limited platform seating area over the river adjacent to the southern parapet of the bridge.</del> <u>The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter.</u></p> <p>Delivery of Phase 2A will address the following considerations:</p> <ul style="list-style-type: none"> <li>• The narrowing of the road <del>will to be</del> considered as part of a comprehensive assessment of the highways network within the city centre.</li> <li>• An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.</li> <li>• <del>This proposal will require a detailed HRA to demonstrate that it can be delivered without harm to the integrity of the River Avon Special Area of Conservation (SAC), and will provide overall betterment for the river. This should consider the constraints and opportunities to provide benefits to SAC fish species along the Summerlock Stream and potential impacts of increasing light pollution on the river. Choice of material and construction/operation of the new seating area will be implemented so as to minimise impact on the ecology of watercourse.</del></li> </ul>

Phase	Change proposed
	<p>Proposals for outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required.</p> <ul style="list-style-type: none"> <li>• <del>Proposals must give due consideration to</del> <u>The</u> historic townscape in this part of the Salisbury Conservation Area.</li> <li>• Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.</li> </ul> <p><b>Amend map on page 30/31 as follows:</b></p> <ul style="list-style-type: none"> <li>• Remove seating platform from map</li> <li>• Remove label 'café seating' and corresponding arrow.</li> <li>• Remove label 'New seating platform created over the river' and corresponding arrow</li> <li>• Add labels for Fisherton Street and Water Lane.</li> </ul>
Phase 2B: Fisherton Bridge	No change – responses showed a significant level of support for the phase.
Phase 3A: Riverside path between Ashley Road and Central Car Park -	<p>Responses showed a significant level of support for the phase. However, the following change to the masterplan has been made</p> <p>Amend page 34 phase 3A last bullet as follows:</p> <p>add after the word with '<u>and approval from</u>' so that it reads 'any works potentially affecting the bridge structure through the A36 underpass must be taken forward in close collaboration with <u>and approval from Highways England</u>'</p>
<ul style="list-style-type: none"> <li>• Phase 4A: Land at MCCP (south) - )</li> </ul>	No change – responses showed a significant level of support for the phase.
<ul style="list-style-type: none"> <li>• Phase 5A: Rivers edge and riverside walk to rear of High Street -</li> </ul>	<p>Responses showed a significant level of support for the phase. However, the following change to the masterplan has been made in order to add reference to the opportunity for improving linkages with High Street as set out in the Salisbury Central Area Framework.</p> <p>Add new bullet to page 38, phase 5A to read '<u>seek opportunities to improve linkages and legibility with the High Street as set out in the Salisbury Central Area Framework</u>'.</p> <p>Amend terminology to better reflect the scale of development/street furniture that is likely to be delivered in this phase and amend list on page 39 and delete area 7 as this area is not wide enough for the proposals, as follows:</p> <p>A strong landscape strategy is key to the success of public spaces. This indicative plan shows potential proposals which could be developed to enliven the urban realm.</p> <ol style="list-style-type: none"> <li>1. Gateway entrance sign/art work.</li> <li>2. High quality paving materials and street furniture.</li> <li>3. Informal <del>timber terraced</del> seating.</li> </ol>

Phase	Change proposed
	<p>4. Opportunity to use building facade for public art/projected imagery.</p> <p>5. Naturalised river's edge - marginal planting.</p> <p>6. Linear park - naturalistic planting/rain gardens.</p> <p>7. Amphitheatre seating and steps leading to bridge.</p> <p><del>7</del>8. Stone stepped seating.</p> <p><del>8</del>9. Informal lawn area with high-quality street furniture.</p> <p><del>9</del>10. Moveable bistro furniture and high quality moveable planters.</p> <p><del>10</del>11. Footpath</p> <p>Remove area 7 from the map, and re-number areas accordingly.</p>
Phase 6A: NHS buildings and Tesco service yard	No change – responses showed a significant level of support for the phase.
<i>Phase 6B – The Maltings parade / Bishops Mill -</i>	No change – responses showed a significant level of support for the phase.

9.8 In addition, there were a number of responses to question 5 that were not specifically associated with the phases but are still relevant. Most responses mainly resulted in some clarification being provided rather than changes being proposed to the masterplan. One response has resulted in some additional landmark annotations to be added to maps.

## 10.0 Habitat Regulations Assessment

10.1 As the River Avon SAC is the main focus of the Salisbury River Park masterplan a Habitats Regulations Screening report was published alongside the consultation on the River Park masterplan. As a result of comments received on the screening amendments have been made to the masterplan and the screening. Since the consultation and as a result of the conclusion of the screening, the draft masterplan was subject to an 'Appropriate Assessment' stage of the Habitats Regulations Assessment. The Appropriate Assessment stage has been an iterative process with Natural England and has resulted in further amendments to the masterplan associated with ecology. This is to ensure the river habitat is protected and mitigated during and after any construction works that occurs within the integrated zone. These amendments are detailed in section 7 of the consultation report (see **Appendix 2** to this report). The final Habitats Regulations Assessment screening and appropriate assessment is provided at **Appendix 3 and 4** to this report.

## 11.0 Safeguarding Implications

11.1 There are no direct safeguarding implications arising from this report.

## 12.0 Public Health Implications

12.1 Public health bodies will continue to be consulted on planning matters, including in relation to any subsequent planning applications that come forward, where appropriate. Overall the river park project is felt to have a positive impact on public

health due to the provision of improved and greater amounts of public space and improved pedestrian and cycle links.

### **13.0 Environmental and Climate Change Considerations**

13.1 Statutory bodies including the Environment Agency, Natural England and Historic England have been consulted on the draft masterplan. Consultation with environmental bodies will continue to take place on planning matters in any subsequent planning applications. The phase 1 planning application for the Salisbury River Park scheme is being led by the Environment Agency and Natural England are in support of the scheme.

### **14.0 Risk Assessment**

14.1 By endorsing the masterplan, this helps to have a shared vision for the future of the Salisbury River Park. The masterplan includes many projects that will involve some significant planning matters which will need careful management and the masterplan will provide a shared framework for considering how the area and the River Park will develop in the future.

### **15.0 Financial Implications**

15.1 In endorsing the masterplan there are no financial implications to the council at this time. However, it should be acknowledged that the council were successful at bidding for £5.2m from the Swindon and Wiltshire LEP (SWLEP) LGF fund towards phase 1 of the River Park scheme. This has been passed over to the Environment Agency as lead delivery organisation with construction expected to start in 2022. Back to back grant agreements have been signed between the council and the SWLEP and the council and the Environment Agency. Obligations placed upon the council regarding the delivery of the project in its grant funding agreement with the SWLEP have been passed through to the Environment Agency in the corresponding grant funding agreement between it and the council, such that the council is not placed under any financial risk in that regard as a consequence of providing the grant to the Environment Agency.

### **16.0 Legal Implications**

16.1 Once the masterplan has been endorsed by Committee, full regard must be had to its content in decision making, including as a material consideration in determination of planning applications. However, endorsement will not predetermine any such applications, which will still have to be considered on their own merits, taking account of the issues identified in the masterplan.

### **17.0 Options Considered**

17.1 The masterplan sets out proposals that can form an agreed basis for decision making in future years. It complements the WCS and the Maltings and Central Car Park masterplan and endorsement of the Masterplan by Committee gives the document weight in this future decision making.

## **18.0 Conclusions**

- 18.1 Salisbury's River Park will be a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The vision is to connect and enhance the linear riverside route from the Fisherton Recreation Ground and Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. The River Park will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change as well as delivering important biodiversity improvements. In addition, the area strategy for Salisbury as set out in the WCS recognises the contribution that the regeneration of the Maltings and Central Car Park will make to the economic vitality and resilience of the City. The delivery of the river park and its essential flood mitigation will enable the Maltings and Central Car park site to be delivered. The WCS aims to ensure that Salisbury continues to be vibrant in order that it continues to make an important contribution to Wiltshire's economy, environment and quality of life.
- 18.2 The endorsement of this masterplan will guide the future development of the Salisbury River Park enable the delivery of the Maltings and Central Car Park site, Salisbury and therefore complements the WCS.
- 18.3 The masterplan at **Appendix 1** has been subject to public consultation with members of the public, stakeholders and statutory bodies. Subject to the changes that are identified at paragraph 9.4, 9.6 and 9.7 & HRA changes described at para 10.1 of this report and incorporated in **Appendix 1**, the masterplan represents an agreed basis for decision making in future years.

## **19.0 Recommendation**

- 19.1 It is recommended that the masterplan for the Salisbury River Park, as attached at Appendix 1 together with any other minor alterations required to improve its clarity, is endorsed as a material planning consideration for the purposes of development management.

**Jean Marshall**  
**Chief Planning Officer**

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The following documents have been relied on in the preparation of this report: Wiltshire Core Strategy

**Appendices**

Appendix 1 – Salisbury River Park Masterplan

Appendix 2 – Consultation Methodology and Output Report including schedule of comments received and officer responses

Appendix 3 – Salisbury River Park Masterplan HRA Screening

Appendix 4 – Salisbury River Park Masterplan HRA Appropriate Assessment

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## Salisbury River Park

# Salisbury River Park Masterplan

April 2021

*A plan developed in partnership between  
Wiltshire Council, the Environment Agency  
& Swindon and Wiltshire Local Enterprise Partnership*



**Swindon & Wiltshire**  
LOCAL ENTERPRISE PARTNERSHIP



HM Government

Page 25



Environment  
Agency

**SALISBURY**  
CITY COUNCIL



**Wiltshire Council**

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## 1. The Vision

Salisbury's River Park will be a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The vision is to connect and enhance the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury

along the margins of the River Avon. The River Park will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change.



## 2 Background

The River Park project forms one of the central pillars of the wider strategy for regeneration of Salisbury's city centre, as set out in the Salisbury Central Area Framework (CAF)<sup>1</sup>. The River Park project feeds into the CAF's recommendations for improving open space and the environment and the city's transition towards people-friendly streets by improving pedestrian and cycle infrastructure to and from the Maltings and Central Car Park (MCCP) area, thereby encouraging modal shift away from the private car.

The River Park will form a green infrastructure link through the central area of Salisbury, incorporating the river corridors at the MCCP at its core, extending to the Ashley Road/Fisherton Recreation Ground to the north, and towards Queen Elizabeth Gardens to the south along the River Avon channels.

The core area of the River Park at the MCCP is linked to Wiltshire Council's wider strategic development objectives to redevelop the site, which is established through an allocation in the Wiltshire Core Strategy<sup>2</sup> and a masterplan to guide the future development of the site. The MCCP masterplan<sup>3</sup> includes a requirement to deliver flood risk alleviation and biodiversity

improvements around the water courses that run through the site in response to the Environment Agency's most up to date flood risk modelling.

Based on data gained from the winter 2013/14 flooding in Salisbury, the Environment Agency reassessed the flood risk to the city centre. This revealed that a much larger area of Salisbury city centre, including parts of the MCCP, are at much greater risk of flooding than previously understood. As can be seen in the extract below, the revised flood maps show that if unaddressed, flood risk presents a fundamental threat to Salisbury's city centre. This threat is increasing with climate change.

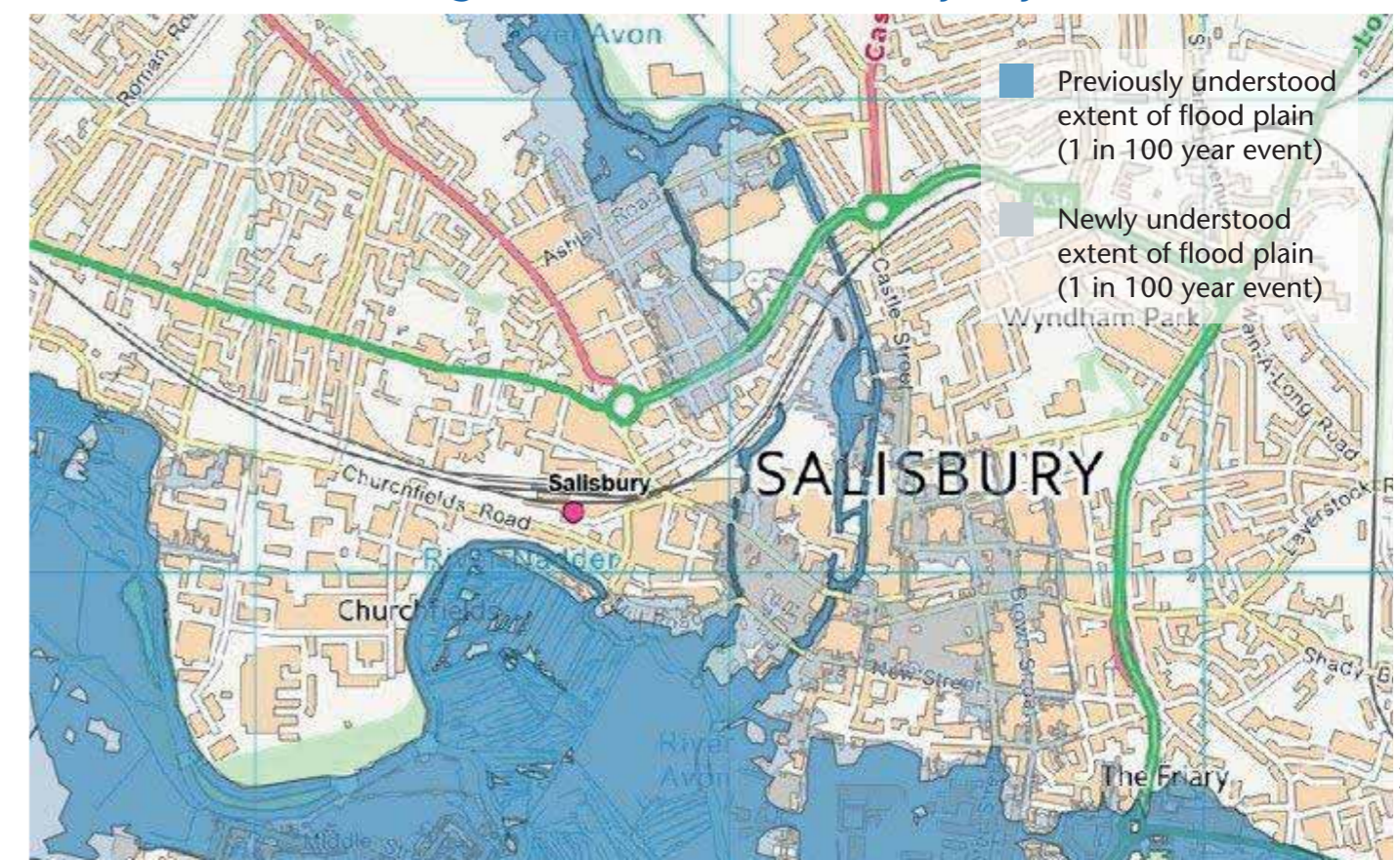
The River Avon is a designated Special Area of Conservation which has the highest level of international nature protection, supporting a range of protected species and habitats.

In addition, a significant proportion of the masterplan area falls within the Stratford Sub-Castle and Salisbury Conservation Areas which are important for their heritage value. These are also important considerations which will need to be addressed in any proposals for the area.

## River Park concept set by the Salisbury Central Area Framework



## Revised understanding of flood risk to Salisbury city centre



1 Available from <https://www.wiltshire.gov.uk/salisbury-future>

2 Available from <https://www.wiltshire.gov.uk/planning-policy-core-strategy>

3 Available from [https://cms.wiltshire.gov.uk/documents/s163521/The%20Maltings%20and%20Central%20Car%20Park\\_Masterplan\\_June%202019%20-%20App3endix%201.pdf](https://cms.wiltshire.gov.uk/documents/s163521/The%20Maltings%20and%20Central%20Car%20Park_Masterplan_June%202019%20-%20App3endix%201.pdf)

# 3 Planning Policy and Strategic Themes

## Status of the River Park Masterplan

This masterplan will be a framework to guide the phased development of the River Park project. Once adopted it will be a material consideration in the determination of any future planning applications affecting land within the masterplan area, and there will be a presumption in favour of development that accords with the requirements of this masterplan.

The following summarises the key planning policy considerations that relate to the River Park proposals.

Page 29

## Planning Policy Context

The starting point for making planning decisions is the adopted development plan, which in Wiltshire is the Wiltshire Core Strategy (WCS), together with a number of saved policies from the former Salisbury District Local Plan (SDLP). Other material considerations include the National Planning Policy Framework (NPPF), planning practice guidance, adopted Supplementary Planning Documents and Guidance (SPDs/SPGs) and the MCCP Masterplan.



The River Park masterplan is set in the context of Wiltshire Council's declaration of a Climate Emergency. Proposals for the River Park have been designed to help support modal shift away from the private car, while also providing adaptation

measures in response to the expected impacts of climate change through flood mitigation, aligning with the WCS strategic priorities for tackling and adapting to climate change, and para 148 of the NPPF.

A key driver behind the River Park project is to provide critical improvements to help mitigate flood risk in the city centre and its surroundings. The MCCP site, and the Ashley Road Open Space/Fisherton Recreation Ground areas play key parts in the strategy for reducing flood risk and are set out in more detail in Section 7. The masterplan sets the framework for delivering essential flood risk management and green infrastructure in accordance with WCS Core Policies 67 (Flood Risk) and 52 (Green Infrastructure), and Section 14 of the NPPF.

The River Park scheme is deemed to be critical flood infrastructure and the area incorporates a number of sensitive ecological designations, habitats and species with the River Avon Special Area of Conservation (SAC) flowing through the site. In accordance with WCS Core Policies 50, 68, 69, and SDLP saved policy C18 and the NPPF the masterplan has at its heart a key objective to ensure that future detailed proposals promote the conservation, restoration and enhancement of priority habitats and ecological networks and identify measurable net gains for biodiversity that can contribute to the delivery of the UK

Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21. The development will also aim to deliver the requirements of the River Avon SAC Conservation Objectives.

In accordance with SDLP saved Policy C18, culverting of the watercourse will be avoided wherever possible, and any bank protection works that are required will be with the agreement of the owners and will involve the use of appropriate materials and soft engineering solutions wherever feasible.

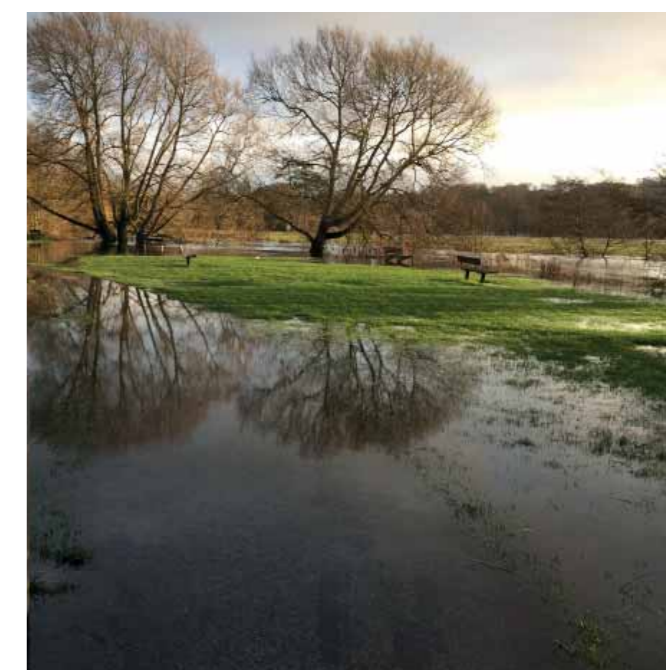
As well as the protection and enhancement of those species identified as features of the River Avon SAC, there are also a number of other species that are protected in their own right that need to be considered. The following surveys will be undertaken to inform development of land where proposals have the potential to impact on protected species either during construction or operation. All proposals should be accompanied by a CEMP:

- Badgers
- Bats
- Aquatic Invertebrates
- Otters
- Reptiles
- Macrophytes
- Water voles (Note licences and receptor sites may be required).
- Breeding birds
- Fish, (specifically Atlantic salmon, Brook lamprey and Bullhead)
- Desmoulin Whorl snail - surveys unlikely to be required
- Invasive plant survey

The outcome of such surveys will determine any mitigation and enhancement needed.

The draft masterplan has been subject to a Habitat's Regulations Assessment Stage 1 Screening under Regulation 105 of the Habitats Regulations 2017 and several phases taken

forward to the Appropriate Assessment stage and should be read alongside this masterplan. This considered impacts of the masterplan proposals on the relevant European designated sites, in particular the River Avon SAC. The HRA Appropriate Assessment concludes that the Masterplan (Phases 3A, 4A, 5A, 6A and 6B) can be ascertained to have no adverse affect on the integrity of the River Avon SAC in alone assessment or in-combination. This conclusion is dependent on a number of mitigation measure and / or conditions during construction delivery. All planning applications will need to be individually subject to further assessment under the Habitats Regulations to ensure that details of each element of the scheme are compliant and any necessary mitigation is secured through the planning permission. Specific mitigation measures have been identified in section 10 of this masterplan.





Landscape

The site has great potential for intrinsic natural beauty by way of its riverside frontages, and the River Park project seeks to enhance the landscape setting around the rivers through a comprehensive strategy for the improvement and enhancement of all areas of open space and green infrastructure, in accordance with WCS Core Policy 51.

Health and Wellbeing

Delivery of significant enhancement to the city's green infrastructure links to support health and well-being is a key objective for the River Park project, seeking to meet the priorities under Section 8 of the NPPF. The River Park will enhance and create new safe and accessible public spaces which will enable and support healthy lifestyles through exercise and active travel, and promote social interaction by creating shared spaces for the community and visitors to dwell and enjoy.

Open space

In accordance with WCS Core Policy 52 and saved SDLP Policies D5 and R16 the project seeks to deliver enhanced green infrastructure and open space in central Salisbury, in particular through improving opportunities to access the riverside environment. The two play areas within the River Park area will be replaced with improved modernised facilities. Where existing open space at Fisherton Recreation Ground is proposed to be re-engineered for flood management purposes the recreation facilities will be retained to ensure there is no unacceptable loss of sports amenity space, in accordance with saved SDLP Policy R5.



Transport and movement

A strategic objective of the WCS is to ensure that development which has an impact on transport in the city is delivered in accordance with the Salisbury Transport Strategy (STS). The River Park project seeks to address Objective 6 of the STS, by encouraging and facilitating walking and cycling journeys through improving the environment and infrastructure of key

routes leading to the city centre via the riverside path. In accordance with WCS Core Policies 60 and 61, and Section 9 of the NPPF the development will come forward in a manner which achieves safe and efficient movement of pedestrians, disabled people and cyclists prioritised over the private vehicle.

Air quality

The southern part of the River Park, incorporating part of the MCCP site is within an Air Quality Management Area, meaning that nationally set air quality objectives in this area are not being met. In alignment with WCS Core Policy 55 which seeks to mitigate the effects of poor air quality, the River Park will deliver improvements to pedestrian and cycle infrastructure to promote modal shift away from the private car, while also increasing the amount of carbon absorption and filtration of airborne particulates through additional planting.



In accordance with WCS Core Policy 58 the River Park will, where appropriate, take inspiration from Salisbury city centre's strong heritage context, ensuring that heritage assets are preserved and enhanced. Roughly half of the River Park area is situated within a Conservation Area. Where any trees are required to be removed to facilitate the development, the planting of at least one replacement tree, of a species and size appropriate to the

locality, will be required, in accordance with saved SDLP Policy CN17.

Detailed planning applications should be supported by an appropriate desk-based assessment and, where necessary, a field evaluation and further archaeological mitigation work.

Part of the River Park area at the central car park is known to include areas of made ground comprising a wide range of building and other materials that were placed on the site to raise it in the middle decades of the last century. These are known to include pockets of material of a contaminative nature (hydrocarbons, metals, asbestos etc), and need to be dealt with appropriately whether remaining on site or being removed from site. The site is not on the council's register of contaminated land and is not considered a risk to the public. In accordance with WCS Core Policy 56 subsequent planning applications will need to demonstrate that measures can be taken to effectively mitigate the impacts of land contamination on public health, environmental quality, the built environment and amenity.

As required by WCS Core Policy 57, development of the River Park will demonstrate a high standard of design in line with the National Design Guide, MHCLG 2019 which will add to the quality of the area in the long term. Landscaping and infrastructure will be sympathetic to local character and history, creating and maintaining a strong sense of place. Where appropriate, as supported by saved SDLP Policy D8, this will include high quality and appropriate public art.

## 4 Objectives and Outcomes

The key objectives for the delivery of the River Park are:

- delivering flood mitigation within Salisbury city centre to protect existing and future businesses and residents
- enabling growth and regeneration within central Salisbury including the Maltings and Central Car Park regeneration area in line with the endorsed Maltings and Central Car Park Masterplan
- protecting and enhance the environment along the river corridor
- supporting strong prosperous communities
- enhancing and maintain the unique character and identity of the river corridor
- supporting development that is responsive to the river corridor
- encouraging public participation
- improving access to services
- contributing to healthy communities through the provision of recreation and leisure along the river corridor
- promoting sustainable development
- increasing tourism opportunities.







Blueprint for future jointly promoted urban regeneration projects elsewhere in the region

Reduced risk of disruption from flooding to transport infrastructure (including A36 and railway)

New food and beverage night-time hub at The Maltings designated in MCCP Masterplan, creating approx 200 new jobs

91% of respondents to recent consultation in support of the River Park project

Climate change resilience improved

40 jobs created and increased confidence for investment from others in city centre

Enhanced tourist gateway and increased visitor numbers

Improved cycling and pedestrian routes, to be separated wherever possible

400+ new homes delivered

250 homes better protected from an extreme flood event

Approximately 100 businesses better protected from extreme flood events, leading to increased job security

New planting, including many new trees

Outdoor education and training opportunities

Interpretation boards to increase understanding and awareness of the local environment and cultural heritage

Enhanced green infrastructure will improve amenity and well-being for visitors and local residents

Deliver of 13ha of high quality public open space to be enjoyed by all

Increased opportunities for volunteer groups to become more involved in their local environment

Increased opportunities for social connectivity

Improved public physical and mental health outcomes resulting in increased productivity

2ha new high quality riverside habitat will be created for a variety of species

The ecological condition of the internationally designated River Avon watercourses will be improved

Fish and eel migration through the River Avon will be improved

Removal of visually obtrusive structure

Replacement of 2 bridges with more modern design

Increased awareness of the rivers encouraging more public 'ownership' of these valuable assets

# 5 River Park Masterplan

The River Park masterplan sets out design principles and specific requirements for each of the phased areas.

Key:

- Phase 1:
  - 1A Land at MCCP (north)
  - 1B Coach Park
  - 1C Ashley Road Open Space
  - 1D Fisherton Recreation Ground
- Phase 2:
  - 2A Summerlock Bridge
  - 2B Fisherton Bridge
- Phase 3:
  - 3A Riverside footpath between Ashley Road and central car park
- Phase 4:
  - 4A Land at MCCP (south)
- Phase 5:
  - 5A Footpath rear of High Street
- Phase 6:
  - 6A NHS buildings and Tesco service yard
  - 6B The Maltings parade/Bishops Mill
- Interface zone



# 6 General Development Principles

All new development proposals either within the River Park or within the River Park Interface Zone as designated on the masterplan will need to demonstrate how they meet the following planning requirements. Failure to do so to the satisfaction of the Local Planning Authority may lead to the refusal of planning permission.

## RP1: BIODIVERSITY

All new development in the River Park should preserve and enhance biodiversity by:

- undertaking river corridor improvements in line with section 7 of the masterplan, where appropriate
- providing landscaping and planting corridors that are appropriate to the riverine environment and special features of the SAC
- establishing areas of undisturbed habitat for a range of species
- demonstrating the development has been designed to avoid any temporary or permanent increase in artificial light levels near the river
- Seeking opportunities to enhance local wildlife or geodiversity sites and improve their connectivity where possible and

consider priority habitats such as SSSI's and other protected species

- managing and seeking to eradicate invasive species such as Japanese knotweed, Himalayan balsam, Canadian Waterweed and Giant hogweed
- employing bio-security measures and procedures to reduce the risk of introducing or spreading invasive non-native species (and other harmful organisms such as diseases) in the wild
- providing ongoing maintenance for all of the above
- all applications should be supported by a Habitat Regulations Assessment and Construction Environmental Management Plan that takes account of mitigation measures identified in section 10 of this masterplan

- all proposals should be carried out in close collaboration with the Council's Ecologist to establish the scope of any ecological survey work that would be required to inform and support the proposals.
- Where appropriate, proposals should be supported by a review of the phase 1

scheme that looks specifically at the use of the river park by the public and whether the new park area is being used as expected. This evidence should be used to inform the future design of phases with respect to any increased recreational and associated pressures such as littering.

## RP2: RIVER IMPROVEMENTS

In addition to meeting the requirements of Core Policy 52 (Green Infrastructure), any development within the river channel will seek opportunities to naturalise the river system, remove hard engineering/ structures and provide ecological improvements in order to restore the internationally designated habitat and ecology of the River Avon watercourse and its margins, wherever possible. This may involve a range of measures, including:

- deculverting and removing concrete channels
- removing hard engineering
- re-grading the river banks
- in-channel enhancements
- planting and creating wildlife habitat
- increasing public engagement with the water.



## RP3: FLOOD RISK AND WATER MANAGEMENT

Development of the River Park will:

- integrate flood risk mitigation measures into site layout and design, including the consideration of impacts elsewhere in the catchment
- be informed by Wiltshire Council's Strategic Flood Risk Assessment (SFRA) and follow a sequential approach taking into account all sources of flooding. Development will be directed to areas at lowest risk of flooding with lower flood depths and velocities
- incorporate Water Sensitive Urban Design (WSUD) and sustainable drainage principles, taking account of the "four pillars" of sustainable drainage systems (SuDS) - water quantity, water quality, biodiversity and amenity
- with regards to the control of surface water runoff from the development or any phase thereof, achieve betterment over pre-development runoff. Post development runoff shall include an appropriate allowance for climate change in line with Environment Agency guidance
- positively impact on existing surface water drainage routes, both underground and overland. The development shall not increase surface water or groundwater flood risk. Any existing surface water or groundwater flooding should be intercepted by the new drainage system. Hydraulic modelling evidence may be required to confirm this
- manage a water demand (for example irrigation of planting areas) where consideration should be made of how these can be met in an efficient and sustainable way such as the potential for storage during times of less water stress.



## RP4: INTEGRATED DEVELOPMENT

For all new development within the River Park and River Park Interface Zone, the council will require an integrated approach to new development where land and river uses are considered together. New development proposals will be expected to demonstrate how they contribute to the aims of the River Park Masterplan through:

- creating active frontages to the river, where feasible
- improving the setting of the River Park through well-designed landscaping
- Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks

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- taking opportunities to improve water quality
- contributing to the reduction of flood risk
- taking opportunities to showcase the area's historic significance
- facilitating housing and economic growth adding vibrancy to the area
- contributing to the planting of new trees and creation of new shaded spaces
- considering surfacing materials and lighting so as to have a minimal effect on the River Avon SAC and other protected species
- considering other indirect effects that a change in land use may have on the River Avon SAC and other protected species.



## RP5: ACCESS

Development of the River Park should seek to improve visual and physical public access in certain areas to and along the river through:

- providing direct, safe and clear access for pedestrians and cycles traversing the city through the River Park
- providing segregated pedestrian and cycle routes when practicable
- providing a joined-up approach to river access, considering access and uses up and down stream, as well as across the river channel
- promoting uses and activities along river-side routes to help provide safe public spaces
- balancing ecological protection and public access and carefully considering where access may be restricted for ecological gains
- ensuring that all public spaces and routes are designed and laid out to be accessible for all.



## RP6: PUBLIC REALM

All new development within the River Park should treat the river as a key element in developing a sense of place and high-quality public realm. The council will support development that:

- creates public spaces that overlook and engage with the river
- provides high quality and appropriate boundary treatment along the river, creating an attractive and robust embankment

- provides public art, artistic features and wildlife/ecological/historical interpretation
- provides imaginative screening solutions to obscure visually unattractive areas which would otherwise detract from the setting of the River Park
- provides boundary treatments proposed as part of specific schemes that are tailored to reflect the river corridor environment, ranging from urbanised to naturalised.

## RP7: PUBLIC PROTECTION AND AMENITY

In order to address poor air quality in the city, development proposals will need to demonstrate its contribution to a reduction in NO<sub>2</sub> throughout project implementation and once completed.

Noise impacts should be considered and mitigated in respect of any proposed construction phases and potentially operational phases where receptors are brought closer to potential noise sources that may affect amenity.

## RP8: MANAGEMENT AND MAINTENANCE

Applicants should submit to the council a management, maintenance and monitoring plan, outlining how the river environment, including channel, banks and any associated landscaping will be maintained in perpetuity. Community involvement in the ongoing management, maintenance and monitoring should be encouraged where practicable and addressed in the submitted management and maintenance plan. Specifically, the plan will need to cover the following:

- How ongoing management and maintenance arrangements have been considered, addressed and funded.
- How the proposals have been designed to ensure that required maintenance within and around the river channel will be kept to a minimum.
- How appropriate bio-security measures and procedures have been considered to reduce the risk of introducing or spreading invasive non-native species and other harmful organisms into the river system.

The council will consider the use of conditions and/or legal agreements to ensure that ongoing maintenance and management is adequately addressed through the lifetime of the development.

# 7 Area-based Development Principles

As shown on the masterplan map the River Park will be delivered in phases. The early phases will deliver the critical flood mitigation infrastructure and can be brought forward quickly while later phases will need to be informed by the redevelopment of the MCCP site which is yet to be planned in detail. Others phases such as the new welcome centre for the coach park will rely on the identification of funding sources.

The following section sets out the area-based development principles that will inform the delivery of the River Park. These are indicative, and the schemes that are delivered may vary due to the on site conditions and available funding. However, these place specific development principles provide a benchmark against which alternative proposals will be evaluated. If they fail to deliver the environmental and community benefits identified, then they may be refused.



## Phase 1A: Land at MCCP (north)

Phase 1A will deliver the first part of a substantial green infrastructure corridor through the central car park along the margins of the River Avon. In accordance with the MCCP masterplan, the green corridor will, wherever practicable, be 40m in width to enable flood risk alleviation infrastructure to be delivered, alongside improvements for biodiversity and the public realm. The remaining part of this element of the River Park (Phase 4A) will be delivered alongside the wider regeneration of the Maltings and Central Car Park site. Phase 1A of the River Park will address the following requirements, as listed below and annotated on the map:

- Provide opportunities for better public engagement with the river.
- Improve cycle and pedestrian routes through the site, including the provision of segregated routes.
- Protect and significantly enhance a range of habitats to support biodiversity.
- Retain a vehicular access across the River Avon between the central car park and coach park. The need for this vehicular access route will be kept under review, subject to needs arising from the future redevelopment of the Maltings and Central Car Park site.
- Any works in proximity to service infrastructure must be agreed with statutory service providers, such as Wessex Water.

- Consideration should be given to car drop off and pick up.

Removed sluice gate structure

Replacement footbridge

New attractive stepped weir system to re-naturalise the river and improve fish passage

Minor improvements to the Summerlock Stream

Vehicular access bridge retained

New foot bridge providing access from the coach park



Wildlife corridor along length of east bank with minimal public access

Biodiversity and morphological enhancements to the Millstream to re-naturalise watercourse within heritage setting



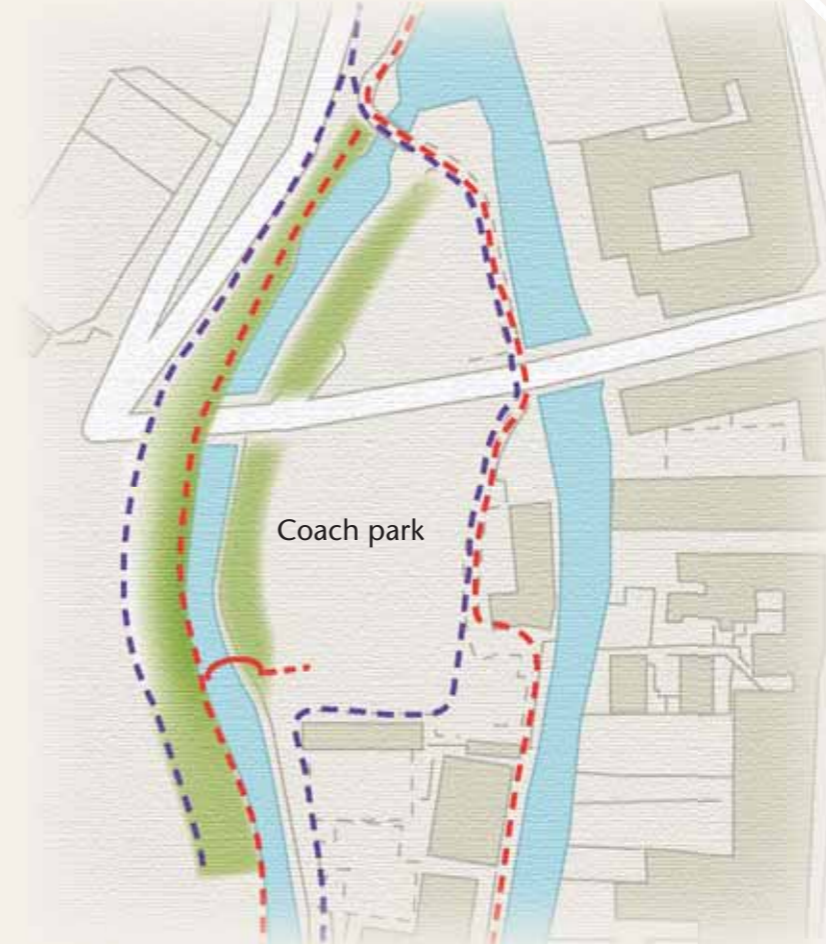
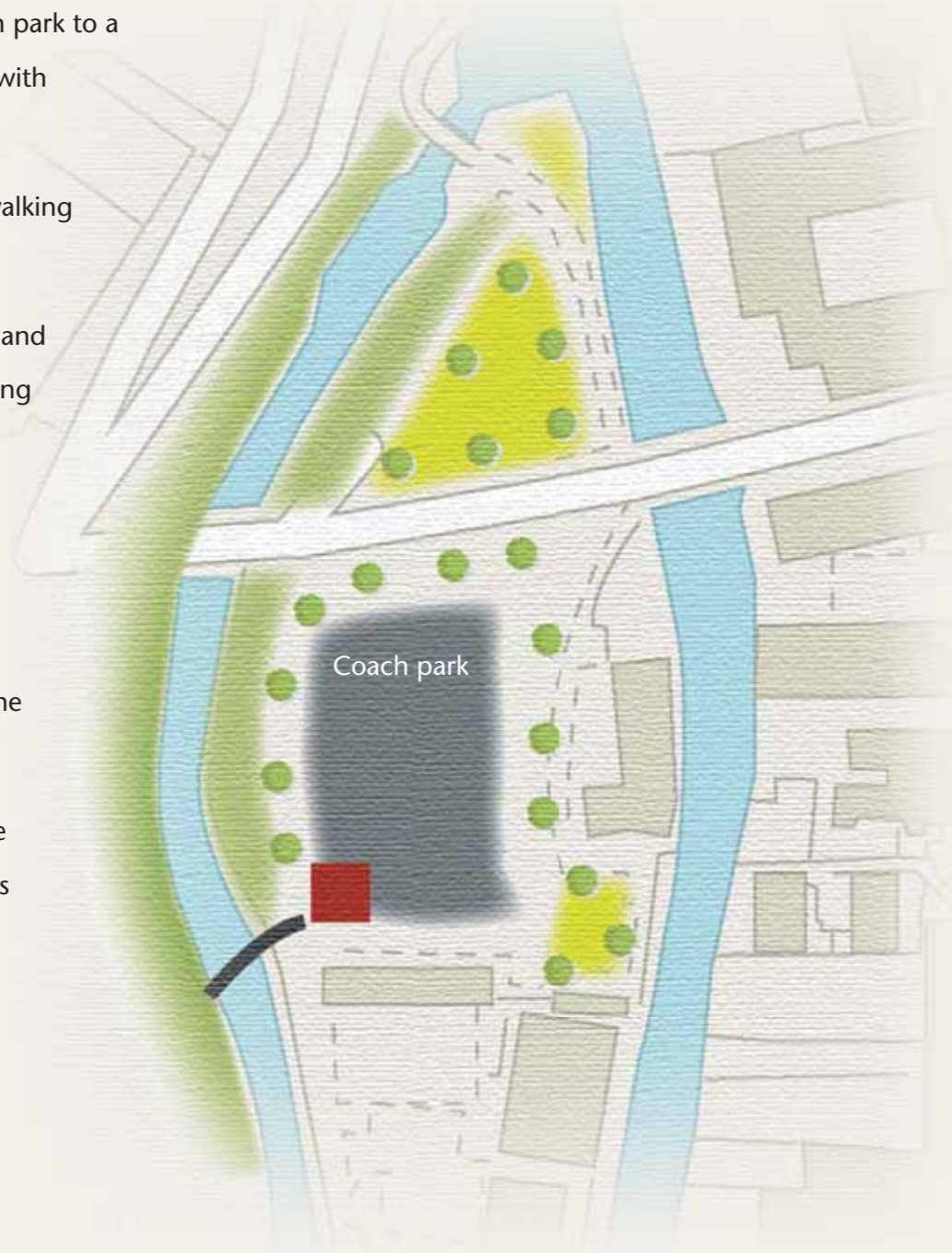
## Phase 1B: Coach Park

Phase 1B will deliver improvements to Salisbury's coach park, which will include:

- reformatting of the existing coach park to a modern standard, in accordance with the MCCP masterplan
- improved linkage to new green walking route to the city centre
- retained and improved footpaths and cycle routes, including reconnecting the footpath network around the Boathouse public house
- the retention and enhancement of coach parking
- Creation of new pocket parks to the north and south east of the site
- development of a welcome centre incorporating public conveniences subject to funding.

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-  River corridor improvements
-  New welcome centre/WCs
-  Coach park (existing capacity retained)
-  New pocket park
-  Planting
-  New foot bridge



-  Pedestrian path
-  New footbridge
-  Indicative cycle path options

## Phase 1A and 1B: Movement and connectivity

The core of the River Park area alongside the River Avon through the central car park and the coach park (Phases 1A and 1B) currently provide a poor standard of connectivity for pedestrians and cyclists, plus a disappointing first impression for tourists disembarking from coaches and the redevelopment will seek to greatly enhance this.

The map above illustrates the proposed network of routes for pedestrians and cycles through phases 1A and 1B, incorporating and linking with existing public rights of way and cycle ways. New cycle and pedestrian routes will, wherever possible, be physically segregated from each other to improve public safety.





## Phase 1C: Ashley Road Open Space and Phase 1D: Fisherton Recreation Ground

Phase 1C and 1D will deliver significant flood risk mitigation infrastructure and environmental improvements at Ashley Road Open Space and Fisherton Recreation Ground. Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.

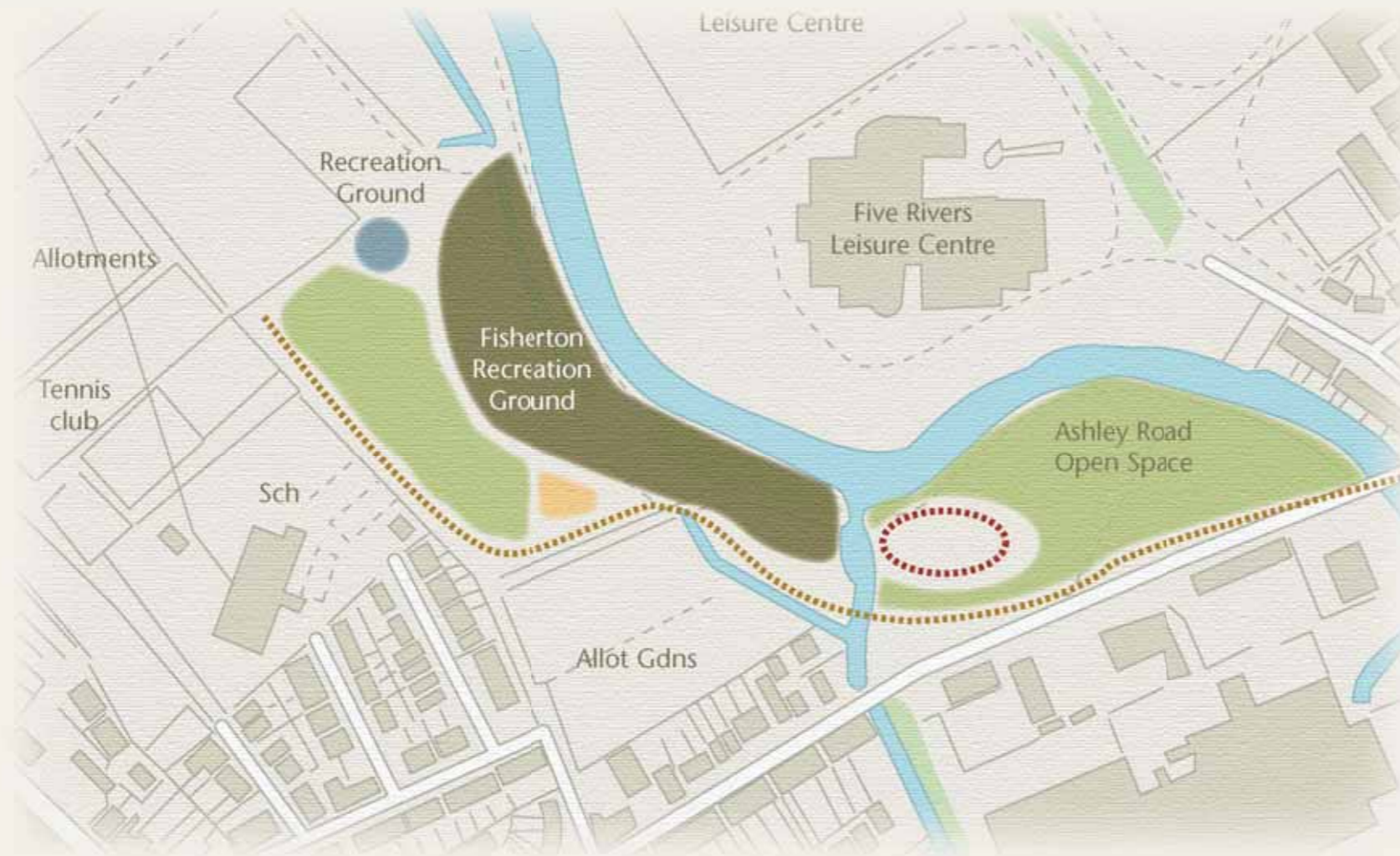
### Phase 1C will deliver:

- flood alleviation infrastructure and improvements, including a low height flood embankment
- additional tree planting
- retention of open space for community/sports uses
- relocation and significant improvement of the existing play area

- improvements to the River Avon bank including enhanced river access.

### Phase 1D will deliver:

- flood alleviation infrastructure and improvements, including a low height flood embankment and removal of existing sluice gate structure
- formation of new area of wet woodland
- enhancement of pedestrian and cycle routes through the area, with the potential to improve links to residential areas north of the city.



- Low height flood embankment/wall
- Relocated play area
- Existing community orchard retained
- Wetland area incorporating riverside path
- Multi-use games area
- Open space for community/sports uses



## Phase 2A: Summerlock Bridge

Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter.

Delivery of Phase 2A will address the following:

- The narrowing of the road to be considered as part of a comprehensive assessment of the highways network within the city centre.
- An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.

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The historic townscape in this part of the Salisbury Conservation Area.

- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.



## Phase 2B: Fisherton Bridge

Fisherton Bridge provides a wide area of public domain at a key pedestrian junction, overlooking the attractive river convergence at Bishops Mill. There is an opportunity to further enhance the public realm and plaza feel to this area.

Delivery of Phase 2B will address the following considerations:

- Development should seek to deliver a plaza style pedestrian dominated area with increased planting and enhanced seating areas. This could include new surfacing, landscaping and lighting.
- Consideration should be given to narrowing of the carriageway to extend the area for public space. The narrowing of the road will be considered as part of a comprehensive assessment of the highways network.
- Any proposals for development must give due consideration to the historic townscape in this part of the Salisbury Conservation Area.
- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.



Consolidated and enhanced outside leisure area

Road significantly narrowed and segregated with large planters to introduce an area of public domain dominated by the pedestrian



Formation of new bridge plaza – public pedestrian area with seating and planting



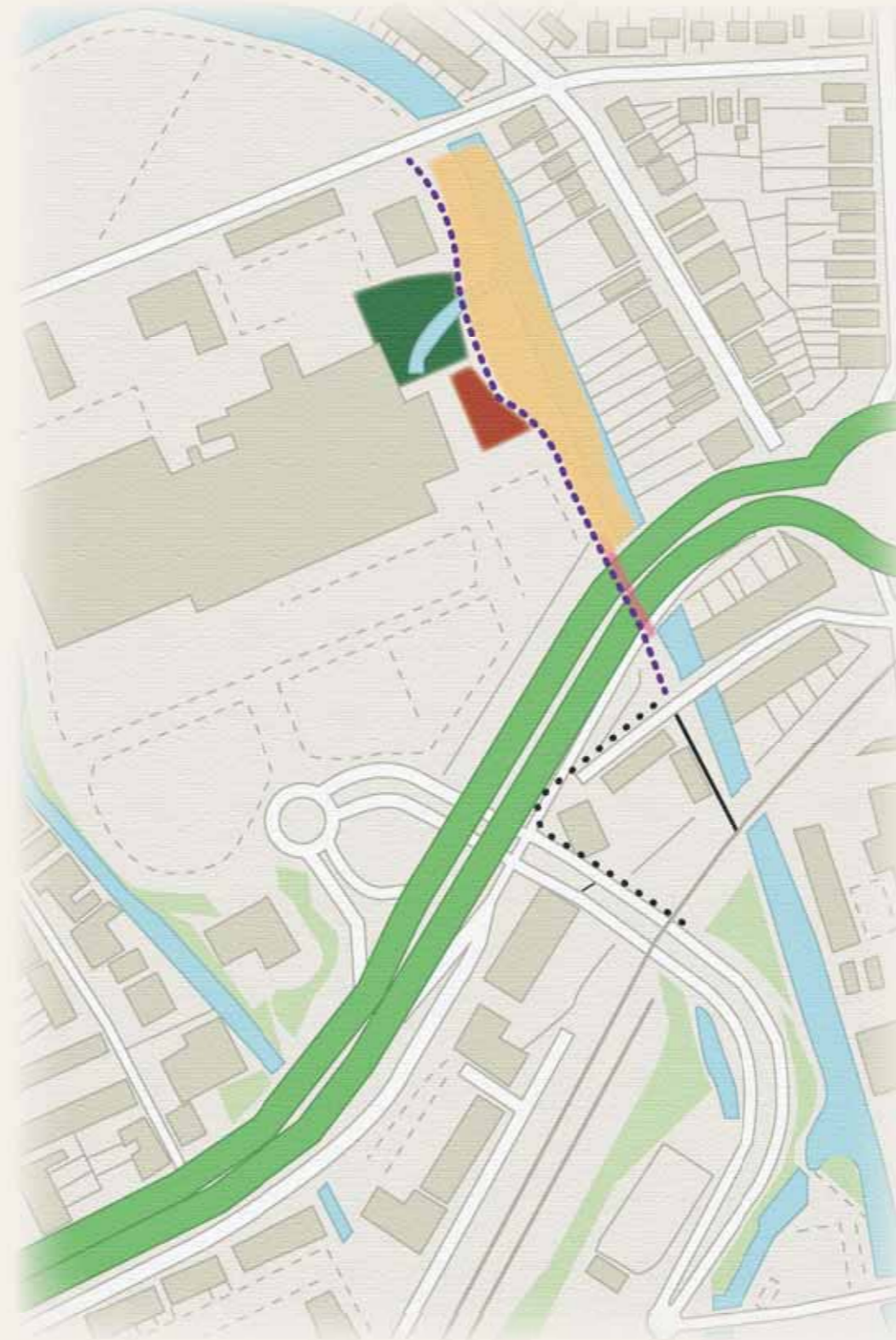
## Phase 3A: Riverside path between Ashley Road and Central Car Park

This part of the River Park forms a key pedestrian and cycle route linking the city centre to the northern residential areas of the city.

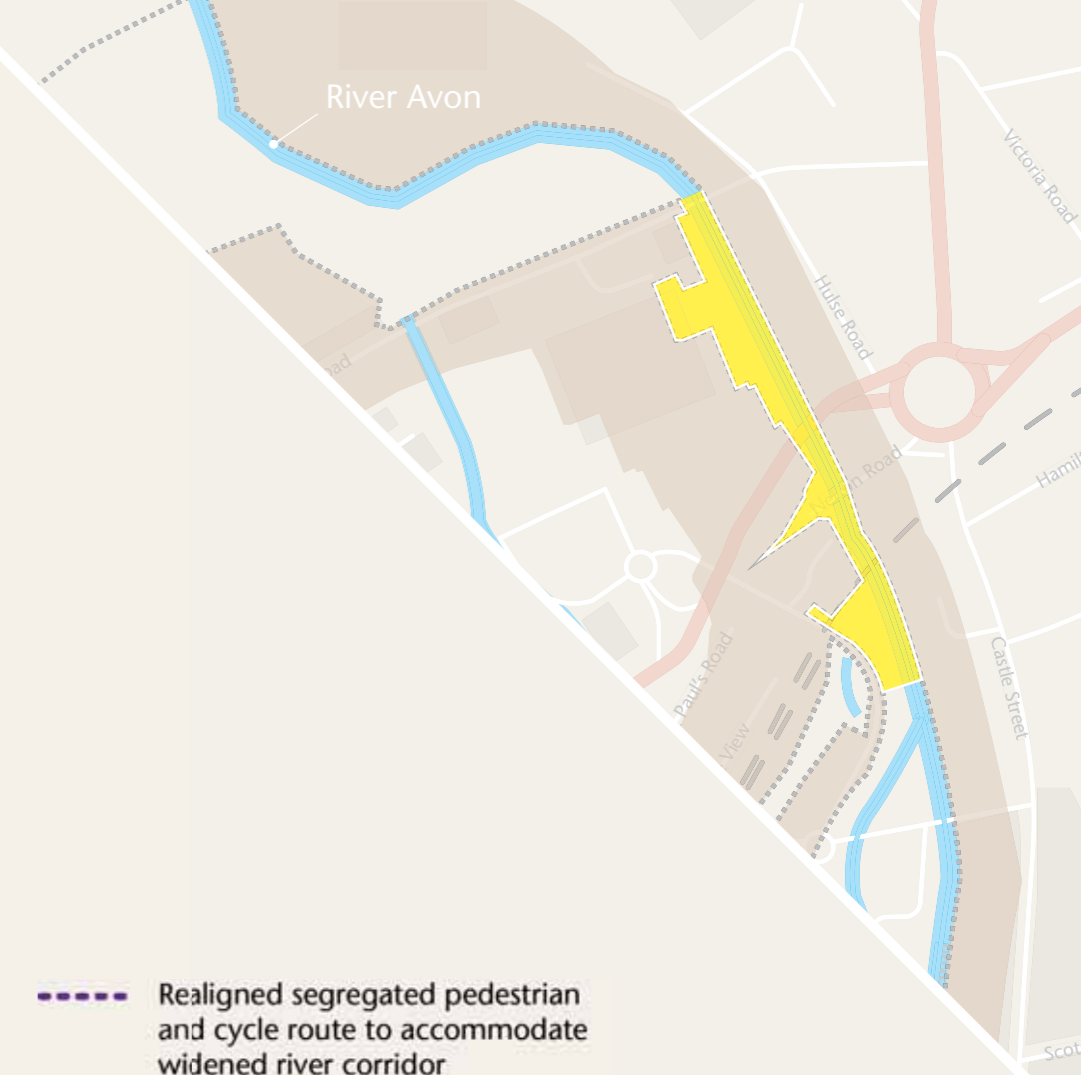
Delivery of Phase 3A will seek to deliver:

- aggregation of disparate clusters of green infrastructure into a consistent green route
- public realm improvements alongside river including increased planting and enhanced seating areas
- introduction of new cycle route under the railway arch adjoining Kivel Court. Potential widening of existing pedestrian route under railway bridge over river
- protection of views from the west bank of the river across to the rear gardens and garden outbuildings of Castle Street, which are part of the historic core of Salisbury
- retention of mature trees that form an important part of the character of the conservation area
- any works potentially affecting the bridge structure through the A36 underpass must be taken forward in close collaboration with and approval from Highways England.

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- Realigned segregated pedestrian and cycle route to accommodate widened river corridor
- ... New route for cycles under third railway arch
- Pedestrian path only
- Two staged river channel with creation of wetland habitat on the west banks
- Improved drainage and appearance of A36 pedestrian and cycle underpass
- Environmental improvements to enhance County Wildlife Site
- Land owned by Waitrose for potential public realm improvements, subject to landowner agreement



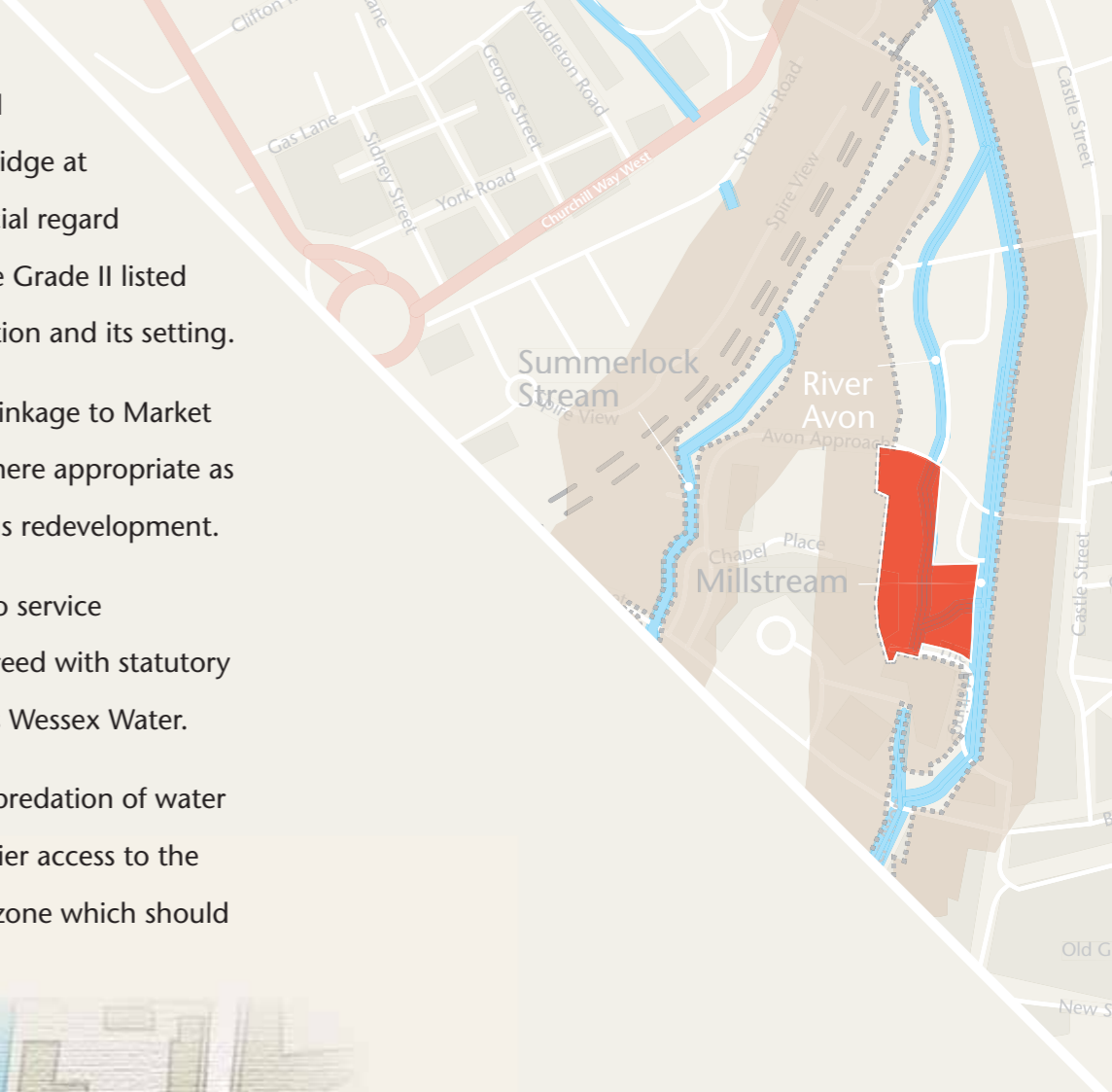
## Phase 4A: Land at MCCP (south)

Phase 4A will be delivered alongside the wider regeneration of the Maltings and Central Car Park site and will seek to extend the green infrastructure corridor than has been delivered through Phase 1A of the River Park to the north. In accordance with the MCCP masterplan, the green corridor will, wherever practicable, be 40m in width to enable flood risk alleviation infrastructure to be delivered, alongside improvements for biodiversity and the public realm. Phase 4A of the River Park will address the following requirements, as listed below and annotated on the map:

- Delivery of a mixture of public realm and wildlife areas.
- In-channel and bankside improvements to enhance biodiversity.
- New areas of public domain to host the evening economy, with potential for outdoor performance space and kiosks.

- Improved informal public seating areas, engaging with the rivers.
- Replacement and modernisation of the important open space and play area at The Maltings.
- Introduction of new public art.
- Management of artificial light levels to ensure an acceptable degree of protection of the rivers against light spill.
- Opening up some or all of the culvert that takes the River Avon under the existing shopping arcade, where opportunities arise in agreement with interested parties.

- Assessment and potential structural repair of the bridge at Bishops Mill, paying special regard to the preservation of the Grade II listed Salisbury Generating Station and its setting.
- Consideration of bridge linkage to Market Walk, to be realigned, where appropriate as part of the wider Maltings redevelopment.
- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.
- There may be increased predation of water vole from increased / easier access to the river bank and marginal zone which should be considered.



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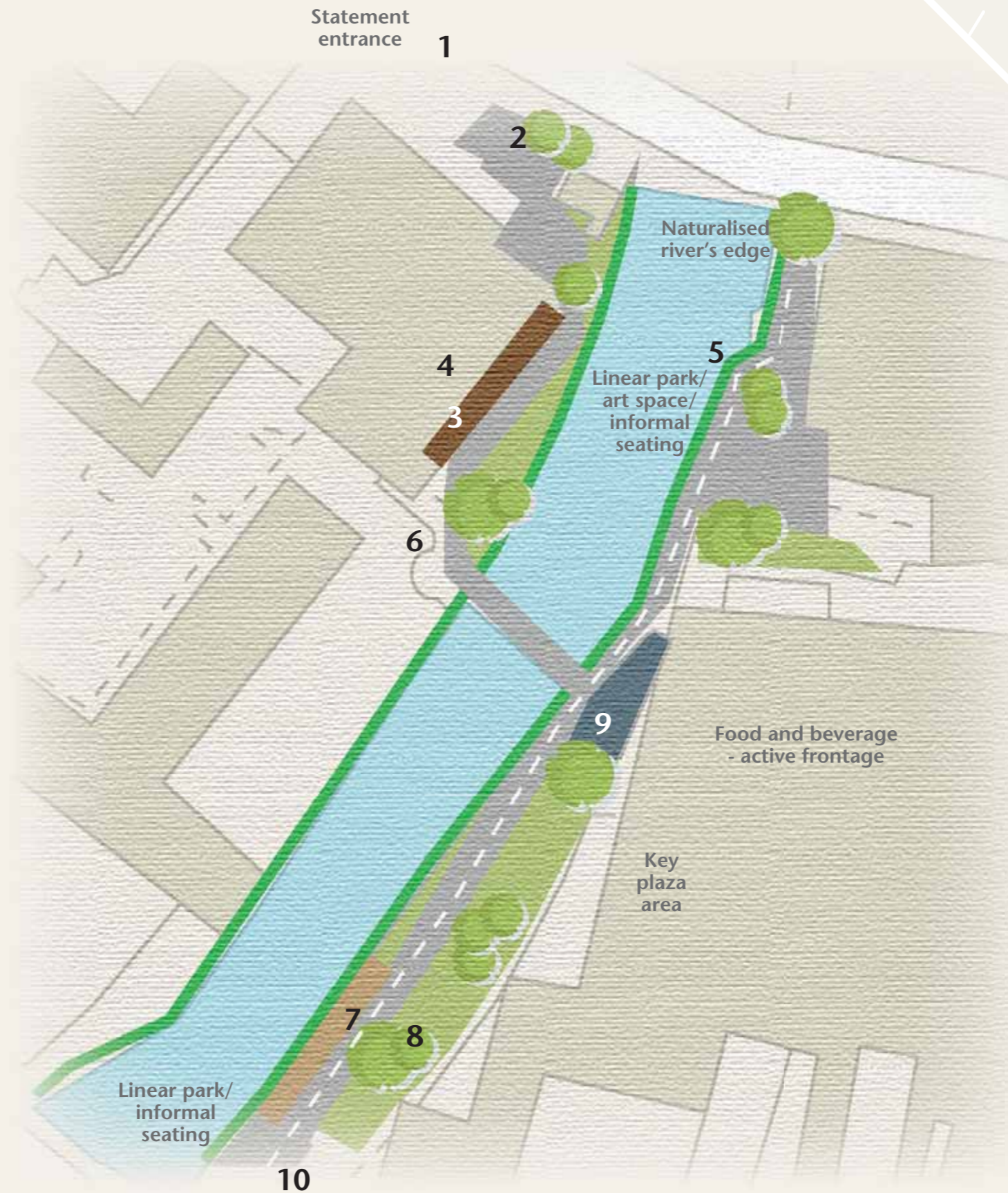


## Phase 5A: Rivers edge and riverside walk to rear of High Street.

Phase 5A of the River Park seeks to deliver minor improvements to the riverside route between Fisherton Street and Crane Street, to the rear of premises on High Street. Any proposals in this area will need to take full consideration of the historic townscape in this part of the Salisbury Conservation Area.

Phase 5A will seek to deliver:

- public realm improvements including increased planting and enhanced seating areas, providing further opportunities for engagement with the river
- improvements to the river edge treatment with new marginal planting
- management of artificial light levels to ensure an acceptable degree of protection of the river against light spill
- encouragement of new active frontages addressing the river
- any planning applications for developing outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required
- seek opportunities to improve linkages and legibility with the High Street as set out in the Salisbury Central Area Framework.



A strong landscape strategy is key to the success of public spaces. This indicative plan shows potential proposals which could be developed to enliven the urban realm.

1. Gateway entrance sign/art work.
2. High quality paving materials and street furniture.
3. Informal seating.
4. Opportunity to use building facade for public art/projected imagery.
5. Naturalised river's edge - marginal planting.
6. Linear park - natural planting.
7. Stone stepped seating.
8. Informal lawn area with high-quality street furniture.
9. Moveable bistro furniture and high-quality moveable planters.
10. Footpath



## Phase 6A: NHS buildings and Tesco service yard

Phase 6A will deliver minor improvements to the land around buildings to the south of the coach park, and surface level parking areas. A longer term aspiration is to acquire the surface level car parking areas to enable the extension of the Phase 1A and Phase 4A green corridor elements of the River Park into this area.

Phase 6A will seek to deliver:

- addition of planting to screen and green the appearance of the existing service yard and buildings, subject to discussion with landowners
- a longer term ambition to extend the public open space delivered as part of Phase 4A into the private surface level car parking area, to further open out the river frontage and improve the public realm
- any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.



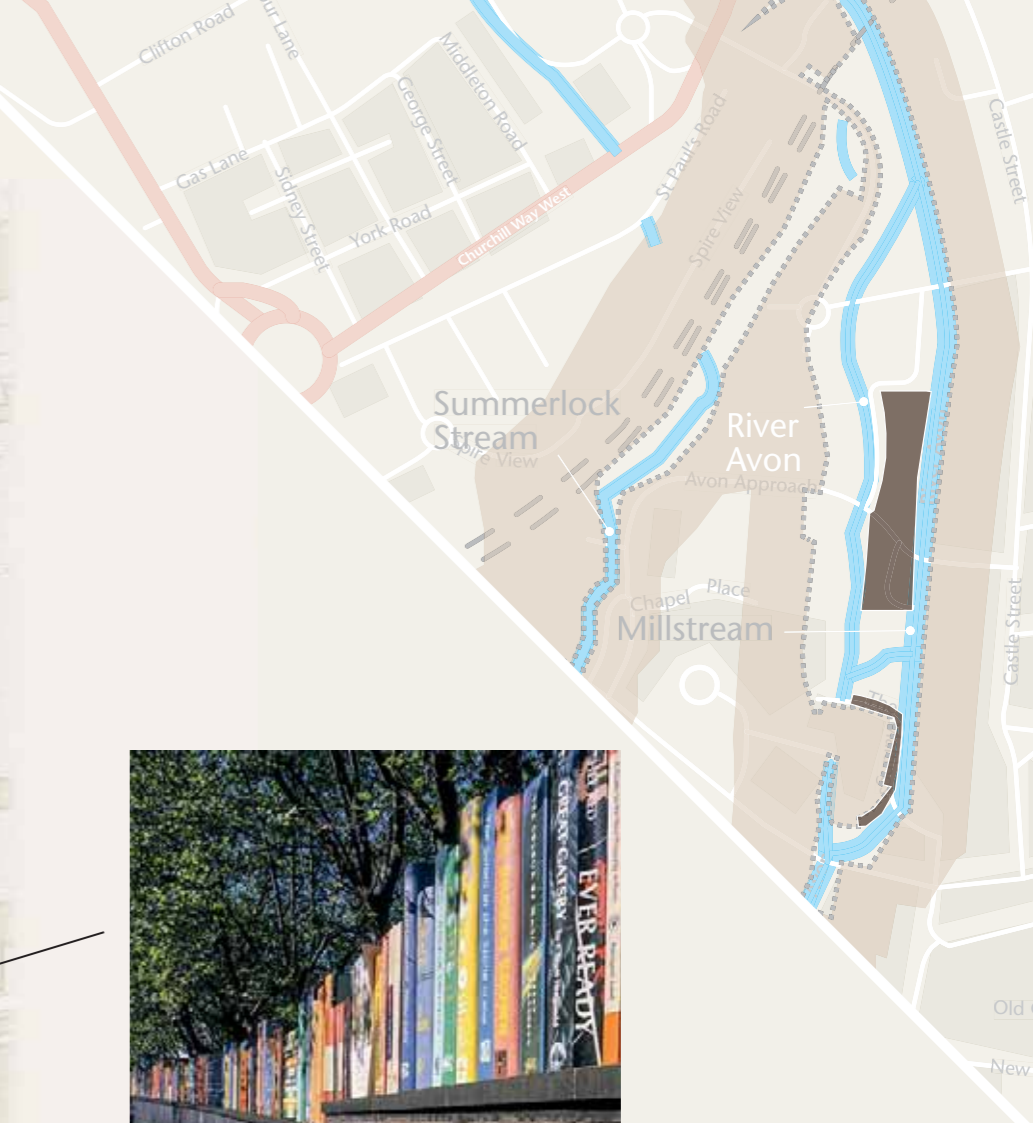
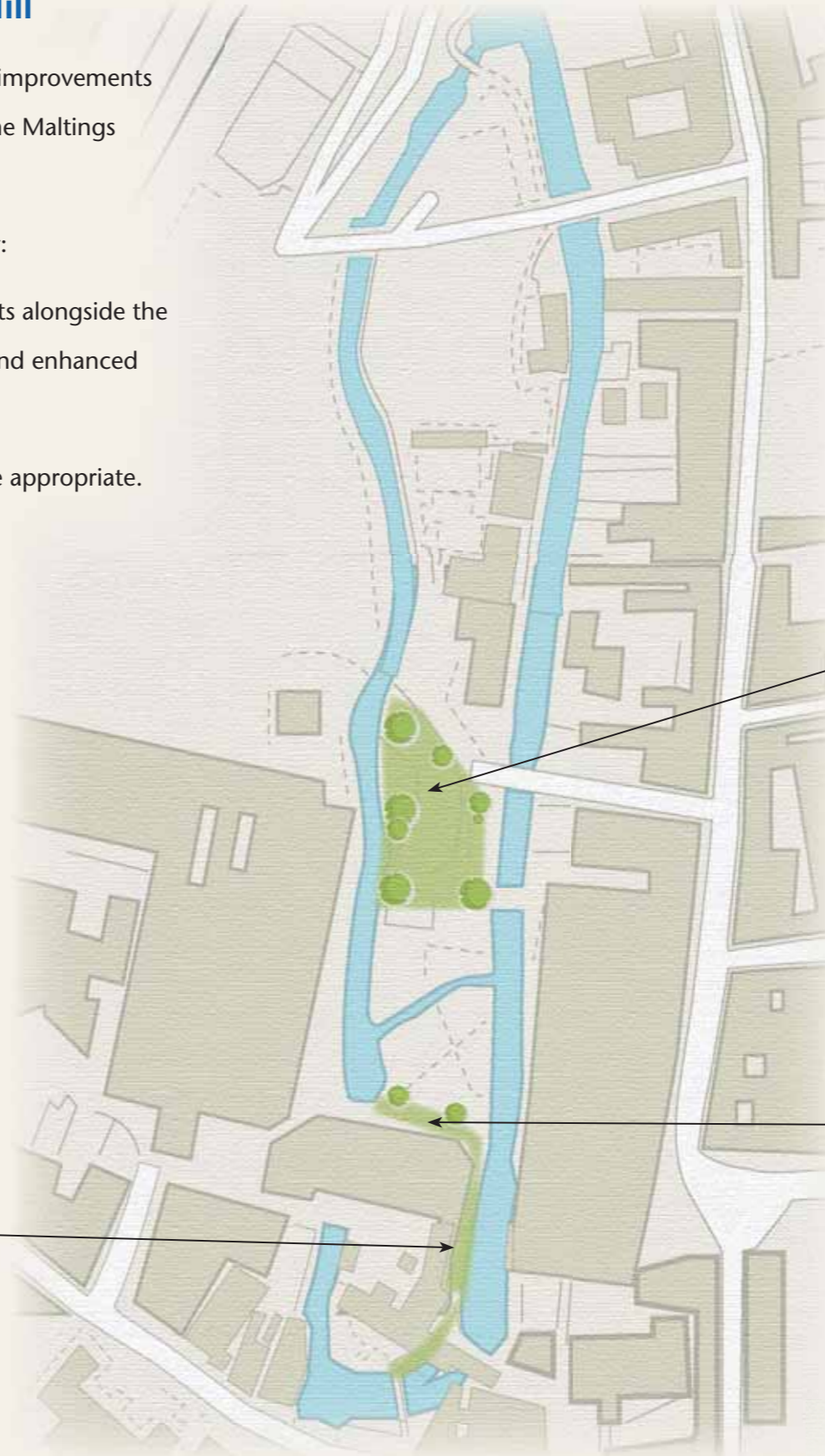
Existing walk way enhanced and bridge replaced/strengthened

## Phase 6B: The Maltings parade/Bishops Mill

Phase 6B will deliver minor improvements to the public realm along the Maltings shopping parade.

Phase 6B will seek to deliver:

- public realm improvements alongside the river, increased planting and enhanced seating areas
- kiosks/pop-up uses, where appropriate.



Innovative screening to private car parks to hide their impact



Indicative location for kiosk/pop-up uses



## 8 Delivery and funding

Funding for the project will come from a range of different sources which are being investigated by Wiltshire Council and the Environment Agency.

Funding for the early phases of the River Park will be primarily from the Swindon and Wiltshire Local Enterprise Partnership and from Flood Defence Grant in Aid (FDGiA).

Funding opportunities to deliver the latter phases of the River Park are expected to come from a range of sources, to be investigated by Wiltshire Council. The private sector will be expected to play its part when development falls within the River Park Interface Zone.

The project area covers a considerable amount of land within the city centre, and there are a number of land owners who are/will need to be engaged in the delivery of the project. A predominant part of the 'Phase 1' land is owned either by Wiltshire Council or Salisbury City Council, both of whom are closely involved in the project. Latter phases of the project may potentially require negotiations with third party landowners to progress.

## 9 Community involvement

While the maintenance of the watercourses remains the responsibility of the landowners, there may be an opportunity for a voluntary community role. Sections of the masterplan area could be allocated to community groups with an interest in wildlife, recreational, sustainability, cycling, walking, arts and educational projects.

Under this model, the responsible bodies would support volunteer organisations to assume the maintenance of sections of the new green space subject to appropriate checks that may include provision of an appropriate scheme of works/business plan; and confirmation of the necessary public liability insurance cover and risk assessments.

## 10 Habitat Regulations Assessment

A HRA screening and subsequent Appropriate Assessment has been undertaken for the Salisbury River Park Master Plan and is available alongside this Master Plan.

It concludes that the Master Plan phases 3A, 4A, 5A, 6A and 6B can be ascertained to have no adverse effect on the integrity of the River Avon SAC in alone assessment and in-combination assessment. This conclusion is dependent on the following mitigation measures and/or conditions during construction delivery:

- Maintenance of longitudinal connectivity (no barriers to movement) during in-channel works.
- Suitable habitat is maintained/replaced after any disturbance.
- Restricting in-channel works to summer months to protect fish migration and spawning seasons.
- Ensuring works are undertaken during daylight hours will enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species.
- Construction Environmental Management Plan.
- Ecological Clerk of Works.
- Best Practice Guidance including Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
- Active commitments from Wiltshire Council and others to mitigate littering pressures as a result of increased footfall.
- Piling impact assessment to identify

other management methods and any piling methods used to avoid any adverse effects on fish species (physical harm, behavioural disturbance).

- Water vole survey to determine the presence and extent of water voles within the area and presence of any burrows.
- A proportionate five-year monitoring plan to be developed with Natural England prior to construction of the Master Plan phases to monitor changes to the qualifying features of the SAC within the Master Plan scheme area.
- INNS survey to cover those areas of the Master Plan not surveyed as part of the Phase 1 Scheme to inform the CEMP.

Overall, the Master Plan will support the SAC Conservation Objectives which will contribute to restoring and enhancing the River Avon SAC through Salisbury. In-channel, marginal and riparian improvements will enhance habitat diversity within the designated site. These enhancements will support the natural functioning of the SAC and help to restore the extent and pattern of in-channel and riparian habitats to that of characteristic natural fluvial processes.

For each phase a more detailed HRA will be undertaken in consultation with Natural England when specific details of the scale and nature of the works alone and in-combination.





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Salisbury River Park

# Salisbury River Park Masterplan Consultation Report

April 2021

*A plan developed in partnership between  
Wiltshire Council, the Environment Agency  
& Swindon and Wiltshire Local Enterprise Partnership*



**Swindon & Wiltshire**  
LOCAL ENTERPRISE PARTNERSHIP



HM Government

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Environment  
Agency

**SALISBURY**  
CITY COUNCIL



**Wiltshire Council**

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2. Purpose of this report
3. Purpose of this report
4. Summary of previous rounds of public consultation
5. Consultation methodology
6. Summary of responses and issues arising
7. Habitat Regulations Assessment

**Appendix A** - A copy of the email/letter that was sent out to consultees

**Appendix B** - Announcements about the Salisbury River Park on the Wiltshire Council website, the Environment Agency's website and Salisbury City Council website. Copy of a public notice in the Salisbury Journal newspaper and on their website.

**Appendix A** - Announcements through Wiltshire Council e-newsletters.

**Appendix D** Social media communications.

**Appendix E** – Copy of poster out up around the site

**Appendix F** - A copy of the question and answer documents published after the webinars.

**Appendix G** - A copy of the survey

**Appendix H** - Transcript of all consultation responses received

## 1. Introduction

- 1.1. The Salisbury River Park project is a collaborative project between Wiltshire Council and the Environment Agency to deliver flood risk alleviation, environmental improvements and public realm enhancements around the River Avon through central Salisbury.
- 1.2. The vision for the River Park is to deliver a legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The River Park will better connect the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. It will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change. Delivery of the Salisbury River Park project forms one of the central pillars of the Salisbury Central Area Framework (CAF), which presents a series of recommendations to help the city recover from the 2018 nerve agent attacks and the 2020 Covid-19 pandemic. The Salisbury CAF was endorsed by Wiltshire Council in August 2020, with the support of partner organisations including Salisbury City Council, the MP for Salisbury, and Salisbury Business Improvement District (BID).
- 1.3. The River Park is separate from, but nonetheless linked to Wiltshire Council's strategic objective to redevelop Salisbury's central car park as part of the Maltings and Central Car Park (MCCP) strategic allocation set by the Wiltshire Core Strategy. A masterplan for the MCCP site was endorsed by the council in June 2019, which included a requirement to deliver flood risk alleviation and biodiversity.
- 1.4. The Salisbury River Park proposals were the subject of public consultation that took place between Thursday 19<sup>th</sup> November 2020 and Friday 8<sup>th</sup> January 2021. This document analyses the feedback received and provides detail of where changes have been made as a result of the consultation.
- 1.5. The consultation was split into two parts:
  - Part 1: asked for feedback on the draft Salisbury River Park Masterplan, which sets the guiding principles for the development of the whole of the River Park, to be delivered over a number of phases. Alongside the masterplan a draft Habitat Regulations Assessment Screening report was also published for comment.
  - Part 2 asked for feedback on the Environment Agency's draft detailed proposals for Phase 1 of the River Park that will form part of a planning application in 2021.
- 1.6. A summary of the responses relating to Part 2, the Environment Agency's proposals for Phase 1 of the River Park project are set out in a separate report by the Environment Agency. This consultation report details the consultation responses received on the masterplan only.

## **2. Purpose of this report**

- 2.1. The purpose of this document is to explain how the consultation process was carried out; to summarise responses and issues arising insofar as they relate to the Salisbury River Park Masterplan; and to provide officer responses to the issues raised, highlighting how these have shaped the final version of the Salisbury River Park Masterplan.

## **3. How to use this document**

- 3.1. This Consultation Report is broken down into a series of sections and appendices, as follows:

- Section 4 summarises briefly the previous rounds of consultation with respect to the Salisbury River Park
- Section 5 sets out the methodology for carrying out the consultation.
- Section 6 sets out a summary of the consultation feedback, alongside Wiltshire Council officer responses.
- The appendices to the Consultation Report set out further details in respect of the consultation process and provide a full record of the responses received.

## **4. Summary of previous rounds of public consultation**

- 4.1. This public consultation follows three earlier stages of consultation on the River Park Project:

- First public consultation on the Salisbury CAF, 27<sup>th</sup> June – Friday 9<sup>th</sup> August 2019. This consultation sought feedback on the concepts and initiatives of the CAF, including the concept of the Salisbury River Park<sup>1</sup>. A significant majority of respondents were in agreement that the River Park would deliver a range of benefits for the city.
- Informal public consultation on Phase 1C and 1D of the Salisbury River Park, Thursday 21<sup>st</sup> November – Friday 2<sup>nd</sup> December 2019. This was an informal and locally specific consultation on three possible designs for the Phase 1C and 1D area at Ashley Road Open Space and Fisherton Recreation Ground. The consultation offered a range of three possible design options, including Option 1, flood alleviation infrastructure but with minimal other changes to the existing layout of the area to Option 3, with flood alleviation infrastructure together with increased habitat creation and rewilding. Option 2 offered a midway option between the two. Approximately 75% of respondents were in favour of Option 3.
- Second public consultation on the Salisbury CAF, Thursday 16<sup>th</sup> January – Friday 28<sup>th</sup> February 2020<sup>2</sup>. This consultation sought further feedback on the refined CAF proposals, including detailed proposals for Phase 1 that were presented by the Environment Agency. Of the responses received, there was a significant level of support for the project, with 91% in support of delivering the River Park.

## **5. Consultation methodology**

- 5.1. The Salisbury River Park proposals have been the subject of public consultation that took place between Thursday 19<sup>th</sup> November 2020 and Friday 8<sup>th</sup> January 2021.

- 5.2. This public consultation was split into two parts:

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<sup>1</sup> Available from: [https://www.wiltshire.gov.uk/media/4507/Link4-SalisburyCAF-Consultation-Report-2019/pdf/Link4\\_SalisburyCAF\\_Consultation\\_Report\\_2019.pdf?m=637435629128400000](https://www.wiltshire.gov.uk/media/4507/Link4-SalisburyCAF-Consultation-Report-2019/pdf/Link4_SalisburyCAF_Consultation_Report_2019.pdf?m=637435629128400000)

<sup>2</sup> Available from: [https://www.wiltshire.gov.uk/media/4508/Link3-App-C-SalisburyCAF-Consultation-Report-2020/pdf/Link3\\_App.C\\_SalisburyCAF\\_Consultation\\_Report\\_2020.pdf?m=637435629126570000](https://www.wiltshire.gov.uk/media/4508/Link3-App-C-SalisburyCAF-Consultation-Report-2020/pdf/Link3_App.C_SalisburyCAF_Consultation_Report_2020.pdf?m=637435629126570000)

## **Part 1: Draft Salisbury River Park Masterplan**

- 5.3. Part 1 asked for feedback on a draft of the Salisbury River Park Masterplan prepared by officers at Wiltshire Council. Alongside the masterplan a draft Habitat Regulations Assessment Screening report was also published for comment.

## **Part 2: Phase 1 draft detailed proposals**

- 5.4. Part 2 asked for feedback on detailed plans for Phase 1 of the Salisbury River Park prepared by the Environment Agency. This related to land at:
- Salisbury's central car park and coach park (Phases 1a and 1b (in part)); and
  - Ashley Road Open Space and Fisherton Recreation Ground (Phases 1c and 1d).
- 5.5. This part of the project is led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council, and with funding in part from the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) via the Local Growth Fund.
- 5.6. A summary of the responses relating to Part 2, the Environment Agency's proposals for Phase 1 of the River Park project are set out in a separate report by the Environment Agency.
- 5.7. In November 2020 Wiltshire Council and the Environment Agency embarked on a period of consultation on a draft masterplan for the Salisbury River Park, and draft detailed proposals for Phase 1a, 1b (in part), 1c and 1d of the River Park.
- 5.8. The two elements of the consultation were distinct from one another with the masterplan being led by the council and the Phase 1 detailed proposals being led by the Environment Agency. Because of the dependencies of each element of the consultation on each other it was decided that a single consultation event should take place, encapsulating both elements of the project. It was felt this would be easier to understand to a member of the public coming to the project afresh and would also enable efficiencies to be made.
- 5.9. The consultation followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI)<sup>3</sup>. In July 2020, the council adopted a Temporary Arrangements supplement to the SCI<sup>4</sup> which presents an interim approach to public consultation in light of the restrictions imposed due to the Covid-19 pandemic, designed to minimise the requirement for face-to-face contact and physical handling of documents. The programme for public engagement on the Salisbury River Park was prepared in accordance with the Temporary Arrangements supplement to the SCI.
- 5.10. The council invited consultation responses between Thursday 19<sup>th</sup> November 2020 and Friday 8<sup>th</sup> January 2021.

## **Who was consulted?**

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<sup>3</sup> Wiltshire Council Statement of Community Involvement (SCI), July 2020, available at: [https://www.wiltshire.gov.uk/media/4622/Wiltshire-Statement-of-Community-Involvement-2020/pdf/DM20\\_535\\_-\\_Statement\\_of\\_Community\\_Involvement\\_part\\_1\\_online6.pdf?m=637348359568430000](https://www.wiltshire.gov.uk/media/4622/Wiltshire-Statement-of-Community-Involvement-2020/pdf/DM20_535_-_Statement_of_Community_Involvement_part_1_online6.pdf?m=637348359568430000)

<sup>4</sup> Wiltshire Council Statement of Community Involvement (SCI), Temporary Arrangements Supplement, July 2020, available at: [https://www.wiltshire.gov.uk/media/4223/Statement-of-Community-Involvement-Temporary-Arrangements-2020/pdf/Statement\\_of\\_Community\\_Involvement\\_Temporary\\_Arrangements.pdf?m=637335218466200000](https://www.wiltshire.gov.uk/media/4223/Statement-of-Community-Involvement-Temporary-Arrangements-2020/pdf/Statement_of_Community_Involvement_Temporary_Arrangements.pdf?m=637335218466200000)

- 5.11. Organisations, groups and individuals set out within the Regulations<sup>5</sup> and the SCI were notified of the start of the consultation period and how to comment.
- 5.12. Because the River Park relates to Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the project. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.
- 5.13. Due to the geographic location of Salisbury – being relatively close to the administrative boundaries of Dorset Council, New Forest District Council, New Forest National Park Authority and Test Valley District Council – notifications were also sent to parish councils in these areas that were considered likely to have an interest in the Salisbury River Park.

#### **How were people consulted?**

- 5.14. Consultees were made aware of the consultation through a variety of channels, including direct notifications by email or post to relevant consultees on the council's consultation database. A copy of the email/letter that was sent out to consultees can be viewed at **Appendix A**.
- 5.15. Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:
  - Announcements about the Salisbury River Park on the Wiltshire Council website, the Environment Agency's website and Salisbury City Council website. See **Appendix B**.
  - A public notice in the Salisbury Journal newspaper and on their website. See **Appendix B**.
  - Announcements through Wiltshire Council e-newsletters. See **Appendix C**.
  - Social media communications. See **Appendix D**.
  - Posters around the site – See **Appendix E**
  - Additional publicity was generated through articles in the Salisbury Journal and on their website.
- 5.16. Consultees were informed that the consultation material was available to view on Wiltshire Council's website. Paper copies were also posted out on request.
- 5.17. In addition, Wiltshire Council and the Environment Agency hosted two online webinar events on Tuesday 24<sup>th</sup> November 2020 at 6:00pm, and Tuesday 15<sup>th</sup> December 2020 at 2:00pm. This comprised a presentation followed by a question and answer session. Both were well attended, with approximately 45 attendees at the first event and 39 attendees at the second event. Following the webinars, a recording of the webinar was published on YouTube with a link from the council's website together with a copy of the presentation and a transcription of questions and answers at the two sessions. A copy of the question and answer documents can be found at **Appendix F**.
- 5.18. Representors were offered several ways to respond to the consultation. An online survey could be completed and submitted via Wiltshire Council's website. Alternatively, a copy of the survey or letter could be submitted by email or post. A copy of the survey can be viewed at **Appendix G**. Respondents could also submit written comments by letter or email. A transcript of all consultation responses received are available at **Appendix H**.
- 5.19. The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in developing the proposals for the Salisbury River Park to comment.

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<sup>5</sup> [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)



## 6. Summary of responses and issues arising

6.1. Over the consultation period 185 duly made representations were received.

### **Analysis of consultation topics**

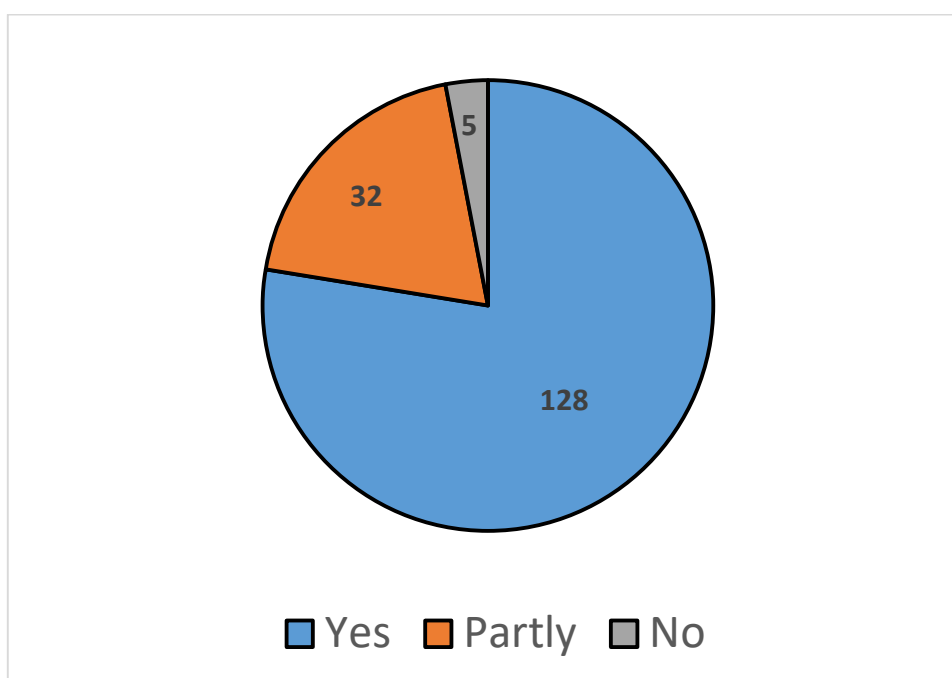
6.2. The following section sets out a summary and analysis of the consultation responses that were received in relation to the Salisbury River Park Masterplan. This covers questions 1 to 5 of the consultation form. A summary and analysis of the responses relating to the Environment Agency's draft proposals for Phase 1 of the River Park has been produced separately by the Environment Agency and has been published as part of the planning application to the River Park phase 1. The relevant planning application number is PL/2021/03601<sup>6</sup>This addresses questions 6 to 17 of the survey form.

6.3. The summary and analysis of responses relating to the Salisbury River Park Masterplan is set out in the order of the questions that appeared in the consultation survey.

6.4. A small number of written statements and letter responses were received that did not follow the layout of the survey. A summary and analysis of these responses is also included within the following section, under the relevant topic heading.

### Question 1

6.5. Question 1 asked: *Overall, do you support the proposals that are set out in the Salisbury River Park?*



6.6. Of those responding to Question 1, a significant majority were in support of the masterplan. The strength of support for the project is noted. A number of respondents noted that that they 'partly' supported the proposals set out in the masterplan. The majority of these respondents went on to explain in their

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<sup>6</sup> Available from: <https://development.wiltshire.gov.uk/pr/s/planning-application/a0i3z0000157AsI/pl202103601>

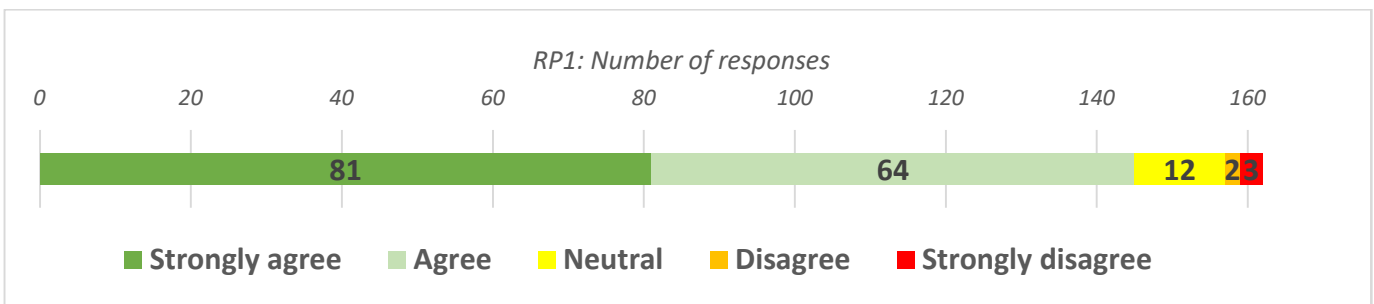
responses to the subsequent questions the elements of the masterplan that they did not support or were unsure about.

Question 2 and 3

- 6.7. Question 2 asked: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles?*
- 6.8. Question 3 invited respondents to *provide any further feedback you would like to give about the General Development Principles.*
- 6.9. Of those responding to Question 2 and 3, the following feedback was given to the specific General Development Principles.

RP1 Biodiversity

- 6.10. Responses to Question 2 *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP1 Biodiversity* showed a significant level of support for the general development principle as worded. A small number of respondents expressed a neutral opinion, and a very small number expressed disagreement.



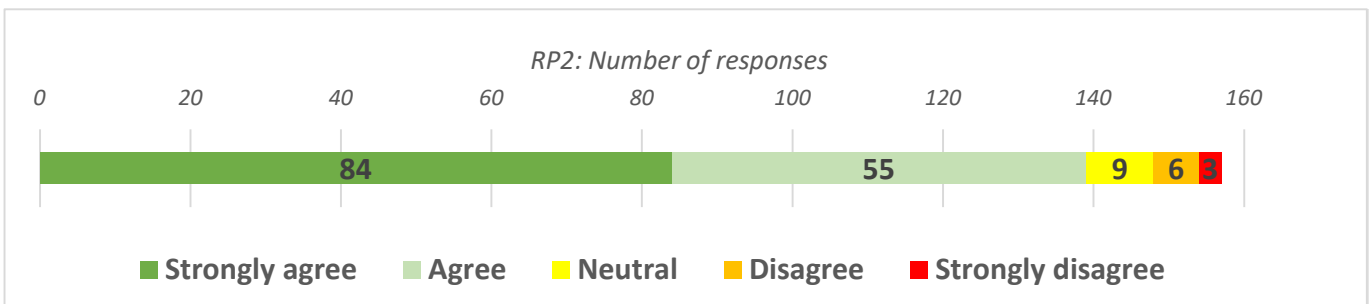
- 6.11. Responses to Question 3, written feedback relating to *RP1 Biodiversity*:

No. responses	Responses	Wiltshire Council Officer comment
1	Condition the integration of swift nest bricks which can be used by a variety of urban bird species and bat bricks into all new developments residential and business.	Where appropriate, this would be supported, to be considered at planning application stage.  <b>Change to Masterplan:</b>  Amend page 20 RP4 bullet 3 to read  'Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks'.
1	Pesticides and chemicals would be disastrous for this area. The line 'providing ongoing maintenance for all of the above', maintenance to not include cutting down or ripping up existing wildlife.	Noted. The masterplan confirms that the development of the site will be underpinned by green infrastructure that actively pursues opportunities to create biodiversity opportunities within the site. Wiltshire Council

No. responses	Responses	Wiltshire Council Officer comment
1	Landscaping and planting should be appropriate, Invasive species must be avoided. Design must allow easy maintenance.	will continue to work with the Environment Agency and Natural England on the emerging strategy for the green corridor and maintenance will be a part of these considerations and plans.

RP2 River improvements

6.12. Responses to Question 2 *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP2 River improvements* showed a significant level of support for the general development principle as worded. A small number of respondents expressed a neutral opinion, and a small number expressed disagreement.

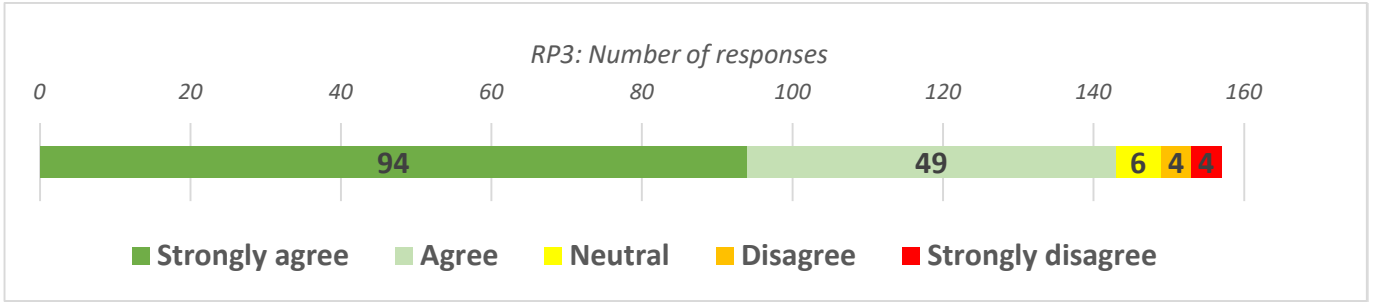


6.13. Responses to Question 3, written feedback relating to *RP2 River improvements*:

No. responses	Responses	Wiltshire Council Officer comment
1	Removing hard engineering - is too ambitious, need a combination of both soft and hard engineering.	Not necessarily all will be removed. The 'hard engineering' referred to includes ageing metal infrastructure such as the radial gates to the north of the coach park. In some cases, the structures are a maintenance liability and will soon be no longer fit for purpose. Furthermore, some of the hard engineering is aesthetically crude and intrusive and may act as a barrier to delivering the goals of an ecological and recreational green river corridor through the centre of Salisbury. The radial gate also acts as a barrier to fish passage.
1	Strongly agree with this objective	Noted.

RP3 Flood risk

6.14. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP3 Flood risk* showed a significant level of support for the general development principle as worded. A very small number of respondents expressed a neutral opinion, and a small number expressed disagreement.



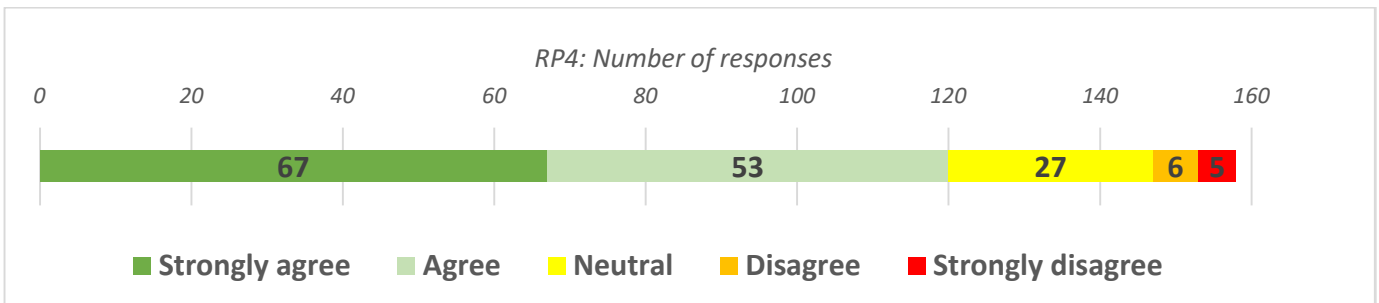
6.15. Responses to Question 3, written feedback relating to *RP3 Flood risk*:

No. responses	Responses	Wiltshire Council Officer comment
1	Wessex Water support the requirement for development to incorporate sustainable drainage principles and would welcome the opportunity to explore partnership working opportunities to promote Sustainable urban Drainage Systems (SuDS) through either the proposed flood alleviation works or areas of redevelopment.	Support noted. The council is keen to continue to work closely with Wessex Water as the project progresses.
1	The principles of WSUD and the four pillars of SuDS should be applied more widely, beyond the River Park Interface Zone, to cover the whole of Salisbury and adjoining built up areas. It should form part of emerging Local Plan for Wiltshire or be at least a policy requirement of the Salisbury Neighbourhood Development Plan.	Comments noted. The masterplan can only address land that is of relevance to the River Park area. It is agreed that SuDS principles should be applied generally to development and indeed the council's Core Strategy requires a sustainable approach to surface water drainage, with development expected to incorporate SuDS such as rainwater harvesting, green roofs, permeable paving, and ponds, wetlands and swales, wherever possible. The policy approach to SuDS could be further enshrined within the Salisbury Neighbourhood Development Plan.
1	Recent examples of SuDS in the Salisbury area are more like a series of bomb craters with little apparent thought given to the SuDS pillars of amenity and biodiversity.	Comments on the design approach to SuDS are noted.
1	Is there/will there be any mechanism for monitoring and enforcing the application and management of SuDS schemes?	This will be carried out through the planning process. The proposed design, operation and management of SuDS would be evaluated against local and national policy, then relevant planning conditions could be imposed, which developers would need to adhere to.
1	Concern that flood risk modelling used by the EA/SFRA to predict future flood risk is too conservative based on global modelling of impacts of climate change. Flood mitigation for worst case scenario should be a basic principle and designed and built for now while the opportunity and resources are available.	The flood risk modelling was conducted using industry best practice and included an allowance for climate change. The modelling takes into account a range of climate change allowances for peak river flows based on different possible scenarios, epochs and river

No. responses	Responses	Wiltshire Council Officer comment
		basin districts. For more information see the climate change adaptation guidance <sup>7</sup> .

*RP4 Integrated development*

6.16. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles relating to RP4 Integrated development* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.17. Responses to Question 3, written feedback relating to *RP4 Integrated development*:

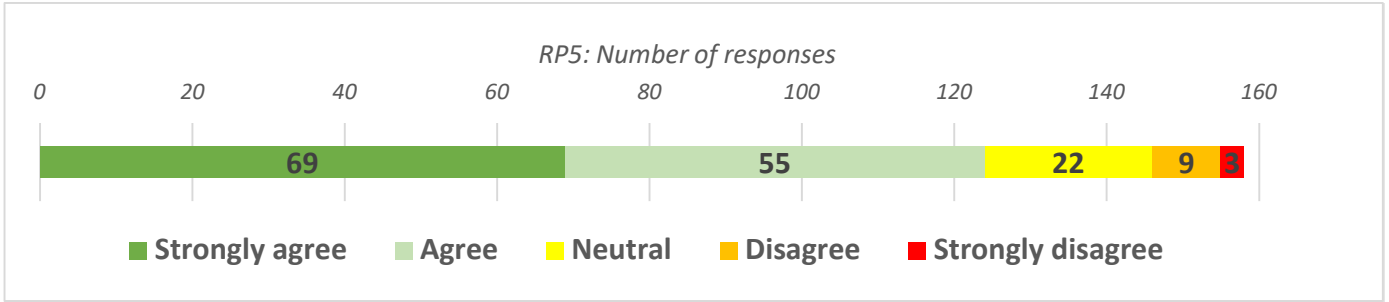
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment in relation to Priory Square / Fisherton Street, this site is shown within the 'interface zone' on p. 15, but there is no further reference to it. The plans for the site of the former shop adjacent to the URC is now in doubt, and COGS would be supportive of plans to convert this into a suitably landscaped open space. This would allow better views of the surrounding buildings – notably the URC church and the Old Infirmary building. It could be an important extension of the River Park and would considerably improve the look and feel of Fisherton Street.	The site is owned privately and has planning permission for a hotel and library and is identified for development within the endorsed MCCP Masterplan. If further planning applications were submitted on the site, the council would be obliged to consider and take into account that the site would be classed as brownfield and had previous commercial uses.
1	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would like to see the 'interface zone' extended to include Crane Street & the Elizabeth Gardens & River Nadder to reflect one of the key aspirations of the CAF for this green/blue infrastructure project which is to reinforce & enhance important north-south links across the city for people & wildlife.	Suggestion noted. The extent of the River Park Interface Zone will be reviewed and the areas suggested incorporated into the interface zone:  <b>Change to masterplan</b>  Amend page 15 of masterplan to incorporate Crane Street, Elizabeth Gardens and parts of the River Nadder into the 'interface zone'.

<sup>7</sup> Flood risk assessments: climate change allowances - GOV.UK, available at: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would like to see the project 'interface zone' extended to include the vacant British Heart Foundation site which would help facilitate the setting up of a temporary urban greenspace by others in this part of Fisherton Street.	This site is already included within the Interface Zone.
1	Condition the integration of swift nest bricks which can be used by a variety of urban bird species and bat bricks into all new developments residential and business.	Where appropriate, this would be supported, to be considered at planning application stage.  <b>Change to Masterplan:</b>  Amend RP4 bullet 3 to read  'Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks'.
1	Development should be on existing developed spaces, with biodiversity prioritised. Do not rip up existing wild areas to allow for development.	The aim of the River Park is to increase the area of open space and wild spaces / biodiversity.
1	With RP4, would development be on previously developed land? No sense cutting down trees and bushes when could reuse developed land.	The interface zone forms a zone around the River Park Masterplan area where any development proposed should show how they have considered and contributed to the River Park Masterplan. Given the city centre location it is likely that much of this would be on previously developed land. Existing parks and open spaces are protected for their use through other policies of the Local Plan / Wiltshire Core Strategy.
1	Adding "Vibrancy" needs careful consideration to avoid ideas which quickly become dated or unused and which demand excessive maintenance in future.	Noted. It is felt that with an increased number of people living in the city centre and coming into the city for work this would have a positive impact and provide an economic boost to our local business and thereby creating greater vibrancy.

RP5 Access:

- 6.18. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP5 Access* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.19. Responses to Question 3, written feedback relating to *RP5 Access*:

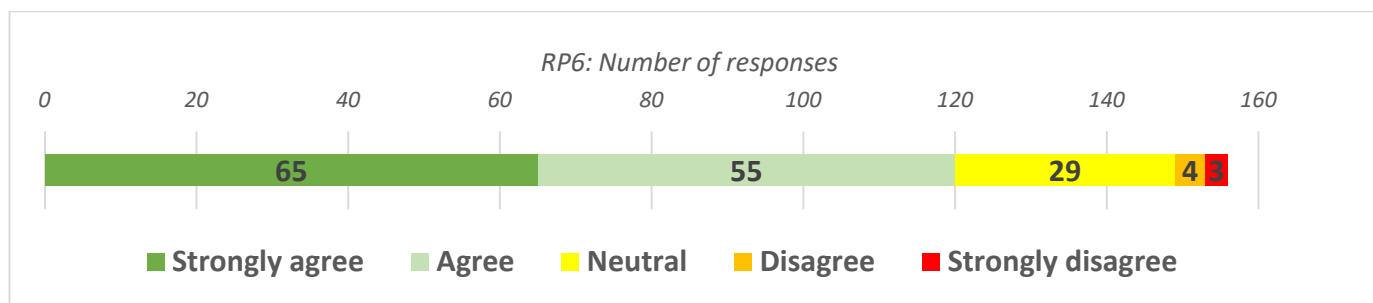
No. responses	Responses	Wiltshire Council Officer comment
1	Phase 4A - M CCP south. It is important to keep open all options for vehicular movements within the site as the needs of the city evolve over time. If progress is made on future pedestrianisation of the city centre, as proposed in the CAF, including the creation of a pedestrian/ cycle link between the Maltings and the Market Square this could require pedestrianisation of Silver Street and Minster Street and a one-way east-west route along Fisherton Street as far as Summerlock approach. The option of a future one-way west-east link road across the M CCP between Summerlock Approach and Avon Approach should be retained for buses, taxis and Blue Badge holders.	It is expected that phase 4A will be delivered alongside the wider regeneration of the M CCP site. When the proposals for land incorporating Phase 4A are considered, this will take into account the needs of the city at that time and follow General Principle RP5 which seeks to ensure that direct, safe and clear access for pedestrians and cyclists are provided through the River Park. The phase 1A proposals for the River Park require the retention of bridge access between Central Car Park and Millstream Approach in order to maintain all future options at this stage.
	When considering north-south walking and cycling routes through the M CCP the requirement for east-west routes must also be considered and extended to include a cycle route from Fisherton Street to Mill Road. There is currently no official north-south route for cyclists in the city between Queen Street in the east and Dews Road in the west. All other routes preclude cycling in this direction- High Street, Water Lane and North Street. Consideration could be given to allowing cycling along Water Lane as part of Phase 2 of the scheme.	As part of the redevelopment of the M CCP site it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site. However, it is noted that routes along Water Lane or the riverside path behind New Look are limited in terms of space and unlikely to be wide enough for segregated pedestrian and cycle routes. Water Lane is a residential street and would need to avoid potential safety hazards by introducing cycle access. Cycle and walking routes will be designed in accordance with the latest government guidance.

No. responses	Responses	Wiltshire Council Officer comment
1	<p>Cycling Opportunities Group for Salisbury (COGS) note Sustrans route 45 is routed along the Avon Valley path. Because it is not permissible currently to cycle through the Maltings the route then has to detour through the town.</p> <p><b>Route southbound:</b> Avon Valley Path, Avon Approach, Castle Street, Blue Boar Row, Queen Street, New Canal, High Street (where cyclist should dismount from New Canal to New Street, since cyclists are only allowed northbound and not southbound), Cathedral Close</p> <p><b>Route northbound:</b> Cathedral Close, High Street, Silver Street, Minster Street, Castle Street, Avon Approach, Avon Valley path</p> <p>Route 45 would be considerably improved if a better North South route through the MCCP can be delivered through the River Park proposals.</p> <p>It is suggested that General Development Principle RP5 (Access) on page 21 should be amended to include the following, in addition to the current bullet regarding provision for pedestrians &amp; cyclists:</p> <p>‘. Take opportunities to make a more direct and coherent route for NCN 45 through the River Park towards Salisbury Cathedral’.</p>	
1	<p>The development principles need to include more specific reference to provision of a high quality north south cycle corridor from Ashley green to crane street. The corridor should accord with DfT design standard LTN 1/20.</p>	
1	<p>Can the principle of improving visual and physical public access to the river corridor in certain areas, whilst restricting access to ecological sensitive areas, be applied to the whole river network in Salisbury and the wider area?</p>	<p>The River Park Masterplan focuses on a defined area of land; to include a wider area would go beyond its remit.</p>
1	<p>RP5. Cycle routes must be segregated. Cyclists are often dangerous to pedestrians.</p>	<p>RP5 makes clear that cycling and pedestrian routes will be segregated where practicable.</p>



RP6 Public realm

6.20. Responses to Question 2 relating to *RP6 Public realm* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



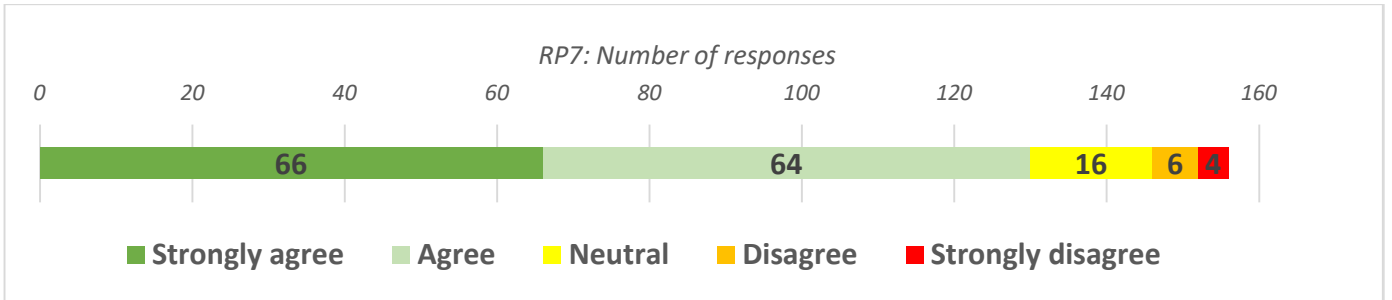
6.21. Responses to Question 3, written feedback relating to *RP6 Public realm*:

No. responses	Responses	Wiltshire Council Officer comment
2	The vacant site on the corner of Fisherton Street and Malthouse Lane (in the interface zone) should be developed as a pocket park. This would enhance the pedestrian route from the railway station and the shopping experience in Fisherton Street.	Any development of the MCCP site should be in accordance with adopted planning policy and the endorsed masterplan. The site is owned privately and has planning permission for a hotel and library.
1	Would like to see RP6 strengthened to address provision of public arts - a reference to enhance the environment, help with public engagement and improve the visitor experience	High quality, relevant and robust public arts could make a fantastic contribution to the River Park and should include opportunities for community involvement. RP6 already makes provision for this.
1	The meaning and quality of "Public Art" need careful definition. Work of high quality is rare and often expensive.	
1	Ordinary "Public Art" often second rate and soon outdated giving run-down feeling to area. More important to ensure existing buildings well maintained so that city appears well cared for.	
1	Quality of design, construction, materials and maintenance of new buildings more important. Good Architecture is itself an "Art".	Agreed but they are not mutually exclusive objectives.
1	Many public buildings are being allowed to deteriorate badly, e.g. Market Cross. They should be cleaned and repaired before money is spent on "Public Art",	Noted. The two issues are independent both in terms of responsibility and financially.

RP7 Public protection and amenity

6.22. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP7 Public protection and amenity* showed a significant level

of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.

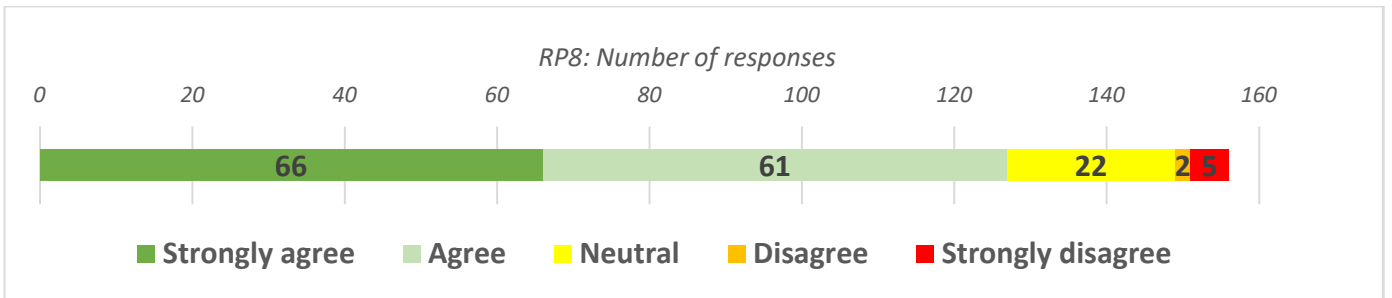


6.23. Responses to Question 3, written feedback relating to *RP7 Public protection and amenity*:

No. responses	Responses	Wiltshire Council Officer comment
0	None received.	N/A

*RP8 Management and maintenance*

6.24. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP8 Management and maintenance* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.25. Responses to Question 3, written feedback relating to *RP8 Management and maintenance*:

No. responses	Responses	Wiltshire Council Officer comment
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to 3. Landscape Maintenance. i) There will be a need for specialist skills, equipment, time to implement the landscape management plan & address regular maintenance tasks & issues such as how riverbanks & flood banks are to be managed – establishment of species rich tall grass? How will flower rich wet grassland beneath existing trees be managed? Is Salisbury City	The Environment Agency is in discussions with Wiltshire Council, Salisbury City Council and other affected landowners with regards the ongoing maintenance and operation of the scheme. The details will be agreed as part of the planning process. Any community or volunteer support would be welcomed and will be considered when agreeing the detailed plans.

No. responses	Responses	Wiltshire Council Officer comment
	<p>Council in a position to respond? Will the council have the necessary skills, training &amp; experience, equipment, contract frameworks etc in place?</p> <p>ii) There is emphasis on community involvement in maintenance &amp; management tasks. SAGP have experience in this challenging area &amp; would like to know how this will be effectively managed &amp; supported over the longer term with the necessary skills, knowledge &amp; experience to manage volunteers as well as the input of different interest groups/owners involved in the river system. There is a need for protocols to be developed to enable a consistent approach to management &amp; maintenance tasks as well as investment in a dedicated wildlife conservation officer/ranger post to co-ordinate &amp; provide consistent support for the volunteer effort. Is there scope for a joint venture between relevant parties to take this forward?</p>	
4	Management and maintenance must be key to taking the project forward.	
1	None of these improvements will be successful unless a "watertight" programme of fully funded maintenance is agreed by all parties from the start. Years of neglect and mismanagement is why there is a more serious risk of flood on top of climate change. Who is going to hold landowners to account for lack of management and neglect? Who has been held account for the past neglect?	Noted. Ongoing maintenance and funding for this forms a key part of the agreements in place between the partner bodies involved in the delivery of the EA's phase 1 part of the River Park project. This will be of equal importance in bringing forward the latter phases and will be negotiated between landowners at the appropriate times.
1	There are other green spaces in Salisbury (e.g. St Mark's, around Salisbury Arts Centre) which are not well maintained.	The concerns are noted. This falls outside of the scope of the River Park Masterplan.
1	The Maltings area is, other than the Market Square, the 'face' of Salisbury and so must be treated as such once the River Park is installed.	Noted and agreed. The River Park proposals are designed to complement the wider regeneration project for the MCCP site.
1	The current state of maintenance of cycle tracks and footpaths is poor, e.g. poor eye level signage through the Maltings and failure to maintain the white markers on the ground.	The delivery of the River Park project is intended to markedly improve the quality and safety of the current footpath and cycle routes through this part of Salisbury.
1	RP8 mentions protecting the waterways from non-native species, but I feel this should be mentioned elsewhere, as non-native species of plants are mentioned more frequently.	As a general development principle, RP8 is intended to be applied across the whole of the River Park area.

No. responses	Responses	Wiltshire Council Officer comment
1	It is essential that an overall habitat management plan is provided, with agreed protocols between the different interests, for the whole river system in the Salisbury area to inform all landowners as to how they can facilitate the amenity and biodiversity objectives. Who will be responsible for monitoring and advising landowners on how they can contribute to the project and if necessary, enforce the objectives?	As a Special Area of Conservation (SAC), the River Avon is already subject to European Site Conservation Objectives designed to support the protection and enhancement of this important and unique riverine system. Any development in or around the river that has potential to affect the biodiversity of the SAC is required to demonstrate that it will lead to overall improvement to the designation.

6.26. The following tables detail the responses to Question 3 that did not relate to a specific general development principle and have been split out into the following sections in order to make it easier to follow. The sections are responses relating to:

- general support
- general observations:
- the presentation of the masterplan
- the economy
- cycle/pedestrian infrastructure
- highways/transport:
- to ecology/biodiversity:
- to education:
- to health and wellbeing:
- to design/civic matters:
- to flooding/drainage:
- the Maltings and Central Car Park:
- other specific areas of the masterplan

*Responses expressing general support:*

No. responses	Responses	Wiltshire Council Officer comment
1	The Environment Agency remain committed to working in partnership with Wiltshire Council and other stakeholders to develop the masterplan, reduce flood risk and deliver wider environmental enhancements to support the local economy and regenerate the area.	Support noted and welcomed.
1	Salisbury Neighbourhood Development Plan Steering Group (SNDP SG) supports both the proposed River Park Masterplan and Phase 1. The NDP is expected to incorporate the River Park subject to it being deliverable during the Plan period. This support is offered because in addition to the infrastructural, economic and environmental arguments put forward in the masterplan document the SG considers the following to be relevant factors: <ul style="list-style-type: none"> <li>• LEP monies are time limited and Phase 1 would be a worthy use of them.</li> </ul>	Support noted and welcomed.

No. responses	Responses	Wiltshire Council Officer comment
	<ul style="list-style-type: none"> <li>• Endorsement of both will assist all parties in making tangible progress towards the regeneration of the MCCP site which is arguably Salisbury's most substantial brownfield site.</li> <li>• Multiagency collaboration of the kind required to plan, approve, fund and implement the masterplan and all Phases will be essential in tackling other issues in the NDP area. Such collaboration is not always easy and a positive example of it should encourage other such collaborations.</li> <li>• The masterplan does in part owe something to recovery efforts after the first Novichok attack and would make a fitting reminder of the kindness and support offered to people who lived and worked in the city at the time and lovers of the city</li> <li>• Covid-19 has also been tough, and the proposed timeframe of Phase 1 may help to improve morale and encourage optimism about the future of the city.</li> </ul>	
1	Salisbury Area Greenspace Partnership (SAGP) welcome & support this major GBI project to mitigate future likely impacts of river flooding on residential areas & businesses in the city. SAGP also acknowledge the considerable effort that the EA & partners have put into identifying the opportunities such a project presents to significantly enhance local green & blue space assets, & the biodiversity & amenities they deliver as well as improving connectivity for people & wildlife along this important north/south corridor through the city.	Support noted.
1	Salisbury Civic Society strongly supports the River Park proposals, which it feels will be of great benefit to Salisbury. It is pleased to see this key element of the Salisbury Central Area Framework, which it regarded as a very positive document, being able to move forwards.	Support noted.
1	Providing the masterplan completes its statutory consultation period successfully SNDP SG would encourage efforts to plan, consult on and finance other Phases ideally pulling forward completion of the whole plan. The Group would welcome a round table discussion on this point in early 2021.	Support noted. Wiltshire Council will look for opportunities to plan, consult on and finance when they arise to ensure the delivery of the whole plan and will discuss opportunities with Salisbury City Council when they arise.

<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	Wessex Water confirm support for the Salisbury River Park proposals and would be interested in opportunities to work with the Wiltshire Council and Environment Agency project team where the proposed works may interact with Wessex Water infrastructure or impact on surface water flood risk. Many elements of the masterplan coincide with measures proposed in Wessex Water's Business Plan for the period 2020-2025 - would welcome the opportunity to work collaboratively to inform elements of the masterplan to align with WW's Drainage and Wastewater Management Plan to support future integrated flood risk management and climate resilience for future periods.	Support noted. Wiltshire Council will look for opportunities to plan, consult on and finance future phases when they arise to ensure the delivery of the whole plan and will discuss opportunities with Wessex Water and how it ties in with Business Plan proposals when they arise.
17	General support for the proposals	Support noted.
1	It is sensible and good management to seek an integrated plan for this stretch of the river through Salisbury.	Support noted.
3	The project makes a small step towards tackling the climate and biodiversity emergencies.	Support noted.
1	The project is long overdue	Support noted.
1	Salisbury does not make the most of the 5 Rivers that flow through it and this project will go some way to addressing this.	Support noted.
1	A well-used walkway celebrated and saved from being a back alley/danger zone.	Support noted.
1	Support the general principle of making Salisbury a greener place to live.	Support noted.
1	The project delivers much needed flood protection.	Support noted.

*Responses expressing general observations:*

<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Landscape Framework. It is extremely important that a strong landscape strategy is in place at the earliest opportunity in the process of designing for the public realm & should incorporate water sensitive urban design (WSUD) & sustainable urban drainage systems (SuDs). An effective & strong landscape strategy should underpin thinking & design for new &	The River Park project seeks to enhance the landscape setting around the rivers through a comprehensive strategy for the improvement and enhancement of all areas of open space and green infrastructure, in accordance with WCS Core Policy 51.  Importantly, the plan will make the most of Salisbury's assets, of which existing views of the cathedral and other historic and architectural heritage points are vital and will

No. responses	Responses	Wiltshire Council Officer comment
	<p>existing planting as well as its management &amp; maintenance at every stage of the project &amp; into the future. Not only is this good practice but is now critical in order to address the impacts of climate change &amp; loss of biodiversity.</p> <p>The project documentation does mention that 'a strong landscape strategy is key to the success of public spaces' in relation to Phase 5A of the Project: Rivers edge &amp; riverside walk to rear of High Street but it is important that this point is also emphasised at the outset of the project.</p>	<p>be considered and protected at the relevant points of the planning process.</p> <p>Subsequent planning applications will, where relevant, be supported by Landscape Assessments/ Landscape Plans to determine an acceptable set of landscape and planting proposals suitable for the location.</p>
2	<p>Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Landscape Management. A landscape management strategy &amp; plan will be needed as part of establishing project resilience for the longer term. This will need to address management of existing &amp; new planting, management of wildlife habitats for biodiversity net gain, management for amenity including views &amp; viewpoints, &amp; surface water management in accordance with the 4 pillars of sustainable urban drainage or SuDs i.e. water quantity, water quality, biodiversity &amp; amenity.</p>	
2	<p>Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Visual Connectivity. An analysis &amp; assessment of key views, view corridors, &amp; viewpoints to city centre landmarks from the project site in the Maltings area seem to be missing from the documentation. Views to the cathedral spire are an important aspect both of residents' daily experience of Salisbury &amp; are also critical for visitors to the city - they are fundamental to the unique character &amp; local distinctiveness of the place. Currently visitors who arrive by coach get their first view of the cathedral whilst walking from the coach park to the city centre alongside the Millstream. This proposal will change the circulation &amp; pedestrian dynamic &amp; SAGP would like reassurance that existing views are safeguarded &amp; enhanced &amp; would like to see new views created to the cathedral as well as other important landmarks.</p>	
2	<p>The plans do not go far enough/greater ambition needed</p>	<p>The River Park proposals present an ambitious, yet realistic set of goals. The</p>

No. responses	Responses	Wiltshire Council Officer comment
1	Much of the masterplan areas is in existing built up areas and seems unachievable.	success of the project will require ongoing negotiation with landowners and stakeholder, as well as funding allocations.
1	The ambitions of the masterplan seem unrealistic to deliver in the current climate	
1	The masterplan does not give enough detail	
1	No 'solid' answer has been given to the question of what private developments may happen on the River Park in the future. It should be made legal for no 'other' development on this plan until new consultation done and then allowed or rejected by results.	The masterplan is purposefully high level at this stage. Where planning applications are required to the deliver the phases of the masterplan, detail will be made available through the planning application and consultation process.
1	The masterplan will be expensive to deliver	When a cost/benefit assessment has been done (business case), there is a positive case for investing in the River Park. The costs of not doing it includes the sterilisation of large redevelopment sites including the Maltings and Central Car Park which have been identified to the long-term vitality and viability of the City. Furthermore, the risk to business and homeowners of unmitigated flood risk is very high. Phase 1 is predominantly already funded (up t £18m) and the council will actively look for other funding sources in order to deliver other phases of the River Park masterplan Financial viability for any individual scheme is dependent upon a range of factors and will change over time. These factors include market conditions, anticipated development costs and returns as well as a developer's willingness to take on risk and its target profit requirements. This scheme is expected to be developed in phases and viability for each individual phase will be dependent upon these factors.
1	The project is a waste of council rates.	Funding to deliver the phase 1 flood scheme will primarily to be from Flood Defence Grant in Aid funding and from the Swindon and Wiltshire Local Enterprise Partnership (LEP) rather than through council tax / rates. Latest computer modelling shows a large area of Salisbury City Centre at risk of flooding, including hundreds of business and homes. Furthermore, the core area of the River Park at the MCCP is linked to Wiltshire Council's wider strategic development objectives to redevelop the site, which is established through an allocation in the Wiltshire Core Strategy and a masterplan to guide the future development of the site. The MCCP Masterplan includes a requirement to deliver flood risk alleviation and biodiversity improvements around the water courses that run through the site in response to the Environment Agency's most up to date



<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
		flood risk modelling. As such, there is a real need for this work to protect the city and the biodiversity of the River Avon Special Area of Conservation (SAC). Additional works may generate additional spend in Salisbury's economy by increasing visitor numbers both in terms of numbers and length of stay.
1	Would like to see the River Park proposals included in the Salisbury NDP.	There is opportunity for elements of the River Park project to feed into that work that is being done on the neighbourhood plan. That is for the neighbourhood planning group to determine.
1	Salisbury should be showcased as a 'green city' as a means of attracting visitors	The River Park project could help to achieve this; the vision for the project is to leave a lasting legacy of riverside green space and urban wildlife habitat for both residents and visitors.
1	It is essential that any development adjacent to the River Park adhere to the RP principles.	Agreed.
1	The only downside is that there will be disruption for residents while the construction takes place	The construction phases of delivering the River Park will be carefully managed to minimise disruption/damage during the process. Construction will be in accordance with the latest 'Considerate Construction' guidance.
1	Would prefer the project to start further downstream.	The scheme has been phased in order to optimise flood alleviation for Salisbury in the most effective manner.

*Responses relating to the presentation of the masterplan:*

<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	Many of the footnote graphics bear no resemblance to a small city like Salisbury, or what its residents/visitors need.	Feedback noted. The images selected for the masterplan are intended to give a flavour of the possible design outcomes that could inform future design development.
1	The masterplan seems like a glossy corporate template that has had some of Salisbury's needs and visions cut and pasted in.	

*Responses relating to the economy:*

<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	The masterplan does not discuss business, trade, jobs etc.	The masterplan indicates that approximately 100 businesses will be better protected from extreme flood events, leading to increased job security; and that 40 new jobs will be created and there will be increased confidence for investment from others in the city centre. The flood risk mitigation afforded by the River Park

No. responses	Responses	Wiltshire Council Officer comment
		<p>will also support the redevelopment prospects for the MCCP site, which will be a key driver in supporting Salisbury's future regeneration.</p> <p><b>Change to Masterplan:</b></p> <p>Add new bullet under Objectives and Outcomes on page 11</p> <p>'enable growth and regeneration within central Salisbury including the Maltings and Central Car Park regeneration area in line with the endorsed Maltings and Central Car Park Masterplan'.</p>
1	The general development principles should also mention tourism alongside public amenity.	The benefits for tourists and local residents alike are implicit within the General Development Principles as set out in RP6: Public Realm. The benefits of the project for tourists arriving at Salisbury coach park are set out within sections of the masterplan dealing with proposals for phase 1b.
1	Work to improve visitor experience, at the coach park and the Maltings area should be prioritised.	The council recognises that the coach park is in need of improvement and are looking into this. Any works to improve the coach park will be subject to funding, over and above funding already allocated to Phase 1 of the River Park.

*Responses relating to cycle/pedestrian infrastructure:*

No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment that the opportunity should be taken to review cycle parking provision within the MCCP area. COGS have been conducting regular counts of bikes parked at stands and elsewhere across Salisbury since 2012, and these counts reveal that in the MCCP area a number of the stands are poorly positioned and not well used. In addition the amount of cycle parking which is not at stands show that there is a demand for more parking near much-used facilities (e.g. the Library) and that some cyclists seek out covered parking for their bicycles (e.g. behind the Library, Library passage, by the trolley park in the car park below Sainsbury's, upstairs outside Sainsbury's). Covered cycle parking is in very limited supply in the MCCP area (as in the rest of Salisbury) and the opportunity should be taken to remedy this shortfall.	<p>Cycle parking is addressed within the MCCP Masterplan on page 18 and states 'Suitably placed bicycle and blue badge parking will be provided within the development. Innovative green technology such as solar bicycle racks for electric bikes will be explored'. Cycle parking requirements are also detailed within the Local Transport Plan that any future development would need to consider through the planning application process. It is not felt that the cycle parking requirement needs to be addressed within the River Park Masterplan as this specifically deals with the River Park.</p> <p>Wiltshire Council would welcome the input of COGS as to the preferred location of cycle parking at a point where the regeneration of the MCCP site is planned in more detail / progressed.</p>

No. responses	Responses	Wiltshire Council Officer comment
	<p>The guidance in LTN 1/20 (see e.g. Chapter 11 Cycle Parking) should be followed, since “secure cycle parking ... has a significant influence on cycle use”. As LTN 1/20 suggests, extra care should be taken in town centres “to position cycle parking in locations that do not impinge on key pedestrian desire lines but are still sufficient in volume and convenience of location to be of use to cyclists.” COGS would be very happy to be involved in sharing information on existing cycle parking usage within the Maltings area and to be involved in the positioning and type of cycle parking planned for the future.</p>	
1	<p>There is a need to consider provision of cycle parking within the MCCP area</p>	
1	<p>Cycling Opportunities Group for Salisbury (COGS) comment that the River Park Masterplan should be more accurate in terms of definitions of the access routes through the site, for example the Riverside footpath (Phase 3, p15) between Ashley Road and central car park should be defined as a shared use path rather than a footpath.</p>	<p>It is agreed that the title to Phase 3a should be changed to reflect the shared use nature of this route. The detail contained under phase 3a is clear that the pedestrian route and cycle route are proposed to be segregated into a separate footpath and cyclepath rather than a shared use footpath.</p> <p><b>Change to Masterplan:</b></p> <p>Amend title of Phase 3a (page 34) to:</p> <p>Phase 3a: Riverside footpath between Ashley Road and Central Car Park</p>
1	<p>Support for introducing more footpaths and cycle routes</p>	<p>Support noted.</p>
3	<p>Would like to see segregated cycle paths and pedestrian footpaths</p>	<p>Segregated cycle paths and pedestrian footpaths will be introduced where possible.</p>
1	<p>Cycling and walking routes should be designed in accordance with the principles described in Local Transport Note (LTN) 1/20 and should be segregated to provide comfortable and conflict-free facilities of sufficient width. To provide an attractive alternative to car use, routes should be coherent, safe, direct and comfortable. Adequate signage should be provided to enable use without a map.</p>	<p>Cycle and walking routes will be designed in accordance with the latest government guidance.</p>
2	<p>The foot and cycle routes from Waitrose car park into central car park and town need improving, particularly under the ring road (frequently flooded) and under the railway.</p>	<p>Phase 3A of the River Park Masterplan aims to achieve this.</p>
1	<p>Currently the footways are not wide enough for pedestrians to pass safely.</p>	<p>Where possible segregated cycle and pedestrian routes will be introduced.</p>

No. responses	Responses	Wiltshire Council Officer comment
2	The scheme does not address the need for a positive clear direct link between the National Cycle Paths North and South of the Cathedral Close.	It is an overarching principle of the River Park project to enhance pedestrian and cycle routes north/south through the city of Salisbury. All opportunities for connectivity through and from existing networks will be taken where practicable.
1	A concern is that the diversion/closure of the cycle-path from the West to the East of the Bus-park means that cyclists are no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boathouse spilling into the carpark.	Concerns over conflict between cyclists and pedestrians are noted. The cycle path will be designed to meet the most up to date government guidance. The existing route of the cycle path down the west side of the coach park is proposed to be incorporated as wild area around the river channel. Retention of the cycle route here would also conflict more greatly with the newly aligned Millstream Bridge west which will need to be slightly raised to meet up to date construction standards.
1	Do not understand the driving need to get people walking and cycling in Salisbury. The lack of diverse shopping in town and the lack of leisure facilities apart from pubs and restaurants do not encourage visiting. While these may encourage tourists and visitors, they do not help the people who live here. Please also explain how I do a month or even a week food shop and carry it home on a bike or walk and catch a bus?	There is a need to support active lifestyles including walking and cycling in order to improve air quality, reduce congestion, improve public health and make Salisbury more resilient to climate change. This will make Salisbury a more pleasant place to live and to visit. Other cities that have successfully improved walking and cycling infrastructure have experienced a substantial increase in footfall that has resulted in an increase in the number of customers visiting shops and restaurants, to the benefit of the local economy.
1	It is critical that a high quality walking and cycling route is established alongside the river that is supported by an attractive an interesting public realm. This should include widening of the existing path where possible to encourage users, with sites of interest (nature trails, playgrounds, seating etc) incorporated throughout.	These are some of the key aims of the River Park.
1	There is so much potential to provide a high quality connection via the city for locals and tourists with Old Sarum and the water meadows / Old Mill at Harnham.	The River Park proposals will contribute towards the long term ambition set within the Salisbury Central Area Framework 'to be able to walk from Old Sarum to the Cathedral with no (or minimal) road crossings' <sup>8</sup> .
1	Concern that changes could deter access to those less sure on their feet, those using motorised scooters or wheelchairs, people with young families with prams, pushchairs etc.	Any new paths and cycleways will need to meet requirements of the DDA and are likely to be of a more accessible standard than current provision.
2	Would like to see RPs strengthened to address disability access including provision of seating for old and/or mobility restricted residents. Please provide full accessibility including bridges, picnic benches and level space	Agreed. All works will be compliant with all relevant regulations.  <b>Change to Masterplan:</b>  Add new bullet to RP5, page 21:

<sup>8</sup> Salisbury Central Area Framework, available at: [https://www.wiltshire.gov.uk/media/4948/link-1-salisbury-future/pdf/Link1\\_SalisburyCAF\\_Final.pdf?m=637435629113930000](https://www.wiltshire.gov.uk/media/4948/link-1-salisbury-future/pdf/Link1_SalisburyCAF_Final.pdf?m=637435629113930000)

No. responses	Responses	Wiltshire Council Officer comment
	to be able to sit alongside non-accessible seating.	'ensuring that all public spaces and routes are designed and laid out to be accessible for all'

*Responses relating to highways/transport:*

No. responses	Responses	Wiltshire Council Officer comment
1	Highways England accept that the proposals as currently presented are, for the most part, unlikely to result in an adverse impact on the A36 and our associated drainage and structural assets. Delivery of the full masterplan should bring a benefit to the A36 through improved flood relief capacity and by creating an alternative and sustainable route into Salisbury.	Comments noted.
1	Salisbury Reds / Go South Coast comment that an essential element of the CAF People Friendly Streets and respectfully request that the People Friendly Streets initiative is re-introduced as soon as is practicably possible as we enter the recovery phase of COVID-19.	The River Park project is completely separate from the People Friendly Streets project.
1	Salisbury Reds / Go South Coast comment one impact of the ETRO/People Friendly Streets was that it started to show significant improvements in bus journey times through improved flow of buses through these junctions and networks which would have, in turn led to more people using buses, reducing the impact of the car on the city.	Noted. This has been shared with the team dealing with the ETRO/People Friendly Streets project.
1	Salisbury Reds / Go South Coast agree with CAF objective to "prioritise places and spaces for pedestrians, cyclists and public transport over private cars & promoting sustainable connectivity". Improvements to wayfinding and city centre legibility needs to be linked to more legible public transport networks and interchanges which make it better for residents and visitors.	Noted.
1	Salisbury Reds / Go South Coast comment agree with the people friendly streets, improving open space and the environment, creating vibrancy, bringing out the qualities and developing the character of the city objectives of the CAF.	Noted. The River Park is the central project that aims to deliver the CAF's objective to improve open space and the environment.
1	Salisbury Reds / Go South Coast would be happy to discuss bus routing in the city as part of this scheme as the project develops further and would like to work with Wiltshire Council to ensure that data represents the impact of the scheme.	Noted, albeit this is not related to the River Park project.

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast would also like to work with Wiltshire Council and Highways England on making bus priority happen across the A36 junctions so that time savings are enhanced, now the signals along the A36 are in the hands of HE.	Noted, albeit this is not related to the River Park project.
	Cycling Opportunities Group for Salisbury (COGS) comment relating to Transport & Movement Strategic Theme (p.5) Vehicular Access through the MCCP. It seems worth recording that the requirement for vehicular access through the site may also be dependent upon any Traffic Management measures deemed appropriate for the rest of the city centre. For instance, if the decision was taken to completely pedestrianise Minster Street, and to reconnect the Library with the Market Square, then there might be a need to allow some vehicular access – e.g. for buses and taxis – across the River Avon within the MCCP area.	Noted. However, transport and movement is addressed through the MCCP Masterplan rather than the River Park masterplan that makes clear that the regeneration of that site will result in improvements to connectivity and east of pedestrian flow into and out of the site. Vehicular access to the site will be restricted to bus and coach access, and servicing.
1	There is a need to consider the effects of any proposed traffic management proposals for the rest of the city centre - pedestrianisation of Silver Street, 'People Friendly Salisbury' plans and implementation, movement of buses and taxis within MCCP area.	Noted. Traffic management proposals will be looked at separately when proposals for the regeneration of the MCCP site come forward.
1	Salisbury needs this money spent on a bypass first and then on facilities for residents that residents want not what Wiltshire Council feels best and in order for them to tick the environment boxes with government.	The River Park Masterplan is unconnected to any matters relating to a bypass for Salisbury.
1	The plan seeks to encourage more visitors to Salisbury, which seems to overlook the fact that people will have to travel. Public transport, especially on a Sunday, is poor so many will have to use cars. I doubt that many foreign or UK tourists will cycle to Salisbury. Until everyone gets an electric vehicle (2060 and beyond?) this will have a negative impact on air quality. This seems to fly in the face of national and local targets.	The River Park project forms one of the central pillars of the wider strategy for regeneration of Salisbury city centre, as set out in the Salisbury Central Area Framework (CAF).
1	Transport and movement are described as a strategic theme (p8) but does not appear specifically in the Objectives and Outcomes (p11). I would like this to come out more strongly to emphasise the strategic nature	It is noted that National Cycle Network (NCN) Route 45 passes through the site, and an alteration to the cycle route is shown through the coach park to facilitate the delivery of the River Park. As part of the redevelopment of the

No. responses	Responses	Wiltshire Council Officer comment
	of the proposed cycling and walking routes, where they are ultimately intended to go to and from, and an overall view of the way they integrate into the whole site and existing routes (National Cycle Network routes 24 and 45, Wiltshire Cycleway and other local routes as well as their place in the Local Cycling and Walking Infrastructure Plan). For example, there is little information on what happens to the cycling routes south of the coach park or in Phases 2B, 4, 5A or 6. Planning for this needs to be in place well before a development has begun to ensure coherent provision instead of the piecemeal facilities that can result from an unplanned approach. Strategic north-south and east-west cycle routes are lacking at present and major developments like this offer an opportunity to provide them that must not be missed.	MCCP site it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site.
1	Not enough thought given to buses and positioning of bus stops.	Bus stop locations are not within the scope of the River Park Masterplan. The positioning of bus stops and discussions regarding bus routes (as required) will take place at the appropriate time through a more detailed planning exercise of the MCCP regeneration rather than through the delivery of the River Park.

*Responses relating to ecology/biodiversity:*

No. responses	Responses	Wiltshire Council Officer comment
1	The Environment Agency comment in relation to geomorphology that the outline designs presented appear to have the potential to make a positive contribution towards the restoration of natural geomorphic processes and support the objectives of the River Avon Site of Special Scientific Interest (SSSI) Restoration Plan.	Noted and agreed.
1	The Environment Agency note in relation to biodiversity that the outline proposals appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon Special Area of Conservation (SAC), conserving and helping to restore its qualifying features. The outline design also shows potential for Biodiversity Net Gain. Reference should also be made to how this work	Support noted. The plan will be amended at page 6 para 1 to make reference to this. <b>Change to Masterplan:</b> Amend page 6, sentence 1 at the end to read  ..... identify measurable net gains for Biodiversity <u>can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21</u>

No. responses	Responses	Wiltshire Council Officer comment
	can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21.	
1	The Environment Agency comment in relation to fisheries that the outline designs presented in the planning application appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon SAC. One aspect missing is further survey work to establish the baseline fish assemblage in the area where work is being undertaken. Whilst there is data available for the general area. Detailed survey data for the area within the works should be undertaken.	<p>Noted. This comment is associated with the more detail required in a planning application and specifically the phase 1 application.</p> <p><b>Change to Masterplan:</b></p> <p>Amend final bullet under RP1, page 16, last bullet to read:</p> <p>'All proposals should be carried out in close collaboration with the Council's Ecologist, <u>to establish the scope of any ecological survey work that would be required to inform and support the proposals.</u>'</p>
1	Concern about too much unfettered public access to the riverside in such a sensitive environment. This development will vastly increase the number of people using the riverside space which will conflict with the peaceful environment required by wildlife.	The east bank of the reconfigured river is to be set aside for wildlife whilst the west bank will be more accessible to the public. This is felt to be a good balance between tranquillity to wildlife and human access.
1	Keeping habitat for nature and a semi-wild feel is very important.	
1	Planting of trees comes up quite often. Planting of other types of vegetation, such as shrubs and lower level scrub should also be included, where appropriate.	There will also be shrubs and scrub however the exact requirements will be determined through the landscape plans that will be submitted alongside future detailed planning applications for the proposals.
1	Please retain native trees and add to them, focusing on this rather than ornamental planting. This also feeds human need for quiet, spiritual places that is becoming increasingly recognised and wanted. Request wildlife needs then public space are prioritised over commercial use, and that public seating with picnic benches are provided.	. Where the loss of trees is unavoidable for the implementation of the project, or trees are found to be diseased, they will be compensated by a large net gain of tree planting. Parts of the River Park area will be allowed become wilder and suitable for wildlife, together with other areas that will be designed as public realm, such as seating and picnic areas.
1	Support for more tree planting.	Support noted.
2	The existing wildlife should be protected.	For any works specifically associated with the River Park proposals, the local ecology will be protected as detailed within the ecology / biodiversity section of the River Park Masterplan and its supporting Habitats Regulations Assessment.
1	Opposed to any development removed existing trees/riverbank flora, which could impact on returning nesting species	Where the loss of trees is unavoidable for the implementation of the project, or trees are found to be diseased, they will be compensated by a large net gain of tree planting. Works will also be



No. responses	Responses	Wiltshire Council Officer comment
		undertaken at a time of year to ensure protection of protected species.
1	It's important to retain what open space still exists along the Avon approaches to Salisbury to the north and south and east and west of this development in order to make a meaningful wildlife corridor through Salisbury. Ensure this, and limit future riverside development, and we could have a fantastic natural environment right through the city. Wildlife needs space and varied habitat, not just a linear park.	The River Park will create approximately a 40 metre wide channel of landscaping through the central car park area providing space for wildlife as well as people. The scope of the project is around the rivers only, but the council are also undertaking work on a Green Infrastructure Strategy which will provide more detail about wider green infrastructure connectivity.
1	There are badgers in the area. A major downside of having badgers is that they have killed off the hedgehog population which is also an endangered species.	Noted.
1	The proposals mention the possibility of wild salmon. These fish will not travel up the Avon while salmon is farmed south of the city.	Atlantic Salmon are a key / important species within the River Avon SAC for protection.

*Responses relating to education:*

No. responses	Responses	Wiltshire Council Officer comment
2	Salisbury Area Greenspace Partnership (SAGP) SAGP and Salisbury Civic Society comment in relation to Raising Public Awareness about Rare Chalk Stream Habitat. It is considered that the Riverside Project presents a real opportunity for more than a few information or so-called interpretation boards. A world class education/ interpretation facility needs to be designed in an exciting & innovative way to showcase the ecology of Salisbury's chalk streams & should be located by the river & at least partially within the river. This could be combined with new visitor centre & be the subject of a design competition.	Education opportunities continue to be explored and will be incorporated into phases where funding is available. In addition, if the River Park can afford the opportunity to teach about habitat creation, water management and horticulture either formally or informally, then this will be encouraged.
1	Much more emphasis on education and the interpretation of the riverside habitat needed.	

*Responses relating to health and wellbeing:*

No. responses	Responses	Wiltshire Council Officer comment
1	Healthcare provision for Salisbury's residents must be considered during this redevelopment.	Healthcare provision is outside of the scope of the River Park Masterplan. However, the River Park has the potential to benefit the health and wellbeing of Salisbury's residents by improving the quality of an outdoor asset and encouraging active travel along this route.
1	Would like to see the true measurement of air quality in the city as "official" measurements have been skewed by taking readings from below the rail bridges on Fisherton and Castle Streets which do not give a true picture.	The location of air quality measurements is outside the scope of the River Park Masterplan. Consideration of air quality implications will be addressed through the EIA in support of the Phase 1 planning application, and other subsequent phases.

*Responses relating to design/civic matters:*

No. responses	Responses	Wiltshire Council Officer comment
1	Anti-social behaviour is bound to occur. Designs and materials all need to ensure that damage/destruction by anti-social behaviour is mitigated.	The detailed design will need to ensure that materials used are robust and that future maintenance is considered.
1	Replacement of bridges with modern designs: these must still obviously be in keeping with the general feel and character of Salisbury.	Bridge designs will need to be in keeping with the overall objectives of the River Park project, and be attractive, functional, affordable and robust. There will be further opportunity to comment on design when planning applications are consulted on.
1	Some of the outdoor activities such as the 'education and training opportunities' lose sight of our British weather (page 13). Who approached the Council requesting such facilities? One of the principles of providing training is to first find out what the need is.	Britain has a long history of providing voluntary and vocational in the field training. If the River Park can afford the opportunity to teach about habitat creation, water management and horticulture either formally or informally, then this will be encouraged.
1	Please provide a play area for older children / teenager, with WCs at or close to all play areas.	A multi-purpose play area is to be retained/improved through Phases 1c and 1d, close to the public toilet facilities. It is also intended that the play area at The Maltings will be retained and where possible improved. Public toilets are available in the vicinity.
1	River accessibility with through ways for kayaking, paddle boarding, boating etc would enable full use of the river for recreation, health, tourism and simple enjoyment.	Whilst the watercourse is not officially navigable to do so requires the permission of the landowner, but in this case the environmental status of the river (a Special Area of Conservation and a Site of Special Scientific Interest) is the most important factor. The landowner would need consent from Natural England to permit any boating activity. People being in or on the water causes disturbance to habitats and species which would not be encouraged here. Whilst the proposals include lowering water levels a small
1	Safe river bathing access is crucial to meet growth in wild swimming and plans to bring rivers to bathing water status.	

No. responses	Responses	Wiltshire Council Officer comment
		amount it wouldn't, however, totally prevent people using the river for boating.
1	Please used natural sustainable materials in all places possible.	In accordance with best practice the principles of sustainable construction will be followed wherever feasible and viable when implementing the scheme.
1	Please could one or more covered areas for community use be provided.	This is being explored and where feasible, viable and in line with the aims of the masterplan may be delivered.
1	Concern that rubbish tends to accumulate in areas encouraging seating, eating and drinking.	A key objective is to encourage leisure activities and bring the river into the heart of the city as a space to socialise and relax. Rubbish bins will be provided, and the area will be maintained. Passive security through widescale use can be a partial deterrent from littering.
1	Will this all be an alcohol-free area?	This is not a matter than can be dealt with through the masterplan.
1	Salisbury suffers from poor maintenance of infrastructure, e.g. dropped kerbs incorrectly installed becoming large puddles, replaced paving slabs not correctly replaced so break again, potholes, blocked drains/gulleys etc.	The future maintenance of the scheme is highlighted in the masterplan as critical both in the choice of materials but also subsequent legally binding maintenance agreements ensuring it remains well maintained into the future.
1	Not enough thought given to provision of free modern public conveniences.	Where opportunities arise to improve the condition of toilet facilities within the River Park area, these will be explored.
1	There is scope to make the history of the river and its surroundings more central to the masterplan -- to help address flood risk and avoid inadvertent heritage impacts, but also to play a key role in place-making for the River Park and for the City as a whole. Salisbury's watercourses are central to the history of the City and the surrounding region. At the moment, the Avon is rather undistinguished as it passes through the City, but there are still important features that could be drawn out. Although it might seem unlikely, there is also potential for historic features and artefacts to be present in the river and its immediate environs, which could be brought to light - or inadvertently destroyed - by the proposed works. Greater reference could be made back to the environment that the river once presented within the area of the masterplan - including water meadows and formal gardens, but also water-dependent activities and industries that contributed to people's livelihoods. Making more of Salisbury's historic dependence on its watercourses - even with their propensity to flood - as an	Noted and agreed. The opportunity to communicate the history of the River will be explored as part of the project.

No. responses	Responses	Wiltshire Council Officer comment
	arena for public engagement could become a source of community resilience in the face of increasing climate-driven risks.	

*Responses relating to flooding/drainage:*

No. responses	Responses	Wiltshire Council Officer comment
1	<p>The Environment Agency comment that the Environmental Permitting (England and Wales) Regulations 2016 require a Flood Risk Activity Permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> <li>• On or within 8m of a main river (16m if tidal)</li> <li>• On or within 8m of a flood defence structure or culvert (16m if tidal)</li> <li>• On or within 16m of a sea defence</li> <li>• Involving quarrying or excavation within 16m of any main river, flood defence (including a remote defence) or culvert.</li> <li>• In a floodplain more than 8m from the riverbank, culvert or flood defence structure (16m if it's a tidal main river) and you don't already have planning permission.</li> </ul>	Noted.
1	<p>The Environment Agency comment in relation to groundwater and contaminated land that the masterplan covers areas of the city with former industrial use and there is known contamination within made ground and shallow groundwater in certain areas including the MCCP. The scheme is in proximity to the River Avon, considered a sensitive surface water receptor and with which shallow groundwater is likely to be in hydraulic continuity. It is also highlighted that the underlying chalk bedrock is classified as principal aquifer indicating its value as a regional water resource for abstractions and baseflow supply to rivers. There is therefore potential for development to mobilise historic contamination and cause pollution of sensitive controlled waters.</p>	<p>This issue has been partially addressed as part of the planning application for the River Park, Phase 1. We expect the Local Planning Authority to append a condition to any permission granted to ensure further work to protect controlled waters is carried out post-permission.</p>
1	<p>Concern that the scheme will not completely stop the risk of flood. Controlling floods properly should be done on the riverbanks approaching the city.</p>	<p>It is not possible to guarantee that the flood alleviation works will remove the risk of flooding entirely, although the risks will be much reduced as a result. Works through the River Park area are just one part of the</p>

No. responses	Responses	Wiltshire Council Officer comment
		Environment Agency's approach to managing flood risk in the river catchment area.
1	Salisbury already has a flood mitigation system in place. It just stopped being used during the 1970's. Whenever Salisbury was at risk of flooding, the sluice gates situated along Salisbury's rivers were opened to send excess water to flood the adjacent fields. Were these gates repaired/replaced, they could be used again at much less cost than the proposed scheme. I appreciate that some building has been allowed on these flood plains but thankfully not all.	The EA have confirmed that the sluice gates or hatches alongside the River Avon throughout its reach are there to provide a water feed to the floodplain or water meadows and are operated where they have a beneficial flood risk impact. In the larger flood events, which the EA's Phase 1 scheme is designed to protect against, they do not provide a flood risk function due to water bypassing or overtopping them. A detailed assessment has been undertaken to understand the flooding mechanisms, which includes all the key sluice gates in the area.
1	Would prefer to undertake dredging and clearing out of the rivers and water meadows. Now they are out of regular use they get stilted up blocking flow, and whilst this may create an eco habitat for certain creatures it can create potential misery and huge costs if these result in large scale floods. Far more cost effective to work on the basics first, and once the basics are back in order then able to add on the nice to have and the developments.	Dredging and clearing watercourses is not considered a sustainable course of action and would not align with the requirements of the River Avon SAC. The proposed phase 1 scheme will mitigate flood risk within the city centre as well as creating new/enhanced habitat, a pleasant visitor experience, engagement with Salisbury's valuable rivers and a positive contribution to the SAC reaching 'favourable' status. This integrated approach creates benefit in multiple ways.
1	Key objectives do not mention flood alleviation, although this is clearly a key part of the project. Should they?	Agreed.  <b>Change to Masterplan:</b>  Anew objective related to flood mitigation will be added to page 11 that reads:  'deliver flood mitigation within Salisbury city centre to protect existing and future businesses and residents'
1	Must ensure flood risk management does not affect surrounding area such as more water on water meadows or in nearby river. My concern is Harnham Recreation Field flooding more than at present levels.	As part of any application for works it must be demonstrated that there will be no detrimental impact on flood risk to areas, third parties or infrastructure anywhere upstream or downstream. As part of the Phase 1 scheme detailed modelling has been undertaken which will need to demonstrate that there will be no change in the areas that are mentioned. This will be scrutinised as part of the planning application submission.
1	I could not see the fundamental river flow principles and hydraulic basis described. Have the studies and calculations yet been done? I.e river and stream flow given the increases predicted by the Environment Agency and laid down on flood prediction	All the work done to address the technical side of the phase 1 scheme will be presented as a Flood Risk Assessment as part of the planning application, which the public will be free to access online. This level of detail has not been presented as part of the public consultation

No. responses	Responses	Wiltshire Council Officer comment
	map for the existing topography. Are the principles for increased 1. height of flood banks (e.g. as shown in areas 1a/b), and how high, and/or 2. for the deepening and / or widening of channels to cope with increased flow. Or is it both? Not describing the civil engineering / hydraulic assumptions and conclusions is rather like describing the 'architecture' of a building without describing the 'structural' part and its influence on the architecture. The two are obviously integrated and to be treated together. I assume and hope they were, but that needs to be explained, including the consequences on the hard or soft design and appearance.	due to its complexity. It was necessary to make the consultation information as accessible as possible to everyone therefore details were kept simple and clear

*Responses relating to The Maltings and Central Car Park:*

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast comment that opportunities should be explored to facilitate electric modes of transport through a green charging hub - including a new bus depot which could include electric charging for the city's bus fleet. The current bus depot site on Castle Road is sub-optimal due to layout, supply and spacing requirements. A new bus depot and charging facility needs to be developed in the city centre. The city bus network could not be supported from edge of city or out of city sites.	It is anticipated that through the delivery of Phase 1B that electric charge points will be considered and incorporated. This will be for visiting coaches. The selection of a new site for a replacement bus depot is not the remit of the River Park Masterplan.
1	Will the owners of the Maltings work cooperatively with this scheme?	The council will continue to work proactively with all landowners involved. It is anticipated that the River Park Masterplan will be endorsed as a material consideration in the determination of planning applications. Therefore, any planning applications submitted for development at the MCCP site must demonstrate that they are in accordance with the objectives of the River Park Masterplan.
1	The plans do not show where new housing is to go	The River Park Masterplan purely addresses the River Park area. The MCCP Masterplan that was endorsed in June 2019 identifies the indicative layout of development on the wider Central Car Park site.
1	The plans do not show what will happen to central car park	
1	There needs to be a balance struck between the need for housing development and environmental wins.	The Salisbury River Park aims to ensure there is a balance struck between benefits for ecology, improvements to flood risk, improvements to the public realm, and improving the development

No. responses	Responses	Wiltshire Council Officer comment
		prospects for the MCCP and other regeneration site.
2	400 homes delivered - where are they going in middle of Salisbury? There's no mention of this in the Salisbury River Park Masterplan.	400 new homes are identified on the infographic shown on page 12-13 of the draft River Park Masterplan. The delivery of the River Park project, in particular phase 1, will take a large part of Salisbury city centre including the MCCP site out of the flood zone for a 1 in 100-year event. This will improve prospects for the regeneration of the MCCP site and other city centre sites to be regenerated which could potentially deliver 400 homes.
4	Concern about the impact of losing parking in central car park, e.g. potential to harm the Playhouse and City Hall; need for parking to support recovery post-Covid	There is a mix of temporary removal of parking spaces during construction works and some permanent removal of parking space as a result of the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. In the context of existing parking spaces and occupancy, the MCCP area has 1,731 parking spaces comprising: <ul style="list-style-type: none"> <li>• Central Car Park long stay - 887 spaces</li> <li>• Central Car Park short stay - 219 spaces</li> <li>• The Maltings short stay – 586 spaces</li> <li>• Millstream North long stay - 39 spaces</li> </ul> The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average. The removal of car parking is therefore not felt to have a negative impact on the economy of Salisbury post covid or novichok.
1	Salisbury doesn't have enough car parking spaces.	
1	Residents in surrounding villages rely on car access and parking in the city. Buses are not convenient	
1	Plentiful and cheap parking is the key to keeping visitors and shoppers coming	
1	Concern that reducing car parking spaces will result in more people driving to other cities such as Southampton instead of shopping in Salisbury.	
1	Consideration should be made for the need to replace car parking spaces - this may for example be a commitment to a multi-story at the remaining Central Car Park site.	
1	Loss of parking at central car park should be compromised for with slightly less widening of river and banks.	
1	Park & Ride service needs to run into the evenings and be cheap	This is not within the scope of the River Park Masterplan.
1	There should be a central transport interchange at the Maltings.	This is not within the scope of the River Park Masterplan.

No. responses	Responses	Wiltshire Council Officer comment
1	The centre of the city's shopping area should not be moved to the Maltings	
1	Concern about littering and vandalism as a result of new refreshment kiosks and catering establishments/bars along the riverside	For some areas of the masterplan, notably phase 4a, it is envisaged that there may be opportunities for kiosk/pop-up style commercialisation. The management and maintenance of any such proposals is a matter of detail which will be considered.
1	Whilst the Maltings area requires some aesthetic improvement there is concern that rewilding could lead to problems with vermin close to public outdoor areas and food stores.	Concerns noted. The management and maintenance of any such proposals is a matter of detail which will be considered as further phases come forward. .
1	Concern that the proposals through the Maltings would preclude there being sufficient waterpower to harness hydropower at the Bishops Mill.	There are challenges with hydroelectric schemes on this part of the River Avon. Flood risk is one issue, but the bigger challenge is the impact on ecology and listed building constraints. For a hydro scheme to be successful a significant drop in water level is needed, which isn't present on this part of the River Avon. The River Avon is a very low gradient / energy water course and doesn't lend itself to hydro schemes compared with other rivers and this makes promoting a viable HEP project difficult. However, the MCCP Masterplan commits to exploring other renewable energy generation options as part of the regeneration of the site.
1	Consider plan for hydroelectric water mill at Bishop's Mill.	.
1	Where it flows through public open space, the river needs to be treated in a similar way to the river in The Elizabeth Gardens so that it is an attraction for visitors to the city.	Improving opportunities for public engagement with the river is one of the key objectives.
1	Principle should follow plans for Broadmarsh shopping centre Nottingham with Nottinghamshire Wildlife Trust.	Suggestion noted.
1	The vehicular bridge/link between Coach Park and Central Car Park should be removed.	The proposed Phase 1 scheme includes a bridge over the River Avon that is wide enough for 2-way traffic. It is not currently known what form the regeneration of the MCCP site will take, and it is important that all highways options are safeguarded at this stage. All future city centre traffic management options are also safeguarded.
1	Question why the MCCP must be developed, and if development is inevitable why chose the flood plain?	The MCCP site is an allocated regeneration site within the adopted Wiltshire Core Strategy and is a central brownfield location that represents a sustainable location for regeneration. An objective of the Salisbury River Park is to reduce flooding on this important site for Salisbury.
1	Concern that the redevelopment of the Maltings with houses will be a blight on this project.	The River Park is an important element of the masterplan for the MCCP, such that the site's regeneration will complement the delivery of the River Park project.



<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	To create the River Park the central health clinic, doctor's surgery, probation office and Tesco delivery yard/car park should be pulled down	Opportunities to work with landowners to enhance the River Park in the longer term will be taken.
1	To create the River Park the coach park should be relocated adjacent to Salisbury Playhouse and City Hall.	Any redevelopment of the MCCP site will need to be in accordance with the endorsed masterplan for the site.
1	The coach park with a derelict pub and scruffy toilet block is not a pleasant experience for visitors.	The opportunity to enhance this area and provide a much-improved visitor experience is being explored. Any plans that come forward should be subject of further public consultation.
1	The central car park is in a terrible state and should all be turned into a green park area with the car parks in Salt Lane and Brown Street kept for city centre parking.	The future use of the Central Car Park is subject to adopted planning policy and an endorsed masterplan which identify the site as strategically important to the future vitality and vibrancy of Salisbury city centre. There are no plans to remove all the car parking from the area, but to seek redevelopment which retains most of the parking as this is seen as important to the future viability of city centre businesses. The council are committed to undertaking a full review of the requirements for city centre parking.
1	The undulating surface of the central car park should be levelled and enhanced. With an ageing population those with limited ability must be considered.	This will be improved through developments undertaken through the River Park project and the regeneration of the MCCP site.

*Responses relating to other specific areas of the masterplan:*

<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	Not sure how you can make any improvement to the riverside path from Nelson Road to the central car park when you are dealing with a Victorian railway bridge and housing only feet away from the river.	The masterplan proposals for this area would see the existing cycle route diverted around Kivel Court and through un-used railway arch, thereby allowing more space and a safer access route for pedestrians using the path under the railway bridge.
1	It would be embarrassing if it was discovered that much of this "Salisbury River Park Masterplan" was simply to mitigate the flood risk for Waitrose.	This is not the purpose of the River Park Masterplan. The key outcomes and objectives of the masterplan are set out in Section 4 of the document and seek to reduce flood risk to a large area of Salisbury City Centre
1	Why not buy and knock down the Boat House Pub?	The long lease of this building is for sale and the council owns the freehold. There is no

No. responses	Responses	Wiltshire Council Officer comment
1	The main obstacle on that route is the dilapidated Boathouse public house at the coach station. Not only does the building obstruct the riverside walk but it is also an eyesore which detracts from the intended quality welcome of visitors arriving at the coach station. What plans do you have for the solution to this building? The long leasehold interest in the Boathouse is currently for sale and purchasing that interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?	budget in the current scheme to pay for acquisition and no plans to purchase as part of this scheme. However, the council do recognise the potential for this site, given its proximity to the enhanced coach park area and the potential to improve the appearance of a rundown building along this important area of riverside frontage and is therefore exploring its options for the site and has not ruled anything out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.
1	The creation of 2 pinch points along Fisherton Street is negative and unnecessary given that this is the main access into town from the west for the A30 and A36 roads.	The concerns are noted. It is agreed and understood that Fisherton Street is a key route into the city centre for essential vehicles such as buses, emergency service vehicles and blue badge holders. Any proposals to narrow the road should demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	At the rear of the High St please include a substantial public graffiti space with full and unrestricted access to support and enhance artistic expression and mental health.	The suggestion is noted. This would be a matter for consideration at the detailed design stage.
1	Space for outside performances is a fantastic part of the plan - please could it be ensured these are large enough to meet needs for physical distancing should this continue to be necessary or increased public need for shared experiences and social recovery if not.	This will be a matter for consideration at the detailed design stage. Any proposals will need to demonstrate that they accord with national and local design guidance insofar as they relate to public space and the public realm.
1	Resident in Ashley Road area pleased that this is coming forward early on.	Support noted.
1	Glad that space is being retained at Ashley Road Open Space for games/events.	Noted.
1	The wetland at Fisherton Rec is a good compromise between nature conservation, flood defence and public space.	Noted.

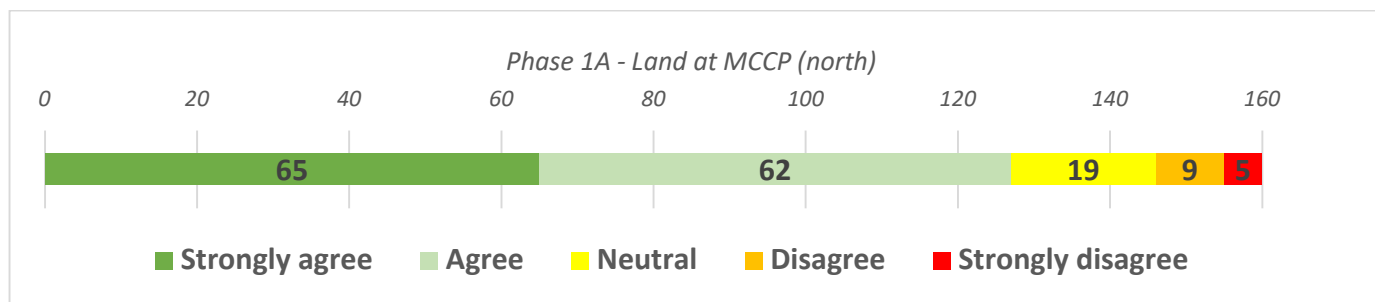
#### Question 4 and 5

6.27. Question 4 asked: *To what extent do you agree or disagree with the masterplan's proposals for each phase of the River Park?* and Question 3 invited respondents to *provide any further feedback you would like to give about the proposed phases of the River Park.*

6.28. Of those responding to Question 4 and 5, the following feedback was given.

#### *Phase 1A – Land at M CCP (north)*

6.29. Responses to Question 4 relating to *Phase 1A – Land at MCCP (north)* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.30. Responses to Question 5, written feedback relating to *Phase 1A – Land at MCCP (north)*:

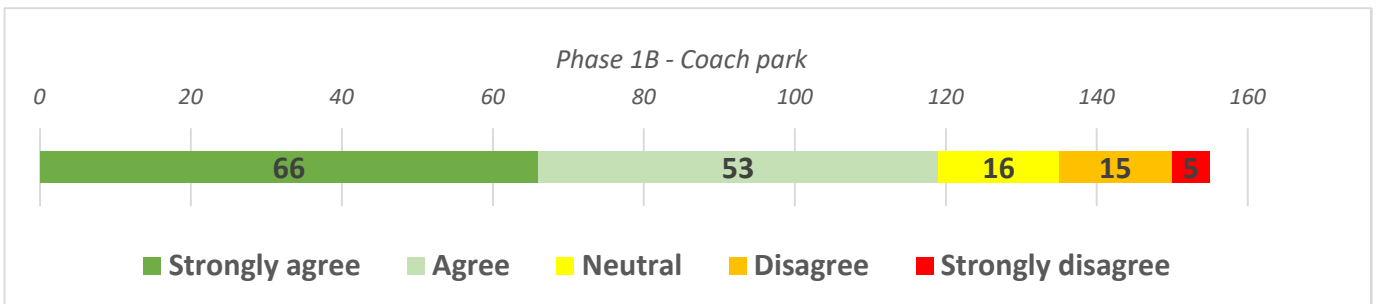
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment that the vehicular access across the River Avon may also depend on the Traffic Management measures deemed appropriate for the rest of the city centre.	The proposed Phase 1 scheme includes a bridge over the River Avon that is wide enough for 2-way traffic but will remain single lane as part of the River Park scheme. It is not currently known what form the regeneration of the MCCP site will take, and it is important that all highways options are safeguarded at this stage and the bridge has therefore been future proofed. All future city centre traffic management options are also safeguarded.
1	Vehicular access across the River Avon will depend on any traffic management proposals made for the rest of the city centre.	
1	Cycling Opportunities Group for Salisbury (COGS) comment that there is a reference to 'improving cycle & pedestrian routes through the site, including the provision of segregated route'. It would be helpful to have an indication of where these would be routed (p.25), particularly if there are changes to be made outside the area covered in the Coach Park proposals (Phase 1B).	A Phase 1A and 1B movement and connectivity map is included within the Phase 1B: Coach Park section of the masterplan.
1	Would like to see the final plans provide pathways and planting that flows alongside the river rather than marching in straight lines in amongst formal beds. The pathway should maintain a wild and natural element so that people are encouraged to walk it and provide animals with links and habitats. This would provide sights and views of a rarer and more interesting nature.	Detailed proposals will be set out in the Environment Agency's planning application and are expected to protect and significantly enhance a range of riverside habitats as well as providing opportunities for better public engagement with the river and improving cycle and pedestrian routes through the site.
1	The works should not significantly reduce the number of long-stay parking spaces, which would have a negative	There is a mix of temporary removal of parking spaces during construction works and some permanent removal of parking space as a result of

No. responses	Responses	Wiltshire Council Officer comment
	impact on day visitors accessing the city and could impact local trade.	the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. In the context of existing parking spaces and occupancy, the MCCP area has 1,731 parking spaces comprising:
1	Please lose fewer car parking spaces.	<ul style="list-style-type: none"> <li>• Central Car Park long stay - 887 spaces</li> <li>• Central Car Park short stay - 219 spaces</li> <li>• The Maltings short stay – 586 spaces</li> <li>• Millstream North long stay - 39 spaces</li> </ul> <p>The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average. The removal of car parking is therefore not felt to have a negative impact on the economy of Salisbury post covid19 or novichok as well as being consistent with the Salisbury Transport Strategy and promotion of the Park and Ride and other sustainable transport improvements.</p>
1	Minor improvements to the Summerlock Stream' - Improvements should not disturb existing wildlife and plants. Work around existing wildlife and enhance the area with more plants/more growth.	While it is anticipated that there will be some disturbance during the construction phases of this part of the project area, the development is expected to ultimately bring significant overall benefits to habitats and biodiversity within this part of the project area.
1	The pedestrian path will be close by to the river/riverbank - please can none of that wild area be pulled/ripped out and cleared	
1	Suggest that 'Wildlife corridor along length of east bank with minimal public access' should be changed to no public access	It is intended that by providing minimal access points that members of the public will be encouraged to the use these areas rather than using areas intended to be left wilder.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the removal of the sluice gate structure (Phase 1A).	Flood risk modelling carried out by the EA indicate that the works to be carried out as part of Phase 1 will lead to a significant reduction of flood risk in the city centre. Part of this proposal includes the removal of the Swimming Pool Gate sluice gate structure.

No. responses	Responses	Wiltshire Council Officer comment
1	Routes for cycling and walking that cross any vehicular access routes must be given priority over vehicles. segregated paths must be used	The cycle lane will be constructed in a segregated manner as much as possible in line with government guidance.
1	Request that older trees along the riverside in the Maltings car park area are kept and that there will be tree protection measures in place to ensure their survival.	Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.

*Phase 1B – Coach Park*

6.31. Responses to Question 4 relating to *Phase 1B – Coach Park* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a number expressed disagreement



6.32. Responses to Question 5, written feedback relating to *Phase 1B – Coach Park*:

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast support the retention of coach parking in a central location to support the large amount of tourist coaches which use Salisbury.	The coach park will be retained in its existing location as detailed within the MCCP Masterplan and the River Park Masterplan. The coach park may need to move for a short period for construction and it is proposed to locate this on the central car park site.
1	Salisbury Reds / Go South Coast welcome retaining the current level of parking provision which is presumed to have been assessed against future demand and the ability of the facility to accommodate peak demand.	Support noted.
1	Salisbury Reds / Go South Coast support the provision of a welcome centre and toilet facilities as part of the project.	Support noted.
1	Cycling Opportunities Group for Salisbury (COGS) comment that the retention of the Coach Park in its current location is welcome.	Support noted.
3	Pleased to see the retention of the coach park facility.	

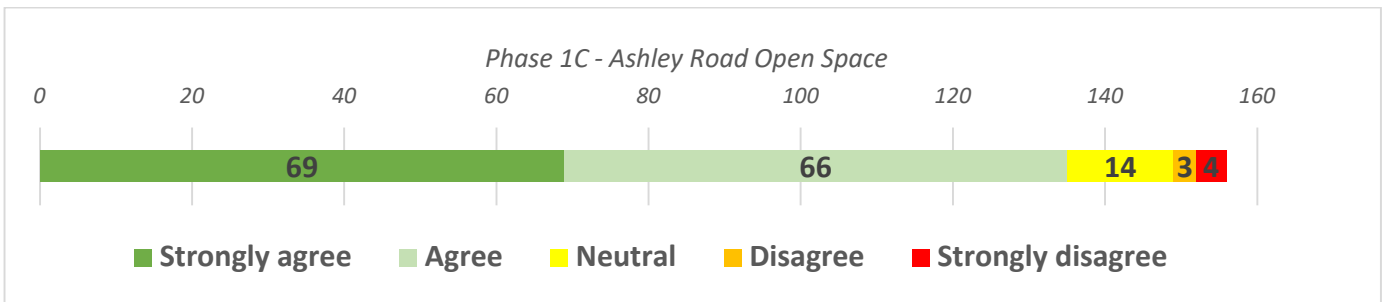
No. responses	Responses	Wiltshire Council Officer comment
1	COGS note that the existing segregated cycle path up the west side of the coach park will be removed. The rerouting of cyclists to the east side of the Coach Park could increase conflict with pedestrians, since it cuts across in front of the existing toilet block and the access from the coach park to the Boathouse public house and to the footpath alongside the eastern channel of the river. It is not clear whether the existing toilet block is to be retained – this perhaps depends on the availability of funding for any replacement Welcome Centre. Pedestrians in the coach park are likely to be visitors to Salisbury and it will be important that any cycle path is clearly marked to minimise conflict and maximise the safety for both pedestrians and cyclists in this area depending on where facilities which will attract visitors are located. There would be some benefits to retaining the current line of the cycle path, to the west of the coach park, but it is appreciated that the new footbridge being proposed would introduce conflict with pedestrians using this bridge to access the proposed new Welcome Centre/WCs.	<p>Concerns over conflict between cyclists and pedestrians are noted. The cycle path will be clearly marked and noticeably different to other surface treatment in order to distinguish between different users' space and in line with the most up to date government guidance.</p> <p>The existing route of the cycle path down the west side of the coach park is proposed to be incorporated as wild area around the river channel. Retention of the cycle route here would also conflict more greatly with the newly aligned Millstream Bridge west which will need to be slightly raised to meet up to date construction standards.</p> <p>It is proposed to amend the masterplan page 27 to provide flexibility as long term, when the regeneration of the Maltings and Central Car Park comes forward it may be felt to be safer to move the cycle path to the west of the river channel rather than have a cycle path conflicting between uses on the Coach Park and traffic leaving Millstream Approach.</p> <p><b>Change to Masterplan</b></p> <p>Page 27 amend map to extend indicative cycle path to the west of the river channel.</p>
3	Concern that the diversion/closure of the cycle-path from the west to the east of the coach park means that cyclists are no longer separated from pedestrians, bus-passengers, vehicles.	<p>Amend key to make it clear that cycle paths proposed are indicative as follows:</p> <p>Re-name 'cycle-path' to 'Indicative cycle path options</p>
1	Routes for cycling and walking that cross any vehicular access routes must be given priority over vehicles. segregated paths must be used	The cycle and pedestrian routes will be constructed in a segregated manner as much as possible in line with government guidance.
1	The proposed bridge between the Central Coach Park and the Central Car Park will encourage traffic across the River Park and work against the environmental and biodiversity goals. It should not be built.	The phase 1A proposals for the River Park require the retention of bridge access between Central Car Park and Millstream Approach in order to keep open all options until the wider proposals for regeneration of the M CCP are known. At present it is intended that the proposed bridge only carries similar traffic to the existing bridge.
1	The Boathouse area is an eyesore and the landlords must be made responsible for enhancing its appearance and upkeep.	The long lease of this building is for sale and the council owns the freehold. There is no budget in the current scheme to pay for acquisition and no plans to purchase as part of this scheme.
2	At the moment the Boathouse is a barrier to the riverside walk.	However, the council do recognise the potential for this site, given its proximity to the enhanced

No. responses	Responses	Wiltshire Council Officer comment
1	The Boathouse could be made a focal point for information and refreshments if it was taken on by the local authority. It could create an ideal first impression of Salisbury for coach trips.	coach park area and the potential to improve the appearance of a rundown building along this important area of riverside frontage and is therefore exploring its options for the site and has not ruled anything out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.
1	Redeveloping the Boathouse is essential to improving the first impression of the city to coach arrivals. It is also is a focal point in setting off to enjoy River Park to North.	
1	Would like to see more development of the coach park and surrounding area (including the Boathouse pub), this is an especially ugly part of Salisbury.	The coach park provides important infrastructure for visitors and tourists who contribute greatly towards our local economy.
1	The proposals for the coach park lack information about design - this should be at the forefront to encourage coaches to return to using coach park with excellent facilities.	The council has not yet proposed a detailed layout for the future of the coach park. It is intended that visitor infrastructure improved as much as possible to encourage coaches to Salisbury.
1	Some of the coach park should be re-naturalised - it is big enough for some of it to be returned to nature.	The river will be widened along the edge of the coach park and the new east bank will be naturalised and returned to nature with little public access.
1	Toilets in the Central Car Park should be kept open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours.	The toilets are run by Salisbury City Council. Toilets at the coach park are currently open for 24 hrs. The toilets at the Central Car Park are currently open on Sundays. Extended toilet opening hours could be considered through the regeneration of the MCCP site.
2	The 30-minute parking spaces near the river in the coach park are well used, e.g. by the disabled, people collecting medication from the pharmacies etc. This is an asset and this area should not be replaced with a pocket park.	The council has not yet set the layout for the future of the coach park and a drop off area will be considered and where practical incorporated. The consultation proposals also show a new footbridge over the river between the coach park and central car park which can provide another opportunity for drop off / pick up. There could be an element of 30-minute parking for drop off and pick up from the coach park incorporated into the design of the Phase 1B area. Consideration will be given to incorporation of this wording within the masterplan in consultation with internal stakeholders.
1	Support for the new pocket parks - request for these to include new tree planting	Support noted. Any new pocket park proposals will include tree planting.
1	Request that the new welcome centre be sustainably constructed e.g. using recycled material, green roof.	Any new development will need to meet the requirements of the MCCP masterplan (page 25). This requires that 'Where possible and viable, development should be carbon neutral. New buildings will be designed to maximise energy efficiency and where design imperatives permit, buildings should be orientated to benefit from solar energy and passive solar gain'.

No. responses	Responses	Wiltshire Council Officer comment
1	Request that the welcome centre be clearly signposted from the coach park. From thirty years personal experience of helping lost tourists the fact that the coach park can be reached "by following the riverbank" has been invaluable.	Improving wayfinding will be a key consideration in the detailed design and layout stages.
1	The masterplan should commit to a new welcome centre and toilets, not a vague aspiration of 'when funding available'.	In order to provide transparency and honesty the masterplan expresses that funding is required in order to deliver this.
1	The pickup/drop off arrangement for foreign students is not great. The coaches are usually parked in the middle of the area or in front of the toilets. When you have 25 or more families picking up the students it can be quite busy and the only, legal, parking is by the toilets and by the river. The remaining parking is in front of the Boathouse, around the coaches or anywhere close enough to where the coach is or will park. When picking up students you need good/safe access to the rear of the car, due to suitcases, and obviously the doors. You want to be close to the coaches due to the suitcase (sometimes heavy, sometimes without wheels) and if you are trying to give a good impression for their first visit to Salisbury, or even England, you do not want to be having them dragging suitcases long distances, especially when its late night. This brings in lighting too as these students could arrive anytime day or night.	The council has not yet set the layout for the future of the coach park and a drop off area will be considered and where practical incorporated. The consultation proposals also show a new footbridge over the river between the coach park and central car park which can provide another opportunity for drop off / pick up.

*Phase 1C – Ashley Road Open Space*

6.33. Responses to Question 4 relating to *Phase 1C – Ashley Road Open Space* showed a significant level of support for the phase proposals. A small number of respondents expressed a neutral opinion, and a very small number expressed disagreement



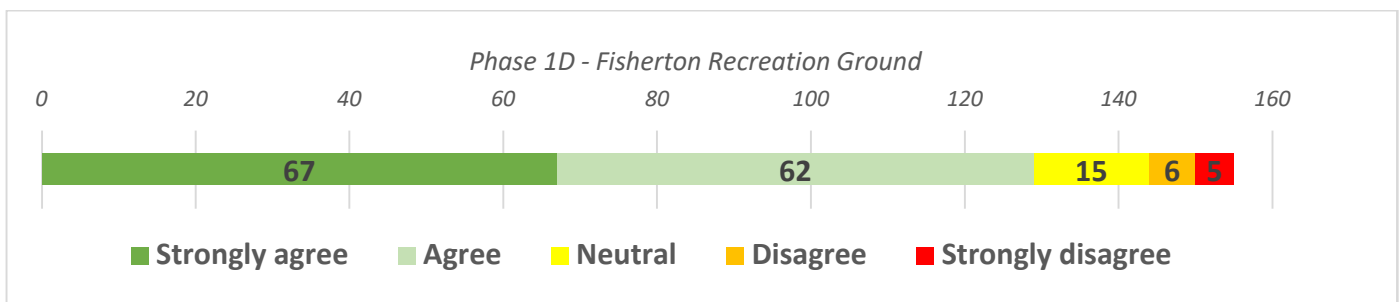
6.34. Responses to Question 5, written feedback relating to *Phase 1C – Ashley Road Open Space*:



No. responses	Responses	Wiltshire Council Officer comment
1	Improvements to be made should not disturb existing wildlife and plants. Please work around the existing wildlife and enhance the area with more plants/more growth.	In accordance with WCS Core Policies 50, 68, 69, and SDLP saved policy C18 and the NPPF, the masterplan has at its heart a key objective to ensure that future detailed proposals promote the conservation, restoration and enhancement of priority habitats and ecological networks and identify measurable net gains for biodiversity.
1	Support the creation of a wet woodland.	Support noted.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the installation of flood embankment.	A map showing the improvement to flood risk following the completion of the scheme was available on the Environment Agency's consultation website here <a href="https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true">https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true</a> –  <a href="#">Before &amp; After Flood Risk Map</a> . Apologies if this was difficult to find.
1	The proposals for Fisherton Recreation and Ashley Road Open Space will restrict vision and access to these areas for all but the fittest.	Any flood embankments will be low lying to ensure that access to the open space is not restricted. The open space will be fully visible.
1	Segregation of cycle and pedestrian routes is not clearly shown.	Wherever practicable, cycle and pedestrian routes will be segregated.
1	Concern that improving the facilities at Ashley Road will add to the pressure on already limited parking.	It is not expected that improving facilities at Ashley Road will impact upon parking.

*Phase 1D – Fisherton Recreation Ground*

6.35. Responses to Question 4 relating to *Phase 1D – Fisherton Recreation Ground* showed a significant level of support for the phase proposals. A small number of respondents expressed a neutral opinion, and a small number expressed disagreement



6.36. Responses to Question 5, written feedback relating to *Phase 1D – Fisherton Recreation Ground*:

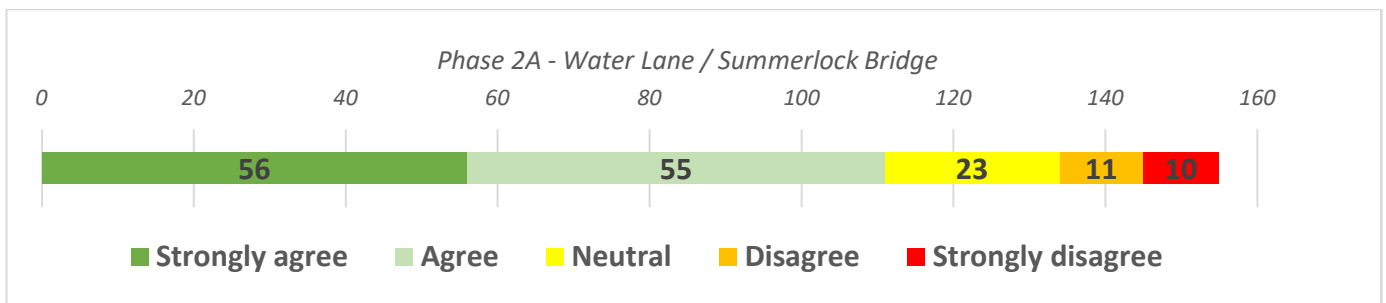
No. responses	Responses	Wiltshire Council Officer comment
1	Sport England confirm that they are content that the site has not been used for formal sport, with the exception for a very short temporary period of time many	Support noted.

No. responses	Responses	Wiltshire Council Officer comment
	years ago. The land in questions is a common recreation ground. Therefore, Sport England is supportive of the flood defence works proposed.	
1	Cycling Opportunities Group for Salisbury (COGS) notes that there is a reference in Phase 1D to enhancement of pedestrian & cycle routes through the area: it would be helpful if these were shown on the plan.	One of the objectives of the Salisbury River Park Masterplan is to try and improve cycling and walking links that pass through the masterplan area. More detailed plans for specific routes are expected to be provided within the phase 1 planning application material.
1	Although enhancement to pedestrian and cycle routes is in the bullet points for phase 1D, these are not shown in the map, so it is unclear where these will be.	
1	Segregation of cycle and pedestrian routes is not clearly shown.	
1	Unless specific cycle paths are provided please ban the riding of bicycles in the Phase 1C and 1D areas.	Cycle paths will be planned into these phases.
2	There should be a new pedestrian bridge from the Leisure Centre across to Fisherton Recreation Ground/the boardwalk. This would strengthen the river park's continuity up the Avon river valley and access to Old Sarum via parkland.	This is not currently within the scope of the project, albeit the option is not precluded this become an option in the future.
1	If the existing embankment running from the present boardwalk to the playpark is to be removed and relocated, please can the boardwalk be extended across the line of the present embankment as this is used not only for recreation but also by people walking into town.	<p>The existing path along the riverside embankment is not proposed to be removed. It is expected that the path will be improved as part of the wetland area works. Part of the existing embankment will be lowered to reconnect the river channel with its floodplain. Where this is done, an extended boardwalk will be positioned above it to allow walkers to use it all year.</p> <p><b>Change to Masterplan:</b></p> <p>Amend key on page 29 so that wetland area refers to retaining the riverside path, so that it reads:</p> <p>'wetland area, incorporating riverside path'</p>
1	Please note that the existing boardwalk is flooded most years and this plus any extensions need to be raised by about two feet to remain useable.	Noted.
1	Allotment holders at Fisherton Farm allotment site request that this project does nothing to increase the risk of flooding these allotments. About a quarter of them are has been affected in the past when there has been flooding.	Noted. The allotment site is within a functioning floodplain. The frequency of flooding to this site will not materially change.
1	Request that enough of the playing field be retained for public use as for games, picnics and dog exercising.	The proposed works will need to ensure that open space is retained for public use for informal sports and recreation.

No. responses	Responses	Wiltshire Council Officer comment
1	Support the retention of the exiting community orchard.	Support noted.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the instillation of flood embankment.	A map showing the improvement to flood risk following the completion of the scheme was available on the Environment Agency's consultation website <sup>9</sup> – <a href="#">Before &amp; After Flood Risk Map</a> . Apologies if this was difficult to find
1	Request for confirmation that the new Lombardy Poplars planted along the edge of Fisherton Open Space are to be kept. The new flood embankment looks very close.	Unfortunately, some of the poplars and other trees will need to be removed to enable the flood mitigation infrastructure to be delivered. Some trees will be translocated whilst new planting of poplars and native species will also be undertaken. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	There are more of these poplar trees planted around the edge of the Fisherton Recreation Ground. What will happen to these?	
1	Concern for the large old Black Poplar trees along the bank of the river to the north of the poplars leading towards the boardwalk. It would be tragic to lose any of these.	

*Phase 2A – Water Lane / Summerlock Bridge*

6.37. Responses to Question 4 relating to *Phase 2A – Water Lane / Summerlock Bridge* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a number expressed disagreement



6.38. Responses to Question 5, written feedback relating to *Phase 2A – Water Lane / Summerlock Bridge*:

No. responses	Responses	Wiltshire Council Officer comment
3	Concern that carriageway narrowing may increase congestion around an area where people will be encouraged to sit outside / creates an obstacle for	The River Park Masterplan is clear that the potential for narrowing Fisherton Street will be considered as part of a comprehensive assessment of the highways network within the city centre. Any

<sup>9</sup> Available from: <https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true>

No. responses	Responses	Wiltshire Council Officer comment
	emergency vehicles, public transport and local traffic.	proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	Concern that narrowing of roads will lead to gridlock in the city centre, as proved by the installation of bollarded cycle lanes that have increased pollution levels, increased use of side streets, and added to congestion.	
1	Do not understand how two-way traffic could be maintained if the street is narrowed. This element needs separate public consultation.	
1	Restricting traffic will have a very detrimental effect on businesses.	
1	With a huge number of 'food and beverage outlets' envisaged throughout the city centre, how will traditional small independent retailers fare with deliveries, customer collections, if the road is narrowed?	
1	Does the narrowed carriageway assume that People Friendly Streets will be implemented?	There are various options to be considered for the Fisherton Street designs. These are not dependent on a People Friendly Streets scheme, but a better scheme for pedestrians and cyclists is likely to be delivered if the People Friendly Streets scheme or elements of it are reintroduced.
1	Phase 2A has the potential to be a bottleneck for a cycle route along Fisherton Street. This should be avoided.	
1	With cars parked on both sides for takeaways, the (really important) cycle from the station into town is currently quite dangerous when there are buses and traffic about, as well as people getting out of parked cars. Making the road narrow is welcomed visually, but the ability to cycle without fearing for one's life is also important.	As part of any proposals to alter the highway a Road Safety Audit would need to be undertaken in order to assess safety of all road users, including cyclists.
1	This scheme could have unintended negative consequences for river quality, local residents, cyclists and the evening economy of Fisherton Street	The seating area at Water Lane was first suggested by Fisherton Street traders as part of the evidence gathered to support the Future High Street Fund project as a way to create interest and vibrancy to the public realm along this key walking route between the train station and the city centre. Any public health, pollution or ecology issues would need to be fully assessed and mitigated as part of the planning process prior to the scheme proceeding.
1	Who has asked for the seating platform?	
1	The new seating platform over the river is a specific benefit for only one business - Wetherspoons. While I am	Area 2a is not located adjacent to Wetherspoons, which is further along Fisherton Street. The seating area at Water Lane was suggested by Fisherton

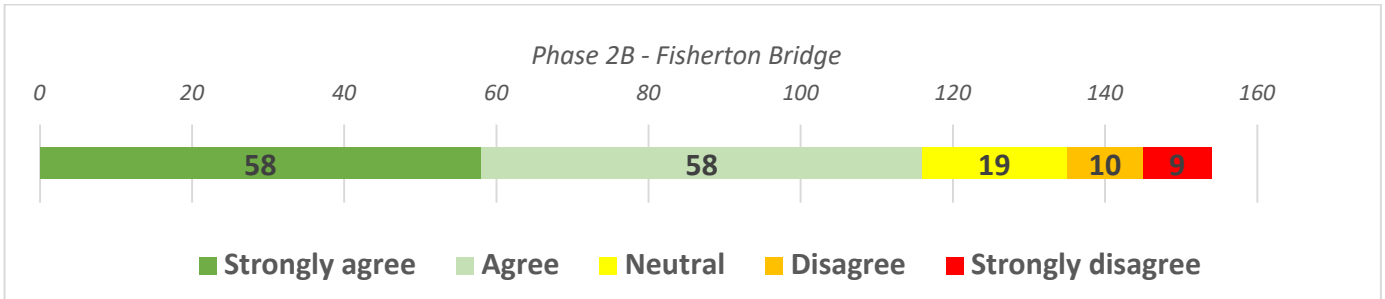
No. responses	Responses	Wiltshire Council Officer comment
	happy with the principle, this should be paid for and maintained by that company.	Street traders as part of the evidence gathered to support the Future High Street Fund project as a way to create interest and vibrancy to the public realm along this key walking route between the train station and the city centre.
1	Do not support seating over the river but would support narrowing of the road to create a green landscape, to include seating.	Comment noted.
1	Seating over Summerlock Stream is impractical. Better to make an open space with trees and seating on the former Heart Foundation site which is unlikely to be developed for retailing or hotel. This space would link through to Priory Square opening up the area north of Fisherton Street.	Comment noted.
4	Concern that the proposals would lead to food debris/litter in the river and additional light/noise pollution and shading impacting on river environment and wildlife.	Concern noted. The decking forms part of a wider scheme but if planning assessments show that potential ecological impacts cannot be satisfactorily mitigated then this part of the scheme maybe removed from the masterplan. .
1	As it is providing a large amount of this necessary basic habitat, delivering this element it is not worth the risk to the overall scheme.	<p><b>Change to Masterplan</b></p> <p><b>Amend page 30 of masterplan (Phase 2A) as follows:</b></p> <p>Phase 2A: <del>Water Lane / Summerlock Bridge riverside seating area</del></p> <p>Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. <del>One of the constraints is despite the wide range of food and drink establishments that outdoor seating is limited. The intersection of Fisherton Street with Water Lane is an opportunity to produce an innovative solution to this by providing a limited platform seating area over the river adjacent to the southern parapet of the bridge. The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter.</del></p> <p>Delivery of Phase 2A will address the following considerations:</p> <ul style="list-style-type: none"> <li>• The narrowing of the road <del>will to be</del> considered as part of a comprehensive assessment of the highways network within the city centre.</li> <li>• An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.</li> </ul>

No. responses	Responses	Wiltshire Council Officer comment
		<p><del>• This proposal will require a detailed HRA to demonstrate that it can be delivered without harm to the integrity of the River Avon Special Area of Conservation (SAC), and will provide overall betterment for the river. This should consider the constraints and opportunities to provide benefits to SAC fish species along the Summerlock Stream and potential impacts of increasing light pollution on the river. Choice of material and construction/operation of the new seating area will be implemented so as to minimise impact on the ecology of watercourse.</del></p> <p><del>Proposals for outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required.</del></p> <ul style="list-style-type: none"> <li><del>• Proposals must give due consideration to tThe historic townscape in this part of the Salisbury Conservation Area.</del></li> <li><del>• Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.</del></li> </ul> <p><b>Amend map on page 30/31 as follows:</b></p> <ul style="list-style-type: none"> <li>• Remove seating platform from map</li> <li>• Remove label 'café seating' and corresponding arrow.</li> <li>• Remove label 'New seating platform created over the river' and corresponding arrow</li> <li>• Add labels for Fisherton Street and Water Lane.</li> </ul>
1	Concern that construction will put fish species at risk.	As set out by RP1, a Construction and Environmental Management Plan would be required to manage construction activity in and around the river and this will need to consider the fish.
1	Conditions should be in place to keep the related river invasive work, and connected works, outside of the fish migratory periods.	As set out by RP1, a Construction and Environmental Management Plan would be required to manage construction activity in and around the river in support of any planning applications.
1	Concern about increased pedestrian use of Water Lane impacting on residents.	Any public health, noise or pollution issues would need to be fully assessed and mitigated as part of the planning process prior to the scheme proceeding. If evidence shows that they cannot be mitigated, then this part of the scheme may not proceed.
1	Water Lane has many older residents and it is not appropriate to turn this narrow lane into a cycle path.	The masterplan does not propose that Water Lane accommodates a formal cycle path.
1	Use structural glass and /or industrial steel open mesh decking systems to minimise shading to water course.	The detailed Appropriate Assessment / Habitats Regulations Assessment will examine the suitability of proposed materials.

No. responses	Responses	Wiltshire Council Officer comment
1	Concern that this proposal doesn't suit the British climate.	Outdoor seating is felt to be an important asset to add vibrancy to the public realm and can be made weatherproof.
1	Concern that new kiosks will compete with existing cafes and eateries, many of which are already struggling.	Kiosks are not proposed for this phase of the masterplan. For other areas of the masterplan, notably phase 4a, it is envisaged that there may be opportunities for kiosk/pop-up style commercialisation.
1	Do not think it would be a pleasant experience to be sitting outside watching buses and lorries go by. It will be some time before they are all emission free.	Concerns noted.
1	This phase is unnecessary. Money should only be spent on main flood risk areas.	Funding for the flood risk alleviation elements of the River Park are from separate sources. Any funding to deliver Phase 2a would be separate.

*Phase 2B – Fisherton Bridge*

6.39. Responses to Question 4 relating to *Phase 2B – Fisherton Bridge* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a number expressed disagreement:



6.40. Responses to Question 5, written feedback relating to *Phase 2B – Fisherton Bridge*:

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre. Reassured at section 6.2 of the CAF which states that “changes in the vehicular priorities along Fisherton Street should be explored. This will need to take into consideration the access requirements for public transport, servicing and deliveries, emergency services and other groups whose continued access is essential”. Continued bus access on Fisherton	Support noted. Any proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.

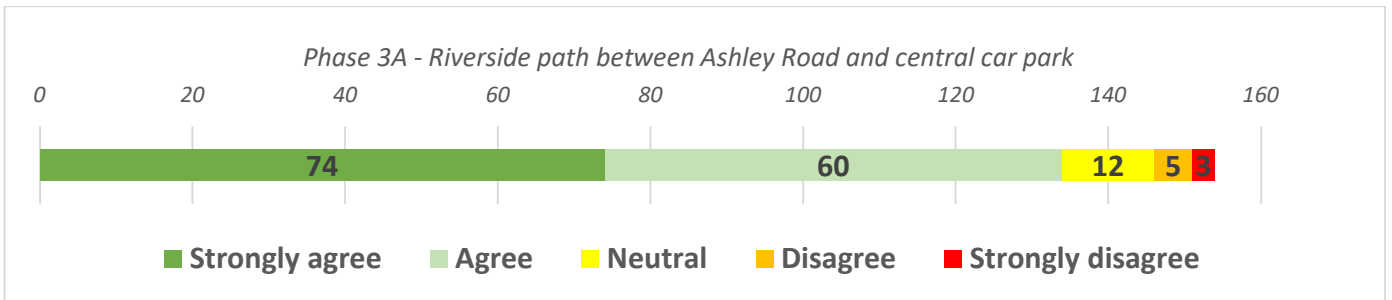
No. responses	Responses	Wiltshire Council Officer comment
	Street is vital. Aspirations in the longer term, for buses to be connecting larger settlements with no access to rail is also essential – such as Amesbury.	
3	Do not see how the narrowing of Fisherton Street would work when there are buses frequently passing up and down it.	The River Park Masterplan is clear that the potential for narrowing Fisherton Street will be considered as part of a comprehensive assessment of the highways network within the city centre. This would include consideration of bus routes. Any proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	Restricting traffic will have a very detrimental effect on businesses.	
1	With a huge number of 'food and beverage outlets' envisaged throughout the city centre, how will traditional small independent retailers fare with deliveries, customer collections, if the road is narrowed?	
1	There is a wide pavement already at this point which could be used better as public amenity without narrowing the road.	Narrowing the road will provide an even greater opportunity to enhance the public amenity.
1	Do not think it would be a pleasant experience to be sitting outside watching buses and lorries go by. It will be some time before they are all emission free.	Concerns noted.
1	Concerned about the effects of narrowing road in 2B - and how this relates to the People Friendly scheme which will/not return next year	The proposal is not related to People Friendly Streets.
1	Does the narrowed carriageway assume that People Friendly Streets will be implemented?	
1	Please leave any wild spaces intact/don't cut down any trees.	One of the key objectives of the masterplan is to promote the conservation, restoration and enhancement of priority habitats and ecological networks and identify measurable net gains for biodiversity.
1	Widening Fisherton Bridge is impractical. Better to make an open space with trees and seating on the former Heart Foundation site which is unlikely to be developed for retailing or hotel. This space would link through to Priory Square opening up the area north of Fisherton Street.	The masterplan does not propose that the existing bridge will be widened. The proposal is that the vehicle access will be narrowed to enable a wider area of public realm. Any proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city. The redevelopment of the British Heart Foundation site is an important element of the M CCP Masterplan, and the council maintains its aspiration to see this developed in line with the M CCP Masterplan.
1	Concern that narrowing of roads will lead to gridlock in the city centre, as proved by the installation of bollarded cycle lanes that have increased pollution levels, increased use of side streets, and added to congestion.	The River Park Masterplan is clear that the potential for narrowing Fisherton Street will be considered as part of a comprehensive assessment of the highways network within the city centre. Any proposals to narrow the road will have to demonstrate that there would be no



No. responses	Responses	Wiltshire Council Officer comment
1	Do not understand how two-way traffic could be maintained if the street is narrowed. This element needs separate public consultation.	adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	The riverside referred to in this phase is very narrow – is there enough space to fit in all of the proposals?	The masterplan provides a framework to guide the phased development of the River Park and is high level at this stage.
1	Concern that the proposals would lead to food debris in the river and additional night-time lighting impacting on riverside environment and wildlife.	Concern noted. The proposals are high level at this stage but if planning assessments show that potential impacts cannot be satisfactorily mitigated then this part of the scheme may not be taken forward. Because of the ecological sensitivity of the area lighting will be designed and selected to minimise light spill to rivers and habitats.
1	This phase is unnecessary. Money should only be spent on main flood risk areas.	Current funding for phase 1 is to deliver flood risk alleviation elements of the River Park. Any funding to deliver Phase 2b would be separate.

*Phase 3A – Riverside path between Ashley Road and central car park*

6.41. Responses to Question 4 relating to *Phase 3A – Riverside path between Ashley Road and central car park* showed a significant level of support for the phase proposals. A small number of respondents expressed a neutral opinion, and a very small number expressed disagreement



6.42. Responses to Question 5, written feedback relating to *Phase 3A – Riverside path between Ashley Road and central car park*:

No. responses	Responses	Wiltshire Council Officer comment
1	Highway England comment that an understanding of construction traffic impacts is likely to be a requirement for all phases of the masterplan development. The Phase 3A proposals will have the potential to impact on Highways England's A36 bridge structure and HE welcome the inclusion of text within this section to confirm that any works here must be taken forward in close collaboration with, and I would add the approval of, Highways England.	Support noted. <b>Change to Masterplan:</b> Amend page 34 phase 3A last bullet as follows: add after the word with ' <u>and approval from</u> '.

No. responses	Responses	Wiltshire Council Officer comment
4	Support for new cycle route in this area	Support noted.
1	<p>Cycling Opportunities Group for Salisbury (COGS) note that the Avon valley path is a heavily trafficked segregated shared use path with 2-way cycle track, which is substandard. The preferred width (LTN 1/12) would be:</p> <ul style="list-style-type: none"> <li>• 2-way cycle track – 3m (actual width c1.55m)</li> <li>• Pedestrian path – 1.5m (actual width c1.3m)</li> </ul> <p>LTN 1/20 gives updated geometric requirements: the ‘absolute minimum width at constraints’ for 2-way cycling is 2m. In view of the substandard nature of this path, &amp; in particular the constraint at the railway bridge it would be worth prioritising the upgrading of this route and putting this in a higher Phase if possible.</p>	<p>The council will look to deliver different phases of the River Park Masterplan as opportunity and funding arises. The phase numbering within the masterplan do not indicate the order in which phases will be implemented apart from phase one that is now predominantly fully funded. The council are aware of the substandard width of the shared use path and are keen to address this as soon as possible.</p>
2	<p>Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would like to see Phase 3 of the project to upgrade the pedestrian/cycle link between Ashley Road &amp; The Maltings Central Carpark brought forward if possible and to be implemented concurrently with Phase 1 of this scheme. It is understood that there are still matters to be resolved with Highways England but every effort should be made to resolve these issues as a matter of urgency because of the very substandard existing conditions for pedestrians, disabled users &amp; cyclists using the A36 underpass &amp; the difficult pinch point on this route in the vicinity of the railway bridge</p>	
3	<p>Would like to see Phase 3A progressed at an earlier stage if possible, e.g. cycle way through Kivel Court arch</p>	
1	<p>The riverside path from Ashley Green to Central Car Park is a key pedestrian and cycle route not fit for purpose in its current state. This needs to be addressed with some urgency in order to improve connectivity and encourage active travel. If, addressing the intermittent flooding of the underpass under the A36, diverting the cycleway under the railway bridge and improving the overall width of the path, which is too narrow for shared use, are delayed this</p>	<p>The council will look to deliver different phases of the River Park Masterplan as opportunity and funding arises. The phase numbering within the masterplan do not indicate the order in which phases will be implemented apart from phase one that is now predominantly fully funded. The council are aware of the substandard width of the shared use path and are keen to address this as soon as possible.</p>

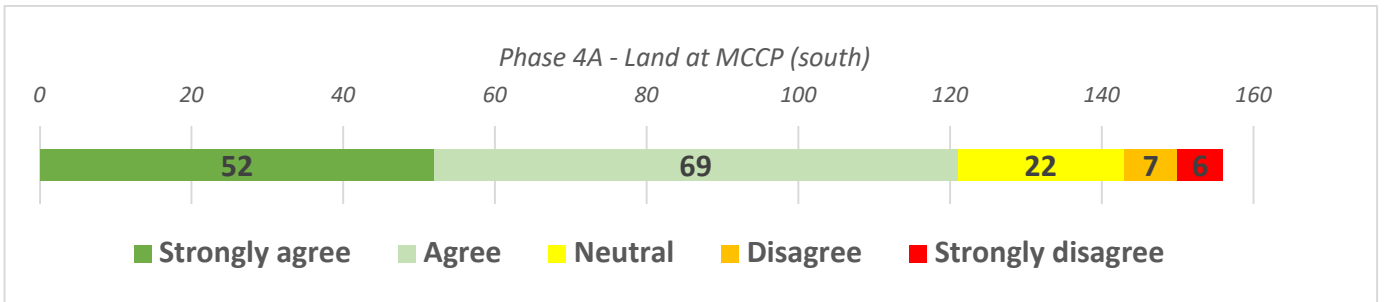
No. responses	Responses	Wiltshire Council Officer comment
	would decrease the value to the public of the enhanced sections of the River Park achieved in Phase 1A, B and C. Could this work become part of phase 1?	
1	Note needs to be taken of the most recent DfT LTN1/20 when considering the Avon Valley Path between Ashley Road and the Central Car Park - current issues with the railway bridge and the A36 underpass, the poor surface and the narrow width given current and future usage need to be addressed.	The council will look to deliver different phases of the River Park Masterplan as opportunity and funding arises. The phase numbering within the masterplan do not indicate the order in which phases will be implemented apart from phase one that is now predominantly fully funded. The council are aware of the substandard width of the shared use path and are keen to address this as soon as possible.
1	It is critical that the pedestrian and cycle route under the A36/ railway bridges to the north are substantially improved.	Noted and agreed. It is an intention of the River Park Masterplan to improve pedestrian and cycle routes in line with general development principle RP5.
1	Cycling Opportunities Group for Salisbury (COGS) would like to see further investigations into possible route options for cyclists under the ring road. Currently the new route is shown as re-joining the shared use path alongside the river and under the ring road at that point. Could there be an investigation into the possibilities of reconfiguring the road under the A36 which leads to the Waitrose roundabout? Currently this has space for 4 lanes of traffic with inadequate pavements and no provision for cyclists other than in the carriageway. If the eastern traffic lane leading to and under the bridge could be reconfigured as a two way cycle lane, and the route into Waitrose car park towards the Avon Valley path be used by cyclists, this would make a more direct route, would assist cyclists visiting Waitrose, and would avoid conflict with pedestrians on the path alongside the river under the A36 bridge.	Noted. It is intended that cycle and pedestrian paths are segregated wherever feasible in line with latest government guidance. This is confirmed within PR5 of the masterplan that requires phases of the masterplan to provide 'segregated pedestrian and cycle routes when practicable.' Further discussions and feasibility work will be needed to determine whether a scheme is possible here.
1	The use of the third railway arch for a cycle path is attractive, but consideration should be given to removing parking on the Waitrose access road and providing an on carriageway route for cyclists with	Noted.

No. responses	Responses	Wiltshire Council Officer comment
	cycle access from Waitrose car park to the Avon Valley path.	
1	The A36 underpass is difficult for cyclists to navigate.	Noted. Opportunities for enhancement working with Highway England are being explored. Further discussions and feasibility work will be needed to determine whether a scheme is possible here.
1	Salisbury Area Greenspace Partnership (SAGP) would like to see the reinstatement of the Lombardy Poplars in Fisherton Recreation ground & along the main river between the A36 & Ashley Road as part of the River Park Project. Whilst relatively short lived, these trees provided a very distinctive landmark from Old Sarum, Harnham Hill & other parts of the high downland which surround Salisbury. Historically, there is also a link with the artist John Constable who visited Salisbury on numerous occasions & his paintings of the area feature some of the first poplars that came into this country in the early part of the 19th century. Sadly, there are now very few remaining in the city.	Concern noted. Unfortunately, some of the poplars and other trees will need to be removed to enable the flood alleviation infrastructure to be delivered. Some trees will be translocated whilst new planting of poplars and native species will also be undertaken. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	Support for increased tree planting	Support noted.
1	Support for the retention of mature trees. Existing mature trees must be retained for carbon capture and to address Salisbury's air pollution issues. Do not cut down any trees in this development.	Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting. There is a strong planning requirement to retain as many trees as possible. Trees will be translocated where possible.
1	It is not clear if the 5m segregated footway/cycle path is along the complete length of this phase	A segregated path will be provided where space allows. There may be short areas / pinch points where it is not possible to fit in the whole width. The aspiration is to divert the cycle path under the 'third arch' or around Kivel court in order to facilitate this.
1	Please could the tracks be segregated as far up as Ashley Road with barriers to stop each from impeding the other as is currently so much the case?	In line with policy RP5 and national guidance the pedestrian and cycle paths will be clearly segregated where possible.
2	The southern part of Phase 3A is a welcome improvement but there is too much shared pedestrian/cycle space on the northern part, which limits cycling speed significantly.	
1	What plans are in place to resolve the periodic flooding of the path beneath the ring road bridge?	The path directly below the ring road is within the ownership / control of Highways England. The council are in discussion with Highways England

No. responses	Responses	Wiltshire Council Officer comment
		to ensure they are aware of the periodic flooding and to meet their obligation to ensure it is drained properly in the future.
1	There is no indication of protection and/or replacement of the fastigate oak planted to replace the original over mature Lombardy poplars, removed five years ago. These trees along with the Lombardy poplars at Fisherton Recreation Ground, also replanted at the same time, were significant cultural /landmark features in the landscape in views down the Avon Valley from the north and from the high ground of Harnham Hill to the south. Lombardy poplars feature in many of John Constable's paintings of Salisbury, especially in views of West Harnham from across the water meadows. A key group of poplars was lost and not replaced to the West Harnham flood embankment scheme, adjoining the Old Mill. Fortunately, a small group of trees has since emerged from the suckers of the original trees to retain this cultural landmark.	Unfortunately, some of the poplars and other trees will need to be removed to enable the flood mitigation infrastructure to be delivered. Some trees will be translocated whilst new planting of poplars and native species will also be undertaken. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	Request that the mature trees in the Phase 3a area of grass south of the railway arches are retained/protected.	When phase 3A is progressed relevant tree surveys will be undertaken to inform the detailed design of any project. This will determine the health of the trees and which should be retained. Any mature trees that form an important part of the character of the conservation area will be retained.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the potential widening of existing pedestrian route under railway bridge which will require engagement and approval from the owner National Rail.	The masterplan identifies the potential to restrict access under the railway bridge to pedestrians only by creating a cycle diversion around Kivel Court and through the 'third' currently vacant railway arch. No flood risk impacts are expected from this proposal.
1	Do not want to be rerouted to cycle next to a busy access road, along which the majority of vehicles travel too fast - I want to cycle next to the river	It is not intended that the cycle path would be rerouted next to a busy access road. It would be intended that the cycle path would remain segregated from cars / vehicles on the short stretch that the path may have to be close to a road.

*Phase 4A – Land at MCCP (south)*

6.43. Responses to Question 4 relating to *Phase 4A – Land at MCCP (south)* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement:



6.44. Responses to Question 5, written feedback relating to *Phase 4A – Land at MCCP (south)*:

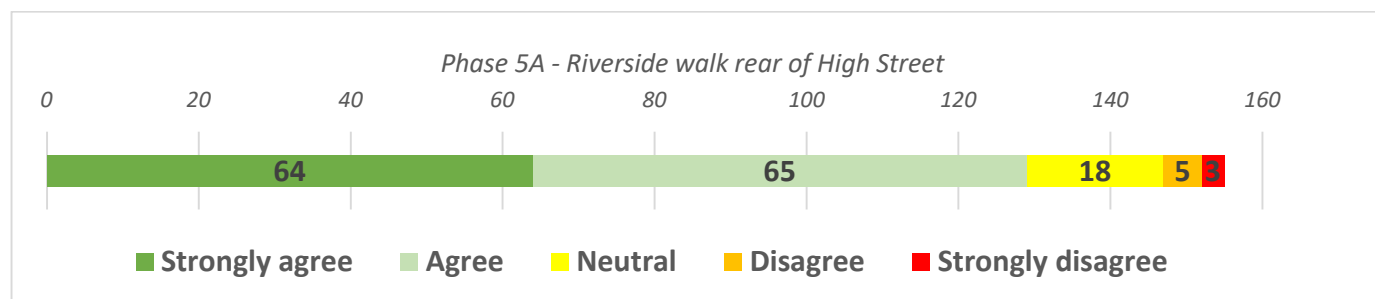
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment that there is no indication as to how pedestrians or cyclists might be routed through this space: currently there is no access through this part of the Maltings for cyclists. The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area.	It is noted that National Cycle Network (NCN) Route 45 passes through the site, and an alteration to the cycle route is shown through the coach park to facilitate the delivery of the River Park. As part of the redevelopment of the MCCP site, it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored.
1	Concern that there is no mention of a cycle path in phase 4A through MCCP south. would be significant step forward in providing one continuous car-free route into and through the city centre.	The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site
1	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would welcome the opening up culvert near Sainsburys as part of a later phase of the project in order to increase public awareness of the river network through the city.	Noted.
1	Agree with some parts of the proposals but disagree with others - the approach taken should vary according to the setting through which the river flows.	The masterplan makes clear that the character of the River Park will vary greatly between zones to take account of the immediate context, from for example, rewilding around Fisherton Recreation Ground to more leisure and activity focus to the south of the Maltings.
1	Please leave wild spaces intact/don't cut down any trees.	Diseased trees and those which fetter maintenance of the watercourse/ implementation of the project may be removed, and these will be compensated by many new trees to be planted. The scheme will deliver a very large net benefit regarding the number of trees within the masterplan area.
1	Any structural repairs to bridges must be considerate of wildlife.	Planning applications may need to be supported by a Construction and Environmental Management Plan or Habitats

No. responses	Responses	Wiltshire Council Officer comment
		Regulations Assessment, where legally required.
1	Commercial kiosk spaces should be set in-and-among wild areas - do not clear these areas. A more natural setting for the kiosk is preferable to many people.	Any commercial uses/kiosks developed as part of the wider MCCP development will need to be adequately set back from wilder areas in order to minimise any potential disruption to wildlife, i.e. noise and light impacts.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the creation of the two stage river channel with creation of wetland habitat.	A map showing the improvement to flood risk following the completion of the scheme was available on the Environment Agency's consultation website here – <a href="#">Before &amp; After Flood Risk Map</a> <sup>10</sup> Apologies if this was difficult to find
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the aspiration to open or re-engineer the existing culvert on the main River Avon channel at The Maltings.	
1	Keep Sainsbury's as is.	Supermarkets make an important contribution to local employment and the retention of the supermarket within the MCCP area would be supported. However, there are opportunities to improve the Sainsbury's block and area through redevelopment, including the development of phase 4a of the River Park project.
1	Do not move the Library from its current position	The council is committed to retention and improvement of the library provision in Salisbury. The intention, as set out in the MCCP Masterplan is that this will be within the Cultural Quarter.
1	The art galleries need to be in the same building as the library	The council is committed to ensuring a suitable location for the Young Gallery is found, should future proposals for the MCCP necessitate its relocation from the existing building.
1	The Maltings should deliver medium and small shops, petrol filling station accessed directly from the Ring Road; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions.	Requests noted. The redevelopment of the site will need to accord with the strategic policy and endorsed MCCP Masterplan.
1	The Maltings should deliver include tourist information, medical health centre, 24 hour free toilets, refreshments etc; drop off and ample parking, taxi and shop-mobility scooters, cycle stands, etc.	
1	The Maltings and Central Car Park should include youth hostel and hotel accommodation along with residential flats above shops.	The future redevelopment of the MCCP site could potentially include a hostel or budget hotel accommodation, should proposals of this nature come forward.

<sup>10</sup> Available from: <https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true>

Phase 5A – Riverside walk rear of High Street

6.45. Responses to Question 4 relating to Phase 5A – Riverside walk rear of High Street:



6.46. Responses to Question 5, written feedback relating to Phase 5A – Riverside walk rear of High Street showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement

No. responses	Responses	Wiltshire Council Officer comment
1	<p>Cycling Opportunities Group for Salisbury (COGS) note that the access through this area is only defined as 'footpath'. This area should be designed to accommodate cyclists, as N-S routes though this side of the city are much needed. Current routes (&amp; restrictions):</p> <ul style="list-style-type: none"> <li>• North St/South St: helpful contraflow on South Street, but North Street is one way northbound</li> <li>• Water Lane: Cycling prohibited</li> <li>• Rear of High Street</li> <li>• High Street: Cycling allowed northbound, but not southbound.</li> </ul> <p>The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area (see also comments on RP5 at Question 3.5 above).</p>	<p>Noted. However, it may be difficult to introduce both a walking and cycling route in these locations due to the narrow width between existing buildings and the river in some locations and width requirements of segregated cycle and footpaths. This is particularly the case on Water Lane and between Fisherton Street and Crane Bridge Road. Traffic reduction on Fisherton Street, Crane Street and New Canal is likely to be the best option for an improved and safer cycle route in this area.</p>
2	<p>Concern that there is no mention of a cycle path in phase 5A between Fisherton Street and Crane Bridge Street. would be significant step forward in providing one continuous car-free route into and through the city centre.</p>	
1	<p>It would be advantageous if the riverside walk rear of High Street could allow for cyclists, to improve North/South routes in this area.</p>	
1	<p>By blocking the rear of New Look with a new building this risks the development of this site and the possible interconnectivity of the high street in future redevelopment.</p>	

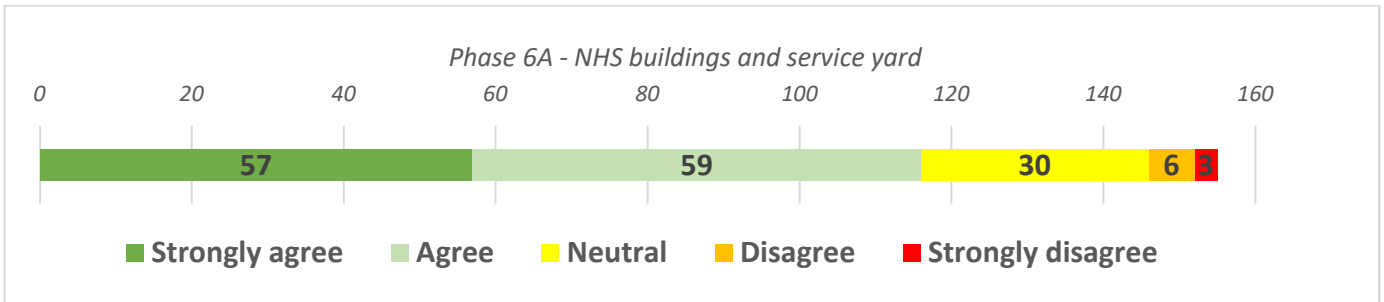


No. responses	Responses	Wiltshire Council Officer comment
		<p><b>Change to Masterplan:</b></p> <p>Add reference to the opportunity for improving linkages with High Street as set out in the Salisbury Central Area Framework.</p> <p>Add new bullet to page 38, phase 5A to read 'seek opportunities to improve linkages and legibility with the High Street as set out in the Salisbury Central Area Framework</p>
1	Can anything be done about the rear of the ugly and dilapidated Next building?	The council will work with the landowner of New Look building if the opportunity arises to redevelop this site in line with opportunity site identified by the Salisbury Central Area Framework.
1	Agree with plans for new planting. However, with the creation of new seating, please do this around the existing wildlife.	Protection and improvement of habitat for biodiversity is one the key objectives for the project.
1	New food outlets are not needed there are so many pubs cafes in a 50 metre radius of this location.	The MCCP Masterplan is indicative and exact uses will be driven by prevailing market conditions at the time.
1	The plans seem too grand for a series of relatively small spaces, e.g. tiered seating, amphitheatre, stone steps, new active frontages. Will this fit with the peaceful, natural approach this plan offers elsewhere.	<p>Noted.</p> <p><b>Change to Masterplan:</b></p> <p>Amend terminology to better reflect the scale of development/street furniture that is likely to be delivered in this phase.</p>
1	The riverside referred to in this phase is very narrow – is there enough space to fit in all of the proposals?	<p>Amend list on page 39 and delete area 7 as this area is not wide enough for the proposals, as follows:</p> <p>A strong landscape strategy is key to the success of public spaces. This indicative plan shows potential proposals which could be developed to enliven the urban realm.</p> <ol style="list-style-type: none"> <li>1. Gateway entrance sign/art work.</li> <li>2. High quality paving materials and street furniture.</li> <li>3. Informal <del>timber terraced</del> seating.</li> <li>4. Opportunity to use building facade for public art/projected imagery.</li> <li>5. Naturalised river's edge - marginal planting.</li> <li>6. Linear park - naturalistic planting/<del>rain gardens.</del></li> <li>7. <del>Amphitheatre seating and steps leading to bridge.</del></li> <li>78. Stone stepped seating.</li> <li>89. Informal lawn area with high-quality street furniture.</li> <li>910. Moveable bistro furniture and high quality moveable planters.</li> </ol>

No. responses	Responses	Wiltshire Council Officer comment
		911. Footpath  Remove area 7 from the map, and re-number areas accordingly.
1	Please keep all the trees in this area and refer to the last planning application for the land (and trees) between the High Street and Avon Path.	With every opportunity to improve the public realm tree removal will be limited where possible. If trees have to be removed to facilitate development, wherever possible a greater number of trees will replace them.

*Phase 6A – NHS buildings and service yard*

6.47. Responses to Question 4 relating to *Phase 6A – NHS buildings and service yard*:

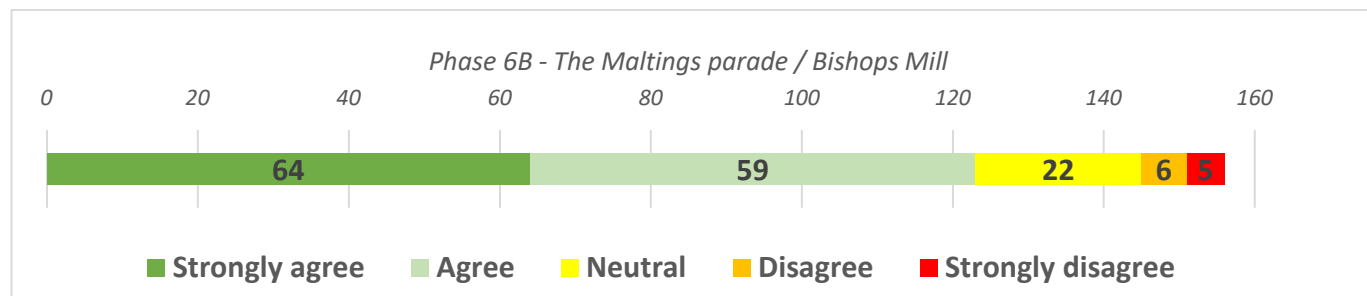


6.48. Responses to Question 5, written feedback relating to *Phase 6A – NHS buildings and service yard*:

No. responses	Responses	Wiltshire Council Officer comment
1	More thought should be given to healthcare provision and engaging with local practices to assess and address their needs as well.	Phase 6A aims to only make minor improvements until such as time as it is possible to acquire the surface level car parking and the River Park can be extended. Discussions will be held with the NHS providers and probation office if opportunities arise around or close to their buildings.
1	I do not consider planting is appropriate for screening the service yard.	Noted.
1	Support for turning the car park space into space for trees.	Support noted.
1	The eastern river facade to the south of Millstream Approach (rear of Tesco etc) is an eyesore and not really addressed in this document - are there any proposals here?	The objective is to screen this area so it is not such an eyesore until such a time as the council may be able to acquire the land and extend the River Park proposals.
1	'Innovative screening' looks dated already, is of poor design and likely to require excessive maintenance.	Any screening would be intended as a temporary measure until such a time as the area / land could be acquired and the River Park extended into this land.

*Phase 6B – The Maltings parade / Bishops Mill*

6.49. Responses to Question 4 relating to *Phase 6B – The Maltings parade / Bishops Mill* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement



6.50. Responses to Question 5, written feedback relating to *Phase 6B – The Maltings parade / Bishops Mill*:

No. responses	Responses	Wiltshire Council Officer comment
1	Would prefer to have a wider green corridor and for the shops (The Works/ Robert Dyas etc) to be relocated and the buildings knocked down to allow the river to be visible through to Elizabeth Gardens as so much more could be made of Priory Square which is always a 'dead' area.	Potential commercial redevelopment (if market requires) and reopening or re-engineering of the culvert on the main River Avon channel is a long-term aspiration set out in the MCCP Masterplan.
1	It would be brilliant if the walk could be maintained where the Avon currently flows underneath the buildings occupied by Robert Dyas and the works.	
1	Improvement of this area should be phased earlier in the development.	The phasing set out in the masterplan is indicative and delivery may vary due to the onsite conditions and available funding.
1	Concerned about the absence of a cycle route through The Maltings to link the path that starts/ends at Avon Approach with St Thomas's Square/High Street.	No changes are proposed to be made to the existing cycle route in this area.
1	The river should harness for renewable energy.	There are challenges with hydroelectric schemes on this part of the River Avon. Flood risk is one issue, but the bigger challenge is the impact on ecology. For a hydro scheme to be successful a significant drop in water level is needed, which isn't present on this part of the River Avon. The River Avon is a very low gradient water course and doesn't lend itself to hydro schemes compared with other rivers. However, the MCCP Masterplan commits to exploring other renewable energy generation options as part of the regeneration of the site.
1	'Innovative screening' looks dated already, is of poor design and likely to require excessive maintenance.	The images within the masterplan are indicative. When the phase comes forward consultation can be had with the community or interest groups to ensure the most suitable screening.

No. responses	Responses	Wiltshire Council Officer comment
1	Support the proposals so long as Avon Approach is kept open to allow restricted access for emergency vehicles.	Support welcomed. There is no intention to close Avon Approach to access for emergency vehicles.

6.51. The following tables detail the responses to Question 5 that did not relate to a specific phase of the masterplan.

*Responses general comments on the masterplan:*

No. responses	Responses	Wiltshire Council Officer comment
3	The plans are difficult to read, even for those familiar with the area	Noted.  <b>Change to the Masterplan</b>  Additional landmark annotations to be added to maps.
1	There are too many phases	The purpose of the phases is to distinguish the different elements of the River Park project from each other. The early phases (phase 1) will deliver the critical flood mitigation infrastructure and can be brought forward quickly while later phases will need to be informed by the redevelopment of the MCCP site which is yet to be planned in detail. Other elements rely on the identification of funding sources. The phasing set out in the masterplan is indicative and delivery may vary due to the onsite conditions and available funding.
1	Will there be a review phase at the end of each of the phases in order to learn lessons, and adjust approach to future phases accordingly?	
1	The phases should be as compressed as possible, so that the overall plan is not compromised.	
1	Concern that it is not clear how the project will be achieved in areas where existing buildings are, some of which will be of historic interest. Seems a bit dreamlike without substance or any idea of funding.	Some elements of the River Park rely on the identification of funding sources. The existence of a masterplan setting out a clear intent can be used as levy to support future bids for funding to realise the ambitions of the masterplan. The council will continue to negotiate with landowners (where land is not already owned by the council).
1	The River Park should be commenced and completed as soon as possible.	Noted and agreed.
1	Some elements of the masterplan are aspirational and require careful assessment to determine their practicalities and potential impacts (e.g., ecological/historic environment/traffic).	Officers have engaged in discussions with key consultees and stakeholders to determine that there are no overriding reasons the high level proposals set by the masterplan cannot be supported. Any detailed planning applications that are required to deliver the phases of the masterplan will be required to be supported by detailed evidence to demonstrate their acceptability in terms of ecology, conservation, highway impacts etc.
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Building Partnerships for the Longer Term. Long term success of the River Park Project especially through the Maltings relies on encouraging adjoining landowners e.g.	Opportunities to work with landowners to enhance the River Park in the longer term will be taken.

	WC / NHS / Tesco / Network Rail etc to work together to enhance their own external spaces. SAGP would like to see more details as to how this will be facilitated & factored into the development process.	
1	Concern with the approach of relying on developers to fund the continuation of the River Park as this could lead to arguments about 'viability' after the event of planning permission being granted. The future of such a sensitive environment should not be left in the hands of big business, relying on unpaid help from volunteers and no commitment to future funding from the local authority.	Ongoing maintenance and funding form a key part of the agreements in place between the partner bodies involved in the delivery of the EA's phase 1 part of the River Park project. This will be of equal importance in bringing forward the latter phases and will be negotiated between landowners at the appropriate times. While the maintenance of the watercourses remains the responsibility of the landowners, there may be opportunities for a voluntary community involvement, to be overseen by officers with relevant expertise for the management of the area.
1	The proposals raise a hope that some of the River Park can be maintained by local volunteers. While this is laudable any costings for maintenance should exclude any benefits of volunteers as such support cannot be fully guaranteed, especially long term.	
1	Will there be scope for community groups to get involved in the post development management so that there is real community ownership?	

*Responses relating to pedestrian/cycle infrastructure:*

No. responses	Responses	Wiltshire Council Officer comment
1	There should be an integrated approach to cycle paths - some of the phases mention it, but not all. It is not clear how all the new and existing cycle paths will knit together. A master cycle network map should be created to support the overall Salisbury Central Area Framework.	One of the objectives of the Salisbury River Park Masterplan is to try and improve cycling and walking links that pass through the masterplan area. More detailed plans for specific cycle routes are expected to be provided within the phase 1 planning application material.
1	A modal shift from the private car to the bicycle requires safe routes for cyclists into the city centre, which means segregated from motor vehicles - these are largely absent at the moment.	
2	There is an overall lack of detailed plans for cycling routes.	
1	Would like there to be an off-road cycle route north-south along the whole of the River Park area.	

No. responses	Responses	Wiltshire Council Officer comment
1	The scheme does not address the longstanding issues regarding cycling around Salisbury city centre. E.g. providing a positive clear direct link between the National Cycle Paths North and South of the Cathedral Close.	It is noted that National Cycle Network (NCN) Route 45 passes through the site, and an alteration to the cycle route is shown through the coach park to facilitate the delivery of the River Park. The River Park Masterplan area is focused on land around the city's rivers and does not include land at the cathedral close. As part of the redevelopment of the MCCP site it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site
1	Further south from the coach park, it is far from clear what happens to the cycle route, although there is some mention of walking routes.	
1	Note needs to be taken of the existence of NCN Route 45 through the River Park area towards the Leisure Centre and beyond, ideally separating cyclists and pedestrians onto separate cycle and pedestrian routes.	The council are aware of the National Cycle Routes through the River Park, and the masterplan proposals seek to retain and improve these linkages.

*Responses relating to highways/transport/parking:*

No. responses	Responses	Wiltshire Council Officer comment
1	Why are areas for car parking not shown?	The River Park Masterplan does not in itself make provision for new parking spaces. Where the implementation of the scheme will impact on existing spaces this will be shown in detailed plans to be submitted with planning applications.
1	Build 3 story car park in the Maltings, subsidised/free by business taxes. Include electric vehicle charging points.	The future of car parking on the central car park will be assessed through any regeneration proposals for the wider MCCP site and this will need to be informed by a parking study. The MCCP Masterplan makes provision for the retention for in the region of 1000 car parking spaces through the redevelopment of the site and electric charging points should also be included.
1	Salisbury needs a transport interchange with a bus station in the central car park or at Waitrose site.	
1	Either run a tram/shuttle between Maltings and the station platform 6 or set aside space to move the railway station to The Maltings for a comprehensive interchange. One or other is essential.	The council are working with South Western Railway and Network Rail to seek improvements to the transport interchange at the station as part of the successful Future High Streets Fund bid.

No. responses	Responses	Wiltshire Council Officer comment
	The existing railway station is in the wrong place. When funds allow, move the railway station to the Maltings for a top class transport interchange, with space for an hotel and some housing.	
1	Fisherton Street must have access from railway station and main car park.	There is no intention to prevent access to the railway station and main car park from Fisherton Street.
1	Inadequate thought about how pedestrian and traffic flows including buses and coaches integrate.	Any changes in pedestrian and traffic flows will need to be subject to a Road Safety Audit that will assess how these integrate. The intention is to provide improvements especially with respect to conflict between pedestrians and cyclists.
1	Access for maintenance vehicles and emergency services have not been considered.	There is no intention to change access for maintenance and emergency vehicles through the proposals within the Salisbury River Park Masterplan.
1	Limiting or reducing road, street, parking in the city should not be done as this will create huge problems with traffic as we have already experienced before the lockdown when ETRO/LTZ was introduced into the city, now cancelled as problems seen. None of this would create any better surrounding and as already seen from the results recently, it will increase pollution. I am in favour of bringing in any green pleasant surround to the city but no 'reduction' should be done on any route until ring road problems and bypass questions have been sorted.	<p>There is no intention to change road access for vehicles through the proposals within the River Park Masterplan. With respect to car parking there is a mix of temporary removal during construction works and some permanent removal as a result of the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. It may be helpful to consider these figures in the context of available parking spaces and occupancy. The MCCP area has 1,731 parking spaces comprising;</p> <ul style="list-style-type: none"> <li>• Central Car Park long stay-887 spaces</li> <li>• Central Car Park short stay -219 spaces</li> <li>• The Maltings short stay-586spaces</li> <li>• Millstream North long stay-39spaces</li> </ul> <p>The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average. In addition, the reduction in parking spaces is consistent with the Salisbury Transport Strategy</p>

No. responses	Responses	Wiltshire Council Officer comment
		and promotion of the Park and Ride and other sustainable transport improvements.

*Responses relating to design/public services/facilities:*

No. responses	Responses	Wiltshire Council Officer comment
1	The Toilets in the Market Square should be open through the evening, if not 24 hours.	This is a matter for consideration by Salisbury City Council.
1	All toilets should show a map of all (not just nearest) alternatives, including braille.	Suggestion noted.
1	Toilets should be free.	This is a matter for consideration by Salisbury City Council.
1	Shops should be encouraged to allow public use of their toilets.	This would be a matter for consideration by the shop owner.
1	Keen to liaise with the council about the siting and design of the 9 figures to be included in the Hidden Figures public art project.	The River Park encourages implementation of public art projects.
1	Concern about new riverside seating resulting in overlooking of riverside private gardens.	Concerns noted. This would be a key consideration when siting any benches.
1	Would like to see greater detail than is shown in the masterplan of how the spaces will actually look and function in reality.	Where planning permission is required, further detail will be provided and consultation as part of this application process.
1	Suggest that some ponds/fountains be introduced to the scheme to distract people into playing there, rather than entering the ecologically sensitive river.	Comment noted. The idea is that the river is the focal point, but that human access will be carefully managed in order to enhance and prioritise habitats.

*Responses relating to ecology/planting:*

No. responses	Responses	Wiltshire Council Officer comment
2	Support the areas being designed to encourage more wildlife/trees and plants.	Support noted.
1	Strongly support the proposed attention to detail on the use of artificial light levels recognising that this is of benefit to local people/visitors as well as to wildlife. It is possible to have safe lighting without blighting the neighbourhoods involved.	Support noted.
1	The benefits to wildlife, the community and the overall 'health' of the area are very clear.	Support noted.
3	Please leave existing river flora and ancient trees in the area.	Agreed. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	If there are any plans to clear trees, is this information available anywhere?	
1	The masterplan diagrams do not make it very clear which trees are to be retained and which will be removed.	



<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	Maintenance of the 'wild areas' need consideration - the current area around the Leisure Centre looks very neglected and sightlines and access to the river from the Leisure centre side is very poor, hindered by overgrown bushes and fallen trees.	Maintenance of the masterplan area is important and hence the inclusion of policy RP8 which addresses management and maintenance of the area.
1	Should the construction stages be staggered to allow the impact on the bullhead to stabilise or migrate to other areas?	The construction of phase 1 is staggered across 2 years and the Environment Agency is working closely with Natural England to ensure minimal impact from construction. Relevant licenses will be gained where required. Ecological cycles, such as fish spawning, are key in determining the timing of seasonal works. Future phases will be staggered as funding allows
1	Where possible, areas of planting should be set aside for indigenous food species (apple, pear, chestnut, walnut, haw, quince, medlar)	The species chosen will be native and suitable for the river environment.
1	Would like to include opportunities/ possibilities for planters to be used for food along the lines of the Incredible Edibles Network.	It is intended that community groups will be involved in the maintenance of the River Park area and if there are planters in any of the phases there maybe opportunity for the community groups to plant food within the planters as the community wish.

*Responses relating to drainage:*

<b>No. responses</b>	<b>Responses</b>	<b>Wiltshire Council Officer comment</b>
1	Support the proposals if there is the budget to deliver it but would prefer to clean up what we already have first. If the Victorians could do this with hand tools why do we need to make this so complicated. Once it's deep and clean, the natural environment will make use of the new space available.	Any maintenance of the river that is required will need to be carried out in accordance with accepted modern standards.

## 7. Habitat Regulations Assessment

### Habitat Regulations Assessment Screening Report

7.1 The following tables detail the responses to the draft Habitats Regulations Assessment screening report and the changes that have been made to the masterplan as a result of the screening. The draft masterplan has also since been subject to an 'Appropriate Assessment' stage of the Habitats Regulations Assessment that has resulted in further amendments to the masterplan and these changes are also detailed in this section. With the following amendments it is concluded that the Master Plan will have no adverse effect on the integrity of the River Avon SAC in alone assessment and in-combination subject too the mitigation identified within the plan being delivered.

#### Responses to the Habitats Regulations Assessment screening.

No. responses	Responses	Wiltshire Council Officer comment
1	Natural England concurs with the Council's HRA Screening assessment the likelihood of significant effects arising from the proposal, either alone or in-combination, cannot be ruled out. Natural England therefore advises that an appropriate assessment is undertaken, in order to assess the implications of the proposal for the European site(s), in view of the site conservation objectives.	Noted. An appropriate assessment will be undertaken and will accompany the final draft of the river park masterplan.
1	Natural England note that the wider reconfiguration of existing public space (highway/pavement changes, landscaping of terrestrial areas away from riverbank) for all phases has been screened out, as being removed from the SAC boundary with no pathway to affect the SAC. NE advises that this is not the case as the River Avon SAC is a groundwater fed river and is therefore interconnected and dependant on the underlying aquifer. The extent and type of new surfacing therefore has the potential to affect the SAC as does any associated lighting.	Noted. The HRA screening has been amending accordingly.
1	Natural England note that landscaping / change of land-use or enhancement of existing areas, similar to commercial activity, may also increase recreational use which may again result in an indirect effect on the SAC.	Noted. The HRA screening has been amending accordingly to ensure recreation is highlighted
1	Natural England note that Stepped banks/stone stepped seating 4a and 5a should also be considered as potentially having a likely direct effect on the SAC as could the new access paths in 4a.	Noted. The HRA screening has been amended accordingly.
1	Natural England note that noise and vibration from works has not been screened in at 7. NE understand from the comments that the time-frame works will be short and these are mobile species, however, due to the nature of the built environment at this	Noted. The HRA screening has been amended accordingly to ensure vibration is considered.

No. responses	Responses	Wiltshire Council Officer comment
	location here there may be a potential risk to SAC fish species during the construction of 4a. Increased predation of water vole from increased/easier access to the riverbank and marginal zone is another risk that has not been considered.	
1	Natural England advise in relation to the HRA Stage 1 Screening that the assessment of the effect on the potential for loss or damage of the Annex 1 habitat from all of the proposals needs to be reviewed. The habitat feature is the water course and not just the water crowfoot species and therefore habitat loss and damage needs to consider the full expression of this habitat which is governed by dynamic processes and consists of a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover. This relates to the assessment for Area 2a, 3a, 4a and 5a where elements of the design have the potential to effect the habitat feature (e.g. a two stage channel, in-channel floating planters, stone seating, beaches are not characteristic of the biotopes associated with the chalk river habitat). Damage/disturbance to typical species such as the invertebrate community and water voles may also occur during construction/operation.	Noted. The HRA screening has been amended accordingly.
1	Natural England note that wider and/or new footpaths can also cause habitat fragmentation of the ecotone from the river to the riparian zone and (any) floodplain habitat (e.g. 3a, 4a).	Noted. The HRA screening has been amended accordingly
1	Natural England note that it is unclear why the assessment concludes no likely significant effects on the river habitat from habitat fragmentation for 4a when the effects are likely to be similar to those for 3a.	Noted. The HRA screening has been amended accordingly and justification provided.
1	Natural England note that if the bridge (6a) was to be replaced, then NE would advise that an HRA needs to assess the effect of the actual proposal on the habitat or species feature itself and avoid any effects from the existing structure.	Noted. An HRA will need to be undertaken on future phases as they come forward.

No. responses	Responses	Wiltshire Council Officer comment
1	Natural England comment with the respect to the risk of toxic contamination from pollution incident NE would also usually advise that, due to the highly sensitive nature of a SAC river, pollution protection measures need to go beyond the standard Pollution Prevention Guidelines.	Noted. The HRA screening has been amended accordingly
1	Natural England note that whilst it may be reasonable to conclude that the probability of the risk of species introduction and/or spread would be limited by following environmental best practice as this is standard practice for construction work in/near watercourses and is embedded into the design NE would advise that this needs to be evidenced by a INNS CEMP.	Noted. The HRA screening has been amended accordingly and taken through to the Appropriate Assessment stage.
1	Natural England comment that the description of the SAC feature Water courses of plain to montane levels with Ranunculion fluitantisand Callitriche-Batrachionvegetation focuses very much on the plant communities and, in particular, the abundance of water crowfoot in the river. It should be noted that the abundance, or even the presence or absence of water crowfoot does not necessarily translate to good or poor condition of this habitat feature. Watercourses of this habitat type have a high degree of naturalness and are governed by dynamic processes which result in a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover.	<b>Noted.</b> Noted. The HRA screening has been amended accordingly
1	Natural England note that if Wiltshire Council is minded to grant planning permission contrary to the advice in this letter, the council are required under Section 281 (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, the authority has taken account of NE's advice. The council must also allow a further period of 21 days before the operation can commence.	Noted. The HRA screening has been amended in accordance with Natural England's advice and elements taken through to the Appropriate Assessment stage, a draft of which will be provided to Natural England for comment prior to the endorsement of the masterplan.
1	Natural England comment that the council consider the impacts of the proposed development on any local wildlife or	Noted. Further locally specific information will be gained to inform future phases where necessary.

No. responses	Responses	Wiltshire Council Officer comment
	<p>geodiversity sites, in line with paragraphs 171 and 174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.</p>	
1	<p>Natural England comment that priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found here<sup>2</sup>. Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here.</p>	Noted.
1	<p>Natural England comment that the council has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available here. Natural England recognise the inclusion of Water Vole (<i>Arvicola amphibius</i>) and Otter (<i>Lutra lutra</i>) as part of the council's biodiversity duty.</p>	<p>Noted. The wording of the masterplan ensures that Water Vole and Otter will be considered. One of the key objectives of the River Park masterplan is to protect and enhance the environment along the river corridor.</p>
1	<p>Salisbury Area Greenspace Partnership (SAGP) comment in relation to Safeguarding the River Avon Special Area of Conservation (SAC). It is essential that the River Park Masterplan proposals are not at odds with the conservation objectives for the River Avon Special Area of Conservation (SAC) site and it must be demonstrated that the potential likely significant effects, alone and in combination, &amp; as documented in the Habitat Regulations Assessment Stage 1 Draft Screening Report, can be</p>	<p>Noted. As detailed within the draft HRA screening various elements of the River Park masterplan will be take forward for the Appropriate Assessment stage of HRA to identify if potential significant effects on the River Avon SAC can be mitigated alone or in combination. If they can't be elements will be removed from the masterplan.</p>

No. responses	Responses	Wiltshire Council Officer comment
	satisfactorily mitigated. This applies to the following species: Atlantic Salmon, Brook Lamprey, Bull Head, the plant communities of Water Crowfoot and Water Starwort, as well as Water Vole & Otter which are protected species & all of which are part of this rare chalk stream habitat.	

Amendments made to the draft masterplan as a result of the Appropriate Assessment.

7.2 Based on the Habitat Regulations Assessment Screening report, several elements of the Salisbury River Park masterplan have been taken through to the Appropriate Assessment stage of the habitat regulations assessment. As a result of the conclusion of the Appropriate Assessment stage several amendments have been made to the draft masterplan to ensure that the final version is HRA compliant. The changes that have been implemented are as detailed in the table below and the Appropriate Assessment can be viewed alongside the masterplan and this document.

Consultation draft Masterplan page number	Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment
<u>Page 6</u>	<p>Page 6, last sentence: delete as superseded by other additional text:</p> <p><del>Planning applications will be supported by an Environmental Impact Assessment (where relevant) and developers may be required to provide information to support the planning authority to undertake a Habitats Regulations Assessment (HRA) whenever there is a risk development may lead to likely significant effects.</del></p>
<u>Page 7</u>	<p>Page 7, first paragraph, last sentence add text 'either during construction or operation. All proposals should be accompanied by a CEMP'.</p> <p>Page 7 para 3 add after 2017 'and several phases taken forward to the Appropriate Assessment' stage and should be read alongside this masterplan'.</p> <p>Page 7 paragraph 3 Amend following sentence : <del>It concludes that there is potential for likely significant effects alone and in combination on Atlantic salmon, brook lamprey, bullhead and Water courses of plain to montane levels with Ranuncullion fl uitantis and Callitriche-Batrachion vegetation within the River Avon SAC from delivery of the Salisbury River Park Master Plan. An Appropriate Assessment will be required for the Salisbury River Park Master Plan prior to approval apart from the stone-stepped terraced seating from phase 4A, †The HRA Appropriate Assessment concludes that the Masterplan (Phases 3A, 4A, 5A, 6A and 6B) can be ascertained to have no adverse affect on the integrity of the River Avon SAC in alone assessment or in-combination. This conclusion is dependent on a number of mitigation measure and / or conditions during construction delivery. All planning applications will need to be individually subject to further assessment under the Habitats Regulations to ensure that details of each element of the scheme are compliant and any necessary mitigation is secured through the planning permission. Specific mitigation measures have been identified in section 10 of this masterplan.</del></p>
<u>Page 16</u>	<p>Page 16 under RP1, bullet 8 delete bullet and replace:</p> <p><del>All applications should be supported by a Construction Environmental Management Plan</del></p>

<p><b>Consultation draft Masterplan page number</b></p>	<p><b>Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment</b></p>
	<p><u>All applications should be supported by a Habitat Regulations Assessment and Construction Environmental Management Plan that takes account of mitigation measures identified in section 10 of this masterplan</u></p> <p>Page 16, under RP1 add a new bullet:  'Where appropriate, proposals should be supported by a review of the phase 1 scheme that looks specifically at the use of the river park by the public and whether the new park area is being used as expected. This evidence should be used to inform the future design of phases with respect to any increased recreational and associated pressures such as littering.'</p>
<p><b>Page 20</b></p>	<p>Amend the following bullet points to read:</p> <ul style="list-style-type: none"> <li>• considering surfacing materials and lighting so as to have a minimal effect on the River Avon SAC <b><u>and other protected species</u></b>’.</li> <li>• considering other indirect effects that a change in land use may have on the River Avon SAC <b><u>and other protected species</u></b>’.</li> </ul>
<p><b>Page 23</b></p>	<p>Delete the following text in paragraph 1 under heading ‘Area based development principles’ as the element discussed has been removed from the masterplan.</p> <p>Delete the following text:  ‘<del>proposed riverside seating area at Water Lane and</del>’</p>
<p><b>Page 30 to 31</b></p>	<p>Remove seating area from Phase 2A scheme so that it simply becomes a scheme of narrowing the road and improving the public realm through increased planting etc. Amend Page 30 to 31 as follows:</p> <p><b>Change to Masterplan</b></p> <p><b>Amend page 30 of masterplan (Phase 2A) as follows:</b></p> <p>Phase 2A: <del>Water Lane / Summerlock Bridge riverside seating area</del></p> <p>Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. <del>One of the constraints is despite the wide range of food and drink establishments that outdoor seating is limited. The intersection of Fisherton Street with Water Lane is an opportunity to produce an innovative solution to this by providing a limited platform seating area over the river adjacent to the southern parapet of the bridge. The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter.</del></p> <p>Delivery of Phase 2A will address the following considerations:</p> <ul style="list-style-type: none"> <li>• The narrowing of the road will <u>to</u> be considered as part of a comprehensive assessment of the highways network within the city centre.</li> <li>• An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.</li> <li>• <del>This proposal will require a detailed HRA to demonstrate that it can be delivered without harm to the integrity of the River Avon Special Area of Conservation (SAC), and will</del></li> </ul>

<p><b>Consultation draft Masterplan page number</b></p>	<p><b>Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment</b></p>
	<p><del>provide overall betterment for the river. This should consider the constraints and opportunities to provide benefits to SAC fish species along the Summerlock Stream and potential impacts of increasing light pollution on the river. Choice of material and construction/operation of the new seating area will be implemented so as to minimise impact on the ecology of watercourse.</del></p> <p><del>Proposals for outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required.</del></p> <ul style="list-style-type: none"> <li><del>• Proposals must give due consideration to <u>t</u>The historic townscape in this part of the Salisbury Conservation Area.</del></li> <li><del>• Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.</del></li> </ul> <p><b>Amend map on page 30/31 as follows:</b></p> <ul style="list-style-type: none"> <li>• Remove seating platform from map</li> <li>• Remove label 'café seating' and corresponding arrow.</li> <li>• Remove label 'New seating platform created over the river' and corresponding arrow</li> <li>• Add labels for Fisherton Street and Water Lane.</li> </ul>
<p><b>Page 43</b></p>	<p>Page 43, add a new section 10:</p> <p><b>10 Habitat Regulations Assessment</b></p> <p>A Habitat Regulations Assessment (HRA) Appropriate Assessment has been undertaken for the Salisbury River Park Master Plan and is available to read alongside this masterplan. This concludes that <b>the Master Plan (Phase 4A in part)</b> can be ascertained to have <b>an adverse effect on the integrity of the River Avon SAC in alone assessment.</b></p> <p><b>Apart from the stone-stepped terraced seating from Phase 4A</b> (see below, the HRA Appropriate Assessment concludes that <b>the Master Plan (Phases 3A, 4A, 5A, 6A and 6B)</b> can be ascertained to have <b>no adverse effect on the integrity of the River Avon SAC in alone assessment and in-combination assessment.</b> This conclusion is dependent on the following mitigation measures and/or conditions during construction delivery. It should also be noted that for each phase a A more detailed HRA should be undertaken in consultation with Natural England when specific details of the scale and nature of the works (and other developments for example Castle Street) are known. This will describe the potential effects of the works proposed as part of future schemes, together with project level mitigation measures.</p> <p><b>The mitigation needed during construction delivery incudes:</b></p> <ul style="list-style-type: none"> <li>▪ Maintenance of longitudinal connectivity (no barriers to movement) during in-channel works;</li> <li>▪ Suitable habitat is maintained/replaced after any disturbance;</li> <li>▪ Restricting in-channel works to summer months to protect the salmon migration season (October to December) and the salmon (November to April) and bullhead (March to May) spawning seasons;</li> </ul>



Consultation draft Masterplan page number	Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment
	<ul style="list-style-type: none"> <li>▪ Ensuring works are undertaken during daylight hours will enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species;</li> <li>▪ Construction Environmental Management Plan;</li> <li>▪ Ecological Clerk of Works;</li> <li>▪ Best Practice Guidance including Defra’s Construction Code of Practice for the Sustainable Use of Soils on Construction Sites;</li> <li>▪ Active commitments from Wiltshire Council and others to mitigate littering pressures as a result of increased footfall;</li> <li>▪ Piling impact assessment to identify other management methods and any piling methods used to avoid any adverse effects on fish species (physical harm, behavioural disturbance);</li> <li>▪ Water vole survey to determine the presence and extent of water voles within the area and presence of any burrows;</li> <li>▪ A five-year monitoring plan will be developed with Natural England prior to construction of the Master Plan phases to monitor changes to the qualifying features of the SAC within the Master Plan scheme area;</li> <li>▪ INNS survey to cover those areas of the Master Plan not surveyed as part of the Phase 1 Scheme to inform the CEMP and,</li> </ul> <p>Overall, the Master Plan (excluding the stone-stepped terraced seating from Phase 4A) will support the SAC Conservation Objectives which will contribute to restoring and enhancing the River Avon SAC through Salisbury. In-channel, marginal and riparian improvements will enhance habitat diversity within the designated site. These enhancements will support the natural functioning of the SAC and help to restore the extent and pattern of in-channel and riparian habitats to that of characteristic natural fluvial processes.</p> <p>The stone-stepped seating in Phase 4A of the Master Plan which engages with the river will result in modifications to the bank. The existing bank structure is composed of artificial, hard vertical banks. The stone-stepped seating will replace this for a different type of hard engineering. Therefore the stone-stepped seating will cause no loss or disturbance of SAC habitat, but nor will it improve the river corridor habitat or provide</p>

## Appendix A: Letter / email notification sent to consultees

Dear Sir / Madam

### **Notice of public consultation on the Salisbury River Park Masterplan and draft proposals for Phase 1 of the River Park project**

Wiltshire Council and the Environment Agency are working in partnership to deliver a flood alleviation, environmental and public realm improvement project in central Salisbury which will reduce flood risk, enhance biodiversity, enrich public enjoyment of the rivers and build climate change resilience. We are inviting you to view and comment on these proposals.

The consultation starts at 9:00am Thursday 19<sup>th</sup> November 2020 and ends at 5:00pm Friday 8<sup>th</sup> January 2021

This consultation is split into two sections:

#### **Section 1: Salisbury River Park Masterplan**

Section 1 asks for your feedback on the draft Salisbury River Park Masterplan, which sets the guiding principles for the whole of the River Park area. The River Park will create a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The River Park area will better connect the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. It will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change. The Masterplan for the River Park sets out the guiding principles of how the project will be delivered in phases, with the latter phases dependent on securing funding.

#### **Section 2: Detailed plans for Phase 1 of the Salisbury River Park (Salisbury Central Car Park, Ashley Road Open Space and Fisherton Recreation Ground)**

Section 2 asks for your feedback on the Environment Agency's draft detailed proposals for Phase 1 of the River Park that will form part of a planning application next year. Phase 1 will provide critical flood risk alleviation infrastructure and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground. This part of the project is being led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council. The Phase 1 project is to be part-funded by the Swindon and Wiltshire Local Enterprise Partnership via the Local Growth Fund.

#### **How to find out more information**

Details about the draft Masterplan and the draft Phase 1 planning application proposals will be available on Wiltshire Council's website at [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future) from 9:00am Thursday 19<sup>th</sup> November 2020.

Wiltshire Council and the Environment Agency will be hosting 2 online webinars about the project where a presentation will be given, along with an opportunity for you to ask questions. These will take place on:

- Tuesday 24<sup>th</sup> November at 8:00pm. [Click here to register](#)
- Tuesday 15<sup>th</sup> December at 2:00pm. [Click here to register](#)

Anyone wishing to ask questions at the webinar events are encouraged to submit these in advance by emailing [majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk) stating 'Questions for Webinar' in the heading and which of the two webinars they will be attending. Questions can also be asked during the webinar events.

#### **How to comment on the proposals**

Comments are invited until 5:00pm Friday 8<sup>th</sup> January 2021. Comments can be made:

- Using our online survey at: [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future)
- By email to: [MajorProjects@wiltshire.gov.uk](mailto:MajorProjects@wiltshire.gov.uk)
- By post to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

Comments must be received no later than 5pm Friday 8<sup>th</sup> January.

For those without internet access, wishing to dial in to the webinar events, or requesting paper copies of the consultation material please contact Wiltshire Council's customer services team on 0300 456 0100.

Should you require further information, please email: [majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk)

Yours faithfully

Major Projects and Enabling  
Housing and Commercial Development  
**Wiltshire Council**

## **Appendix B: Advertisements / articles about the River Park**

Wiltshire Council: 'Residents invited to shape Salisbury River Park proposals', Monday 16<sup>th</sup> November 2020, <https://www.wiltshire.gov.uk/news/residents-invited-to-shape-salisbury-river-park-proposals>

Salisbury Journal: 'Have your say on Salisbury's River Park proposals', Monday 16<sup>th</sup> November 2020, <https://www.salisburyjournal.co.uk/news/18875474.say-salisburys-river-park-proposals/>

Salisbury Journal – Public notice 19<sup>th</sup> November 2020 available from:

[Wiltshire Council Notice of public consultation on the Salisbury River Park phase 1 planning application and wider Masterplan - Thursday 19th November 2020 to 5pm on 8th January 2021 | Salisbury Journal](#)

**Wiltshire Council**  
**Notice of public consultation on the Salisbury River Park phase 1 planning application and wider Masterplan – Thursday 19th November 2020 to 5pm on 8th January 2021**

Wiltshire Council and the Environment Agency are working in partnership to deliver a flood alleviation, environmental and public realm improvement project in central Salisbury which will reduce flood risk, enhance biodiversity, enrich public enjoyment of the rivers and build climate change resilience. We are inviting you to view and comment on these proposals. This consultation is split into two parts:

**Part 1: Salisbury River Park Masterplan**

Part 1 asks for your feedback on the draft Salisbury River Park Masterplan, which sets the guiding principles for the whole of the River Park, to be delivered over a number of phases, with the latter phases dependent on securing funding. The vision for the River Park is a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The River Park area will better connect the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. It will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change.

**Part 2: Detailed plans for Phase 1 of the Salisbury River Park (Salisbury Central Car Park, Ashley Road Open Space and Fisherton Recreation Ground)**

Part 2 asks for your feedback on the draft detailed proposals for Phase 1 of the River Park that will form part of a planning application for Phase 1. Phase 1 will provide critical flood risk alleviation infrastructure and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground. This part of the project is being led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council. The Phase 1 project is to be part-funded by the Swindon and Wiltshire Local Enterprise Partnership.

**How to find out more information**

Details on both the draft masterplan and the draft phase 1 planning application proposals will be available on Wiltshire Council's website at [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future) from Thursday 19th November 2020. Wiltshire Council and the Environment Agency will be hosting 2 online webinars where a presentation about the project will be given, along with an opportunity for you to ask questions. These will take place on Tuesday 24th November and Tuesday 15th December 2020.

In order to attend either webinar please follow the following link to register your place.  
<https://www.eventbrite.co.uk/d/online/salisbury-river-park/>

**How to comment**

Comments are invited until 5:00pm Friday 8th January 2021. Comments can be made:

- Using our online survey at: [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future)
- By email to: [MajorProjects@wiltshire.gov.uk](mailto:MajorProjects@wiltshire.gov.uk)
- By post to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

A survey form can also be downloaded from [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future) to be returned by email or post

Should you require further information, please email: [majorprojects@wiltshire.gov.uk](mailto:majorprojects@wiltshire.gov.uk) or call Wiltshire Council's customer services team on 0300 456 0100.

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## Businesses invited to shape Salisbury River Park proposals

17th November 2020

Local businesses and residents are being asked for their views on the Salisbury River Park proposals.

This joint project, between Wiltshire Council and the Environment Agency, aims to help reduce the risk of flooding for existing residents and businesses in Salisbury City Centre, build climate change resilience, enhance existing and create new spaces for biodiversity and improve public enjoyment of the river.

The seven-week public consultation which starts on Thursday 19 November 2020, covers two parts.

People are invited to comment on the draft Salisbury River Park Masterplan, which sets out the guiding principles for the whole of the River Park which will be delivered in phases over a number of years. It aims to provide riverside green space and urban wildlife habitat for residents and visitors to Salisbury to enjoy in the future.

People will also be able to comment on the draft detailed proposals for the first phase of the River Park which will be submitted as a planning application by the Environment Agency next year.

This phase will provide critical flood prevention measures and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground.

It is supported by £6 million funding from the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) via the Local Growth Fund.

To explain the proposals in more detail, two live online broadcasts will



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To explain the proposals in more detail, two live online broadcasts will



[Tuesday 24 November 2020 at 6pm](#)

[Tuesday 15 December at 2pm](#)

Once registered a link will be sent to access the briefing which will be broadcast via Microsoft Teams.

Anyone wishing to ask questions about the proposals are encouraged to submit these in advance by emailing [maiorprojects@wiltshire.gov.uk](mailto:maiorprojects@wiltshire.gov.uk) stating 'Questions for Webinar' in the heading and which of the two webinars they will be attending.

The briefings will also be recorded and will be available via the council's YouTube channel.

This consultation runs from 9am on Thursday 19 November 2020 until 5pm on Friday 8 January 2021.

The consultation survey can be completed online at [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future).

Alternatively the survey form can be download and once completed it can be emailed to [maiorprojects@wiltshire.gov.uk](mailto:maiorprojects@wiltshire.gov.uk) or posted to Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury SP1 3UZ before the deadline.

*Philip Whitehead, Leader of Wiltshire Council, said: "These proposals relate to the overarching framework for the Salisbury River Park initiative and the first phase of works which form part of an £18 million package of investment provided by the Environment Agency and Swindon and Wiltshire Local Enterprise Partnership, to protect residents and businesses in Salisbury City Centre.*

*"It is really important everyone takes the opportunity have their say during the public consultation and help ensure the city is more protected and sustainable in the future."*



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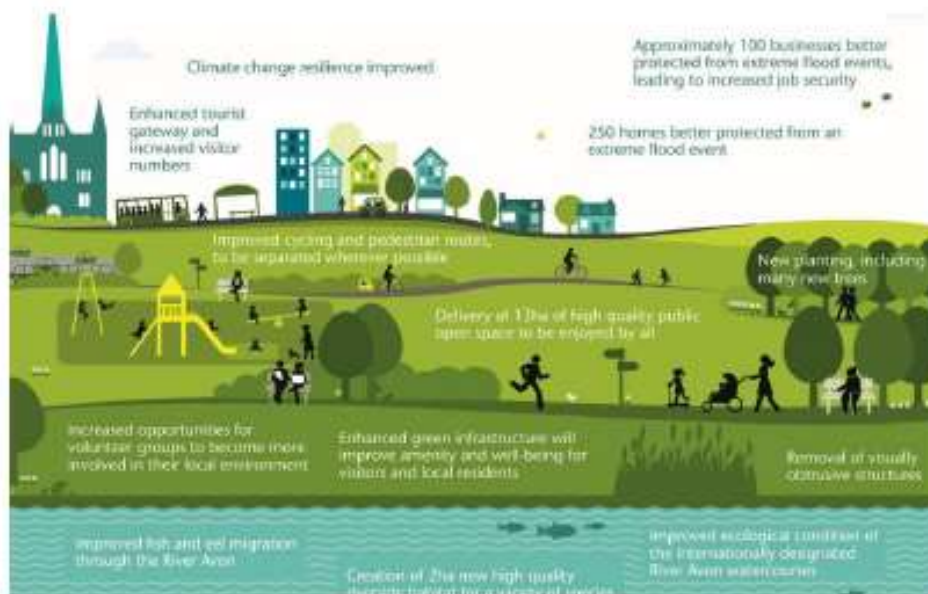


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## Council invites residents to shape Salisbury River Park

16 November 2020 | Frontpage News, News





### Salisbury River Park plans are up for public proposals.

The Wiltshire Council and the Environment Agency joint project could help reduce the risk of flooding in Salisbury city centre, and build climate change resilience, enhance and create spaces for biodiversity, and improve public enjoyment of the river, according to the council.

The seven-week public consultation starts on Thursday, November 19 and is in two parts: the draft Salisbury River Park Masterplan, which sets out the guiding principles for the whole of the River Park in phases over a number of years to provide riverside green space and urban wildlife habitat. Draft detailed proposals for the first phase of the River Park will be in a planning application by the Environment Agency next year.

This phase will provide critical flood prevention measures and environmental improvements in Salisbury's central car park, Ashley Road Open Space and Fisherton Recreation Ground. It is supported by £6 million funding from Swindon and Wiltshire Local Enterprise Partnership via the Local Growth Fund.

To request paper copies of the consultation material, contact Wiltshire Council's customer services team on 0300 456 0100.

This consultation runs from 9am on Thursday, November 19 until 5pm on Friday, January 8, 2021.

The consultation survey can be completed online at [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future). Alternatively, download and complete the survey form and email to [MajorProjects@wiltshire.gov.uk](mailto:MajorProjects@wiltshire.gov.uk) or posted to Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury SP1 3UZ before the deadline.

### **Appendix C: Announcements through Wiltshire Council e-newsletters etc**

Notification of the River Park masterplan consultation was provided within the Wiltshire business newsletter and through Wiltshire Council's Community Engagement Officer. Communications regarding the public consultation event were also sent directly to a range of community groups, including those representing seldom heard groups. Wiltshire Council have existing connections with the following organisations which were used to channel our communications: Safe and Supportive Salisbury, Disabled Access and Walking Forum, Wiltshire Sight, Wiltshire Climate Alliance, Alabare Salisbury, John Baker House, Salisbury Trust for Homeless and Faith Leaders Forum.

## **Appendix D: Social media communications**

16 Social media posts were placed on facebook and twitter through the River Park consultation period including on the following dates

19<sup>th</sup> November 2020  
21<sup>st</sup> November 2020  
22<sup>nd</sup> November 2020  
23<sup>rd</sup> November 2020  
24<sup>th</sup> November 2020  
25<sup>th</sup> November 2020  
5<sup>th</sup> December 2020  
8<sup>th</sup> December 2020  
11<sup>th</sup> December 2020  
16<sup>th</sup> December 2020  
27<sup>th</sup> December 2020  
30<sup>th</sup> December 2020  
7<sup>th</sup> January 2021  
8<sup>th</sup> January 2021

## Appendix E – Copy of poster put up around the site

The Salisbury River Park consultation posters were put up at the following locations:

- Salisbury Library
- Five Rivers Leisure Centre
- Fisherton Recreation Ground
- Silver Street, opposite the Poultry Cross
- Guildhall Square
- Bus stops at Blue Boar Row
- various other locations in the city centre – including the central car park/coach park,

**Salisbury River Park**

Climate change resilience improved

Approximately 100 businesses better protected from extreme flood events, leading to increased job security

Enhanced tourist gateway and increased visitor numbers

250 homes better protected from an extreme flood event

Improved cycling and pedestrian routes, to be separated wherever possible

New planting, including many new trees

Delivery of 13ha of high quality public open space to be enjoyed by all

Increased opportunities for volunteer groups to become more involved in their local environment

Enhanced green infrastructure will improve amenity and well-being for visitors and local residents

Removal of visually obtrusive structures

Improved fish and eel migration through the River Avon

Creation of 2ha new high quality riverside habitat for a variety of species

Improved ecological condition of the internationally designated River Avon watercourses

**We want your feedback!**

You are invited to comment on proposals for the Salisbury River Park project in central Salisbury

To view the proposals for the Salisbury River Park project visit [www.wiltshire.gov.uk/salisbury-future](http://www.wiltshire.gov.uk/salisbury-future)

Comments are invited until 5pm Friday 8th January 2021

To request a paper copy of the proposals, please call Wiltshire Council customer services on 0300 456 0100

Swindon & Wiltshire Local Enterprise Partnership | UK Government | Environment Agency | Salisbury City Council | Wiltshire Council

**Appendix F: Webinar Q&A docs**

<b>Question and Answers – Salisbury River Park Questions taken during consultation webinar 24<sup>th</sup> November 2020</b>	
<b>Question</b>	<b>Answer</b>
What is the process for securing the funding and realistic timeframes for implementation of other elements of the river park that are in the Masterplan such as coach park improvements and water lane seating?	The council will seek funding wherever it is available and will bid to central government when funds are announced. For example, the Water Lane / Fisherton Street element of the River Park Masterplan (Phase 2a) that proposes riverside seating space led by Fisherton Street traders association is likely to be funded from the Future High Streets Fund, if the council is successful in its bid. The council has got through the first round and its bid is under consideration by government. For the coach park the council will be developing a scheme in consultation with key stakeholders, including the coach operators, Visit Wiltshire and the local community. It is hoped that funding may be secured via future rounds of government funding – for which applications will be made when funding opportunities are announced. It is intended that Phase 4a (the southern part of the River Park that runs through the Maltings and Central Car Park site) will be delivered through the wider regeneration of the Maltings and Central Car Park, the regeneration of which is already enshrined in planning policy through a masterplan for the site. Negotiations with existing landowners are ongoing. In summary the council will seek funding wherever it can to deliver the scheme which is likely to be delivered in a phased way.
It's noted that the document states that any future phase that requires investment and planning is only indicative at this stage and plans may vary due to conditions and funding. As the masterplan is largely indicative this leaves future phases of the project wide open to change. What's the governance on the development principles to ensure compliance?	The masterplan sets the high-level principles and framework for the future redevelopment of the site that the council would expect any future development proposals to adhere to. Some parts of the masterplan are more specific than others.
Will each phase of the River Park Masterplan be subject to public consultation?	Yes, the council intends to undertake public consultation and engagement on each phase of the Salisbury River Park even where planning permission may not be required e.g. Phase 3A between Ashley Road and central car park.
The main obstacle on the route is the Boathouse public house. What plans do you have for the solution to this building? Purchasing the pub interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?	The long lease of this building is for sale and the council owns the freehold. There is no budget in the current scheme to pay for acquisition and no plans to purchase as part of this scheme. However, the council is exploring its options for the site and has not ruled any out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.
What are the intentions for the historic market house railway bridge (Market Walk) as this is not shown on the plans?	Works to the bridge access to Market Walk are not within the scope of the River Park Masterplan or the proposals for Phase 1.

<b>Question and Answers – Salisbury River Park</b>	
<b>Questions taken during consultation webinar 24<sup>th</sup> November 2020</b>	
<b>Question</b>	<b>Answer</b>
Will the new Millstream Approach bridge be wide enough for two-way traffic?	Yes, the proposals to be put forward as part of the Phase 1 scheme include a bridge that is wide enough for 2-way traffic. We don't yet know what form the regeneration of the Maltings and Central Car Park site will take and it is important we safeguard all options. This is unlike the current bridge that is a stop and wait bridge.
For Phase 1b How many parking places will be lost? It shows 154 parking places permanently lost are they to be replaced anywhere?  Could you comment further on total permanent car parking loss as a result of the works and any supporting capacity assessments?	<p>There is a mix of temporary removal during construction works and some permanent removal as a result of the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction.</p> <p>It may be helpful to consider these figures in the context of available parking spaces and occupancy. The Maltings and Central Car Park area has 1,731 parking spaces comprising;</p> <ul style="list-style-type: none"> <li>• Central Car Park long stay - 887 spaces</li> <li>• Central Car Park short stay - 219 spaces</li> <li>• The Maltings short stay – 586 spaces</li> <li>• Millstream North long stay - 39 spaces</li> </ul> <p>The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average.</p>
Will the coach park have plenty of space for car pick-up and drop-off?	The coach park area is expected to be slightly larger than existing as the Environment Agency is proposing to move the Millstream Bridge west to the north as described in the presentation. The council has not yet set the layout for the future of the coach park and a drop off area will be considered and where practical incorporated. The consultation proposals also show a new footbridge over the river between the coach park and central car park which can provide another opportunity for drop off / pick up.
Can you explain exactly what elements of the Masterplan you can deliver with the £6m funding and what phases cannot be?	The £6m that has been funded by the Swindon and Wiltshire Local Enterprise Partnership's Local Growth Fund grant is just one part of the funding that will deliver the Phase 1 scheme. The Phase 1 scheme being consulted on now by the Environment Agency has an overall cost of around £18 to £19 million. The majority of the remainder of the funding comes from Flood Defence Grant in Aid (FDGIA) which is central government funding.

<b>Question and Answers – Salisbury River Park</b>	
<b>Questions taken during consultation webinar 24<sup>th</sup> November 2020</b>	
<b>Question</b>	<b>Answer</b>
<p>The Boathouse once hired out boats to row upstream on the Avon. Whilst this could be challenging owing to the low bridges it was great fun and a city leisure attraction. The scheme mentions lowering the level of the Avon at Millstream approach. Would the widening (and shallowing) of the river preclude boating from ever being reintroduced in the future? Would it also preclude the reinstatement of any hydroelectric scheme at the (former power station) Mill?</p>	<p>Boating - whilst the watercourse is not officially navigable to do so requires the permission of the landowner, but in this case the environmental status of the river (a Special Area of Conservation and a Site of Special Scientific Interest) is the most important factor. The landowner would need consent from Natural England to permit any boating activity. People being in or on the water causes disturbance to habitats and species which would not be encouraged here. Whilst the proposals include lowering water levels a small amount it wouldn't, however, totally prevent people using the river for boating.</p> <p>Hydro Electric Power (HEP) scheme reinstatement – as part of this scheme there is no plan to put in any HEP schemes. The River Avon is a relatively low energy river, with a limited drop in water level through this site, which would make promoting a viable HEP project difficult. There are also important ecological, structural and listed building constraints that would further restrict the viability in this location. The project is suggesting a potential small reduction in low flow water levels within the Millstream, but this is unlikely on its own to be a factor in the viability of any future HEP scheme.</p>
<p>Is the increased frequency of flood events since 1959 due to climate change or overdevelopment?</p> <p>Is the flood risk 1 in 100 risk assessment based on current /short term increases in overall precipitation or does it take account of the seemingly increased risks described under IPCC Special Report 1.5Deg C and the most recent UNEP 2018 Emissions Gap report which suggest +1.5 Deg C is now certain, +2 deg very likely +3deg probable as recognised by Parliamentary Committee on Climate Change? These suggest &gt; total annual precipitation while shift of that total from summer to winter aggravating flood risks. Thank you</p>	<p>There probably were more events prior to 1959 and they either weren't recorded or weren't considered serious or the flooding occurred in areas that didn't have houses, so it wasn't a concern at the time. We know that climate change is creating alterations in weather patterns and with heavier and increased rainfall with more winter rainfall and an increased prevalence of thunderstorms in summer. However, also important for extreme flood events in Salisbury is snowfall. Major flood events in Salisbury (e.g. 1915) have typically occurred as a result of a large snowfall on Salisbury Plain followed by a quick thaw.</p> <p>In terms of overdevelopment, Salisbury tends to flood after very prolonged rainfall that results in the catchment and chalk aquifer being saturated. When this occurs, there is a lot of runoff and the saturated ground behaves more like an impermeable surface so for flood risk it matters less how much development has occurred in the upstream catchment. It should also be noted that the River Avon catchment is extremely rural with less than 3% being urbanised.</p> <p>The Environment Agency's assessments of flood risk are calculated based on the present day and then considers how that will change in the future, which uses the latest climate change predictions. When the economic benefits of a scheme are evaluated this includes allowances for how much the risk may increase in the future.</p>
<p>When did the Ashley Road area houses last flood and when did the city centre last flood? Are the risks being exaggerated?</p>	<p>The Ashley Road/Avon Terrace area last flooded in in 2014 when about 20 properties throughout Salisbury were flooded. However, in 2014 only a further small increase in flow would have resulted in substantially more properties being flooded. The last time the city centre and the cathedral flooded was in</p>

**Question and Answers – Salisbury River Park**

**Questions taken during consultation webinar 24<sup>th</sup> November 2020**

Question	Answer
	1915. With the cathedral we have a unique opportunity to understand flooding better and we have records that the cathedral has flooded 8 times in its 800 year history, so we know that a 1 in 100 annual probability flood event should include the cathedral. Flood mapping is always a prediction and you can only know if a prediction is true when the flood event actually happens.
<p>Do I assume there will be no vehicular access to the Ashley Road open space area? This will stop the successful car boot sales run by the Fire Brigade for their charities?</p> <p>How will we access the Fisherton rec from Cold Harbour Lane if there is the new bund?</p>	<p>There will be continued vehicular access to both Ashley Road Open Space and Fisherton Recreation Ground. At Ashley Road there are currently two locations for vehicle access, and Phase 1 will recreate those. The vehicle access routes will be low ramps over the bund and suitably surfaced to enable events to continue. The Environment Agency had early talks with the Fire Service and other stakeholders to understand their use of the land and how we could allow them to continue holding events. At Fisherton Recreation Ground there will be a number of pedestrian routes going into the area. We will retain the main footpath route in the south east corner of Fisherton Recreation Ground going over the bund. This will be a very shallow ramp (around 1 in 20) and will be wheelchair friendly. This is similar to the route for the lane that goes alongside the allotments / public toilets where there will be a ramp going over the bund. At the north end of Fisherton Recreation Ground there is barely an embankment, it is more a bump in the ground so will remain accessible.</p>
<p>Will the small number of free 30 minute parking spaces be retained in or near the coach park when the 1B Coach Park improvement? Where they are is now marked as a "new pocket park. They are very useful for collecting a prescription from Sarum Pharmacy or using the toilets.</p>	<p>There could be an element of 30-minute parking for drop off and pick up from the coach park incorporated into the design of the Phase 1B area. Consideration will be given to incorporation of this wording within the masterplan in consultation with internal stakeholders.</p>
<p>Is there to be CCTV for protection of people walking the Fisherton Recreation Ground area at night as it could also be a short cut to various roads?</p>	<p>There are currently no plans to introduce CCTV to the Fisherton Recreation Ground.</p>
<p>The 'City Centre This Way' bridge on slide 24 looks disabled unfriendly as it is very steep and hard for wheelchairs - how has this been addressed?</p>	<p>The bridge is purely a rough mock-up / artist impression of the kind of improvements we could see in the coach park location. Any bridge would need to be shallow in steepness in line with requirements to ensure disabled access.</p>
<p>This sounds fantastic!! Who is in the frame for the completing the works? A local company I hope.</p>	<p>The Environment Agency will be responsible for constructing the works and will be using their framework contractor, who are a national firm. However, they will be using a number of specialist subcontractors, who are all likely to be more local. They will also need to source plant and materials as locally as possible, and will need to employ staff, including staff on apprenticeships, locally.</p>
<p>How can pedestrian and cyclist priority be improved where the river path crosses Avon Approach at the coach</p>	<p>It is intended that the scheme will replace Millstream Bridge West where cyclists currently have to give way. It is intended that the Millstream Bridge in the future is more pedestrian</p>



<b>Question and Answers – Salisbury River Park</b>	
<b>Questions taken during consultation webinar 24<sup>th</sup> November 2020</b>	
<b>Question</b>	<b>Answer</b>
park? There is a lot of rat running at peak travel times and cars travel too fast along there.	and cycle friendly and designed in such a way as to encourage the priority of bicycles and pedestrians over the private car. At the north end of Avon Approach it is intended to relocate the cycle path further east so it follows the coach park to its east. Pedestrian and cycle ways will be more segregated than they are now from each other and the road to avoid conflict. In addition, as the cycleway will be laid out in a more cycle friendly way it will be clearer to cars travelling north along the link between Avon Approach and the coach park that the bike should take priority.
Would this not be an ideal place and time to reinstate a bus station, bringing an end to the confusion of busses and passengers throughout the town, and also given its proximity to the railway station.	Noted, however the Phase 1 area is felt to be too far away from the city centre to be easily accessible for local bus users. Furthermore, the local bus company took an operational decision relatively recently that a bus station was not required any more.

<b>Question and Answers – Salisbury River Park</b>	
<b>Questions taken during consultation webinar 15<sup>th</sup> December 2020</b>	
<b>Question</b>	<b>Answer</b>
I'd like to know about the land owned by Waitrose for potential public realm improvements? what does that mean?	Land adjoining Waitrose is proposed to be included in the Salisbury River Park, as part of Phase 3A. The council has approached the landowner to see if they would like to make improvements to land in their ownership adjoining the riverside public footpath/cycleway. Waitrose use the land in question as a memorial garden and there may be a potential opportunity to further enhance the area. The council would welcome the opportunity to work with the company to deliver improvements to this important community asset, while also providing benefit to the River Park in this location. The council has an ongoing dialogue with the company.
I'd like to know more about the intentions for the mature trees in phase 3A	The council and the Environment Agency will seek to retain as many mature trees as possible, and overall expect to plant more trees than currently exist. These will be a variety of species, and mature trees as well as saplings. Phase 3A is between Ashley Road and the Maltings. The Environment Agency has undertaken a comprehensive tree survey in the phase 3A area which classifies trees as low, medium or high quality based on species of tree, disease, light etc. There are strong planning requirements to avoid any impact on trees highlighted as high quality and minimise impact on medium quality trees. Certain trees may have to be removed to facilitate the development, although these will be replaced / relocated wherever possible.
What is an "interface zone" is? The reason I ask is that my garden is in one and I would like to know what the intentions are for it.	The River Park masterplan proposes the introduction of an 'interface zone' around the River Park area, which is an area which has a close visual relationship with the River Park itself. It is proposed that development proposals within the interface zone should demonstrate how they can help deliver some of the objectives of the River Park. This could



<b>Question and Answers – Salisbury River Park</b>	
<b>Questions taken during consultation webinar 15<sup>th</sup> December 2020</b>	
<b>Question</b>	<b>Answer</b>
	be in terms of delivering green space, planting, ecology enhancements, or buildings celebrating the river frontage. The interface zone will not affect private gardens.
The scheme seems excellent, but I'd like to ask about the 400 new homes mentioned on the diagram but not, so far as I can see, detailed in the text? Nor does housing construction appear as a possible funding source. I have no objection in principle to new housing, especially if it's affordable, so seek clarification on these 400 new homes?	One of the benefits of the River Park is that it will take areas of the city out of the flood zone and allow it to be more easily and safely developed. The Maltings and Central Car Park is one of these sites. The site has for 20 years or more been allocated for a major regeneration scheme for the long term benefit of Salisbury. It is anticipated that this could yield a significant number of (up to 400) homes including apartments and affordable housing, and key working dwellings. The council recognise the importance of balancing the demographics of the city by providing homes for a younger workforce. The regeneration of the Maltings and Central Car Park will not take place as part of the River Park project, but it will be enabled by the removal of parts of the site from the flood zone.
What impact will this development have on the rest of the Maltings development plans, including the proposals of the cultural quarter?	The council has endorsed a masterplan for the regeneration of the Maltings and Central Car Park area, and endorsed the Salisbury Central Area Framework, which sets the wider vision and a series of recommendations for regenerating the city centre. Those schemes will come forward separately with their own programmes and funding sources. The cultural quarter is an important element of the Maltings and Central Car Park masterplan, and the council maintains its aspiration to see this developed in line with the masterplan. The council recognise that recent economic shocks have had a significant impact on Salisbury and the timetable for regeneration, but this doesn't undermine the council's aspirations to regenerate the Maltings and Central Car Park area, including the cultural quarter. The River Park will not only deliver flood mitigation and environmental enhancements but also economic benefits improving the attractiveness of the area, in particular for cyclists and those on foot. Evidence from other towns that have developed similar schemes shows between 15% and 20% increase in footfall as a result of the improvements. Footfall means spend, people buying meals, people spending in shops, people visiting the cultural offer, so there are clear economic benefits as well as delivering a great environmental scheme.
What is the expected impact of the flood prevention elements of the River Park on flood risk immediately downstream from Central Salisbury, in the Harnham Road, Ayleswade Road and New Bridge Road area in particular?	As part of any application for works it must be demonstrated that there will be no detrimental impact on flood risk to third parties or infrastructure anywhere upstream or downstream. As part of the Phase 1 scheme detailed modelling has been undertaken which will need to demonstrate that there will be no change downstream in the areas that are mentioned. This will be scrutinised as part of the planning application submission next year. The modelling that has been undertaken for Phase 1 doesn't suggest that there will be benefit to areas downstream because the flood risk in these areas are not directly connected. The Phase 1 proposals at Fisherton Recreation Road and Ashley Road Open Space will not influence the

<b>Question and Answers – Salisbury River Park</b>	
<b>Questions taken during consultation webinar 15<sup>th</sup> December 2020</b>	
<b>Question</b>	<b>Answer</b>
	likelihood of flooding at the Cathedral and further downstream. As part of a separate project the Environment Agency is looking at flood risk over a wider area of Salisbury and the projects that could be brought forward. For instance, in the Southampton Road area and the River Bourne, working in consultation with Highways England.
My question is about the access to the allotment shop. When the shop is busy there are quite a few cars parking to pick up heavy loads of compost/manure etc. This does not seem to impact on cyclists at the moment but I have concerns if the cycle/ walking route becomes busier that congestion at weekends may become a hazard. Will there be ample passing space if cars are parked?	The Environment Agency is aware of the presence of the allotment shop. It is not intended to reduce the parking on Coldharbour Lane. The Environment Agency is proposing to create a new cycle path and formalise the footpath in front of the shop. The path there will be widened to provide sufficient space for a segregated cycle path and footpath a sufficient distance from the hedge and trees. The Environment Agency will take up this point further with the allotment association to agree what needs to be provided. The Environment Agency is in discussions with Salisbury City Council about the potential for resurfacing of Coldharbour Lane as part of this project.
Has a full assessment been done of any rare wildlife which may be in the area affected? If so, what were the findings and what is being done to avoid or mitigate the loss? The redevelopment of the coach park is welcome as it's an eyesore at the moment.	There has been a significant amount of work done to survey and better understand the wildlife in the area. There are a number of important species in the area, including bats, water voles and otters. A lot of work has been done to survey these species to understand where they are and how to minimise disruption during construction. However, some disruption will be inevitable. The key species that a lot of work has been spent on is water voles. Prior to the works the Environment Agency will be looking to trap the water voles and relocate them to some designated areas. These designated areas have to be agreed beforehand and it has to be demonstrated that the areas are appropriate for the water voles before work is started. This is a heavily controlled process that requires licences. It is an important part of the scheme and the work we are undertaking to understand the impacts of the scheme on the important species that use the water course here is important. Following construction, the works will provide long term significant benefit to all wildlife.
Previous hydro schemes were turned down due to flood risk in the potential locations. Will the scheme address this so that Salisbury is able to take advantage of the hydro potential?	The Environment Agency is not aware of any hydro schemes in the area that have been submitted as a planning application or indeed turned down. Early advice was sought on proposals for a hydro scheme at the Bishops Mill where initial investigations were undertaken. There are lots of challenges with hydro schemes on this part of the River Avon. Flood risk is one issue, but the bigger challenge is the impact on ecology. For a hydro scheme to be successful a significant drop in water level is needed, which isn't present on this part of the River Avon. The River Avon is a very low gradient water course and doesn't lend itself to hydro schemes compared with other rivers. However, the Maltings and Central Car Park masterplan commits to exploring renewable energy generation as part of the regeneration of the site.
The main obstacle on the route is the Boathouse public house. What plans do	The long lease of this building is for sale and the council owns the freehold. There is no budget in the current

**Question and Answers – Salisbury River Park**  
**Questions taken during consultation webinar 15<sup>th</sup> December 2020**

<b>Question</b>	<b>Answer</b>
you have for the solution to this building? Purchasing the pub interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?	scheme to pay for acquisition and no plans to purchase as part of this scheme. However, the council do recognise the potential for this site, given its proximity to the enhanced coach park area and the potential to improve the appearance of a rundown building along this important area of riverside frontage and is therefore exploring its options for the site and has not ruled anything out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.

# Appendix G: Salisbury River Park survey

## Salisbury River Park

Survey

**Comments must be received by Wiltshire Council no later than 5:00pm Friday 8<sup>th</sup> January 2021**

By post to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, SP1 3UZ

By email to: [majprojects@wiltshire.gov.uk](mailto:majprojects@wiltshire.gov.uk)

Website: <http://www.wiltshire.gov.uk/salisbury-future>

We are asking for your feedback on proposals for the Salisbury River Park project that are being prepared by Wiltshire Council and the Environment Agency.

This survey is split into four Sections:

- Section 1 - The Salisbury River Park Masterplan
- Section 2 - The Environment Agency's proposals for Phase 1A and Phase 1B (in part) of the River Park: central car park/coach park
- Section 3 - The Environment Agency's proposals for Phase 1C and Phase 1D of the River Park: Ashley Road Open Space and Fisherton Recreation Ground.
- Section 4 - About you

Please complete each section of this survey after you have viewed the consultation material. All comments received will be kept on a public file and may be anonymously published on our website.

**Section 1: The Salisbury River Park Masterplan**

**Question 1**

Overall, do you support the proposals that are set out in the Salisbury River Park Masterplan?

Prefer not to say	No	Partly	Yes
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Question 4**

To what extent do you agree or disagree with the masterplan's proposals for each phase of the River Park? (See pages 24 - 41 of the document)

	<input type="radio"/> Strongly disagree	<input type="radio"/> Disagree	<input type="radio"/> Neutral	<input type="radio"/> Agree	<input type="radio"/> Strongly agree
Phase 1A - Land at MCCP (north)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 1B - Coach park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 1C - Ashley Road Open Space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 1D - Fisherton Recreation Ground	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 2A - Water Lane / Summerlock Bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 2B - Fisherton Bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 3A - Riverside path between Ashley Road and central car park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 4A - Land at MCCP (south)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 5A - Riverside walk rear of High Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 6A - NHS buildings and service yard	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Phase 6B - The Maltings parade / Bishops Mill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Question 5**

Please provide any further feedback you would like to give about the proposed phases of the River Park. (Note - feedback on the Environment Agency's draft detailed proposals for Phase 1 of the River Park should be provided in Section 2 and Section 3 of this survey)

**Question 2**

To what extent do you agree or disagree with the River Park Masterplan's General Development Principles? (See pages 16 - 23 of the document)

	<input type="radio"/> Strongly disagree	<input type="radio"/> Disagree	<input type="radio"/> Neutral	<input type="radio"/> Agree	<input type="radio"/> Strongly agree
RP1 Biodiversity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP2 River improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP3 Flood risk and water management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP4 Integrated development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP5 Access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP6 Public realm	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP7 Public protection and amenity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RP8 Management and maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Question 3**

Please provide any further feedback you would like to give about the General Development Principles.

**Section 2: Detailed draft proposals for central car park and coach park**

**Question 6**

Do you support the Environment Agency's draft proposals for the River Park at the central car park and coach park?

Prefer not to say	No	Partly	Yes
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Question 7**

What do you usually use the Phase 1A and 1B central car park and coach park area for? (Select all that apply)

<input type="checkbox"/> Waking / dog walking	<input type="checkbox"/> Cycling	<input type="checkbox"/> Parking
<input type="checkbox"/> Running	<input type="checkbox"/> Picnics	<input type="checkbox"/> Access to coach park
<input type="checkbox"/> Access to city centre	<input type="checkbox"/> Not applicable, I do not use this area	<input type="checkbox"/> Other (please specify)

**Question 8**

How often do you currently use the riverside footpaths and cycle routes through the central car park and coach park areas to access the city centre?

<input type="radio"/> Daily	<input type="radio"/> 4-6 times a week	<input type="radio"/> 1-3 times a week
<input type="radio"/> Not very often	<input type="radio"/> Never	

**Question 9**

If you use the footpaths and cycle routes through the central car park and coach park, what time of day are you most likely to use them? (Select all that apply)

<input type="checkbox"/> Early morning (5:00am-10:00am)	<input type="checkbox"/> Late morning (10:00am-12:00pm)	<input type="checkbox"/> Afternoon (12:00pm-5:00pm)
<input type="checkbox"/> Evening (5:00pm-9:00pm)	<input type="checkbox"/> Nighttime (9:00pm-5:00am)	<input type="checkbox"/> Not applicable, I do not use these routes

**Question 10**

If you use the footpaths and cycle routes through the central car park and coach park, what time of day are you most likely to use them? (Select all that apply)

- Via the River Park
- Via Fisherton Street
- Via Castle Street
- Via Avon Approach
- Via Mill Stream Approach
- Not applicable, I do not walk or cycle

**Question 11**

How strongly do you agree with this statement?  
The draft River Park proposals would encourage you to use the pedestrian and cycle routes through the central car park and coach park more often.

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

**Question 12**

Please provide us with any other feedback you would like to give on the Environment Agency's draft proposals for the River Park at central car park and the coach park.

**Section 3: Detailed draft proposals for Ashley Road Open Space/Fisherton Recreation Ground**

**Question 13**

Do you support the Environment Agency's draft proposals for the River Park at Ashley Road Open Space and Fisherton Recreation Ground?

- Prefer not to say
- No
- Partly
- Yes

**Question 17**

Please provide us with any other feedback you would like to give on the Environment Agency's draft proposals for the River Park at Ashley Road Open Space and Fisherton Recreation Ground.

**Section 4: About You**

**Question 18**

What is your interest in the Salisbury River Park? (please select all that apply)

- Resident in Salisbury or surrounding area
- Worker in Salisbury
- Business owner in Salisbury
- Student in Salisbury
- Landlord or landowner in Salisbury
- Visitor to Salisbury, but do not live or work here
- Other (please specify)

**Question 19**

Are you responding on behalf of an organisation or interest group?

- Yes
- No

**Question 20**

If you represent an organisation or interest group, please tell us which one

**Question 14**

What do you usually use the Ashley Road Open Space and Fisherton Recreation Ground area for? (Select all that apply)

- Waking / dog walking
- Cycling
- Running
- Sports
- Children's playground
- Nature watching
- Picnics
- Fishing
- Car boot sale
- Not applicable, I do not use this area
- Other (please specify)

**Question 15**

If you use the footpaths, cycle routes, open spaces and play facilities at Ashley Road Open Space and Fisherton Recreation Ground, what time of day are you most likely to use them? (Select all that apply)

- Early morning (5:00am-10:00am)
- Late morning (10:00am-12:00pm)
- Afternoon (12:00pm-5:00pm)
- Evening (5:00pm-9:00pm)
- Nighttime (9:00pm-5:00am)
- Not applicable, I do not use these facilities

**Question 16**

How strongly do you agree with this statement?  
The draft River Park proposals for Ashley Road Open Space and Fisherton Recreation Ground would encourage you to use this area more often.

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

**Question 21**

How did you find out about this consultation event?

- Email or letter
- Newsletter
- Social media
- Flyer through your door
- Poster displayed in the city
- Word of mouth
- Other (please specify)

**Question 22**

Please let us know whether you would like to be kept informed about the Salisbury River Park as the project develops.

- Keep me informed about the Salisbury River Park project. By selecting this option, I consent to receiving communications about the Salisbury River Park project from both Wiltshire Council and the Environment Agency
- Do not keep me informed about any further updates on the River Park project

If you would like to be kept informed, please provide:

Your name

Your contact email (preferred) or postal address.

For more information on how Wiltshire Council and the Environment Agency treat your personal information please view the following webpages:

- Wiltshire Council Spatial Planning Privacy Notice: <https://www.wiltshire.gov.uk/planning-privacy-notice>.
- The Environment Agency's Personal Information Charter: <https://www.gov.uk/government/organisations/environment-agency/about/personal-information-charter>

**Appendix H** - Transcript of all consultation responses received





ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
14						Yes	Walking / dog walking;Running;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Mill Stream Approach	Strongly agree
15	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The proposed bridge between the Central Coach Park and the Central Car Park will encourage traffic across the River Park and work against the environmental and biodiversity goals. I think it should not be built.	Partly	Walking / dog walking;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree
16	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree
17	Strongly agree	Agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;	Not very often	Late morning (10:00am-12:00pm);	Via Castle Street	Strongly agree
18	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Running;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree
20	Agree	Agree	Agree	Agree	The current 30 minute parking spaces near the river in the coach park are very well used, not least by people collecting medication from the pharmacies nearby. This area appears to be visualised as a "pocket park" on the plan. Surely there is already a welcome amount of "regreening" in the plan, without losing this small and valuable asset.	Partly	Parking;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);		Neither agree or disagree
21	Agree	Neutral	Neutral	Agree		Partly	Walking / dog walking;Cycling;Access to the city centre;	4-6 times a week	Afternoon (12:00pm-5:00pm);	Via Fisherton Street	Agree
22	Strongly agree	Strongly agree	Strongly agree	Agree	An exciting proposal	Yes	Cycling;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Via Castle Street	Strongly agree
23	Agree	Agree	Agree	Agree		Yes	Cycling;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
14		Yes	Walking / dog walking;Running;Nature watching;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
15	The proposed bridge between the Central Coach Park and the Central Car Park will encourage traffic across the River Park and work against the environmental and biodiversity goals. I think it should not be built.	Yes	Walking / dog walking;	Early morning (5:00am-10:00am);	Strongly agree	
16	Our only concern is that cyclists need to be made or at least encouraged to give way and be considerate to pedestrians. Sadly they often come through at speed, impatient of anyone in their way. The same concerns relate to the electric scooters that will soon be all around. These measures need to be in place throughout the City please.	Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Strongly agree	As already stated, we are very happy with the proposals for flood defence, environmental enhancement and public space.
17		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Strongly agree	
18	Get rid of the whole car park and turn in into a green space. It's an eyesore and not a good car park and we NEED to transition away from the car to protect environment and air quality	Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;	Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Strongly agree	help the otters
20	See above remarks about coach park car parking	Yes	Not applicable, I do not use this area;		Neither agree or disagree	
21		Partly	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
22	Q10 says select all that apply but only a single selection is allowed. I walk and cycle through the area.	Yes	Walking / dog walking;	Early morning (5:00am-10:00am);	Neither agree or disagree	I use the Avon valley path and can see that many others use it for walking and dog walking except when it starts to flood!
23		Yes	Cycling;Nature watching;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Agree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
24	Disagree	Agree	Disagree	Disagree	I'd like to know the history of the site pre railway/maltings and ask why the MCCP has to be developed at all. if development is inevitable why chose the flood plain?	Partly	look for fish in the stream(s);	Not very often	Late morning (10:00am-12:00pm);	Via Mill Stream Approach	Strongly agree
25	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Yes	Walking / dog walking;Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach	Strongly agree
26	Neutral	Neutral	Neutral	Neutral		Yes	Cycling;Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly agree
27	Agree	Neutral	Strongly agree	Agree	The Boathouse area of the Coach Park is currently an eyesore and the Landlords must be made responsible for enhancing its appearance and upkeep. As the moment it is a barrier to the riverside walk but could become an asset if properly managed and maintained.	Yes	Walking / dog walking;	4-6 times a week	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Castle Street	Agree
28	Neutral	Agree	Neutral	Neutral		Partly	Walking / dog walking;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);	Not applicable, I do not walk or cycle	Neither agree or disagree
29	Strongly disagree	Neutral	Neutral	Strongly disagree		No	Parking;Walking / dog walking;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Avon Approach	Strongly disagree
30	Agree	Agree	Agree	Agree	Work on Phases 1A and 2B of the River Park project should take care not to significantly reduce the number of long-stay parking spaces. Reducing these spaces will have a negative impact on day visitors accessing the city from nearby areas (South Wiltshire villages, Hampshire, Dorset, etc.) and could impact local trade. Inevitably a scheme of this scale will lead to some parking losses but, due to Central car park's location at the core of Salisbury, these should be minimised as far as possible.	No	Parking;Walking / dog walking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via Castle Street	Disagree
31	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Running;	Not very often	Late morning (10:00am-12:00pm);	Via Fisherton Street	Strongly agree
32	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;	Never		Via Mill Stream Approach	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
24	I think the flood plain should be restored along with the river banks	Yes	Fishing;	Evening (5:00pm-9:00pm);	Neither agree or disagree	Is it necessary to increase use with the proposals? sn't the improvement to flooding and the habitat enough?
25		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
26		Yes	Walking / dog walking;Cycling;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	
27	See comments above. Screening of the Central Car park from the riverside walk would be an improvement. The delivery areas of Iceland/Tesco should be screened and preferably the redundant office space re-purposed for housing. The ugly NHS buildings could also do with a facelift or screening	Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	The wetlands would lead nicely into the existing boardwalk alongside the river and provide a good wildlife corridor. It is important to retain recreational space and a playground area for children. In this proposal it is closer to the existing leisure centre and as a result possibly used more.
28		Partly	Walking / dog walking;	Late morning (10:00am-12:00pm);	Disagree	I think it's fine as it is.
29	You need to have a comprehensive plan for M CCP before proceeding with all this stuff (which is really just an aside.)	No	Walking / dog walking;Cycling;Car boot sale;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Disagree	Its fine as it is. Why change it?
30	All environmental works should accommodate the fact that the Central car park is Salisbury's largest and long-stay spaces must be preserved as much as possible, as many visiting Salisbury from outside the local area still use private motor vehicles to access the city.  The micro-park idea on Mill Stream Approach is, however, a positive regarding this phase of the project and will hopefully improve the ambience of the coach park area, which is currently seriously run down.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
31		Yes	Walking / dog walking;Children's playground;Running;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
32		Yes	Children's playground;Walking / dog walking;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
33	Partly	Neutral											Neutral				
34	Yes	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree		Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	
35	Partly	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	This is a key site and opportunity. Whilst objectives are sound I would prefer to see greater ambition at consultation phase.	Neutral	Disagree	Neutral	Neutral	Neutral	Agree	Neutral
36	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Agree	Agree	Agree	Agree	Neutral	Agree
37	Yes	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Agree	Neutral	Neutral	Strongly agree	Agree
38	Yes	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	I think the principles should also mention tourism alongside or part of public amenity	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
33						Partly	Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly disagree
34	Agree	Agree	Strongly agree	Agree		Yes	Access to the city centre;Walking / dog walking;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via Castle Street	Strongly agree
35	Neutral	Disagree	Neutral	Neutral	Sites offer such as the coach park and the rear of the high street offer more potential. By blocking the rear of New Look with a new building you stand to risk the development of this site and the possible interconnectivity of the high street in future redevelopment.	Partly	Parking;Access to the city centre;Cycling;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Fisherton Street	Strongly agree
36	Agree	Agree	Agree	Neutral	suggest a pedestrian bridge from Leisure Centre across to beginning of boardwalk	Yes	Walking / dog walking;Cycling;	4-6 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Not applicable, I do not walk or cycle	Neither agree or disagree
37	Strongly agree	Strongly agree	Neutral	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street	Strongly agree
38	Strongly agree	Strongly agree	Strongly agree	Strongly agree	<p>1 - There should be an integrated approach to cycle paths. Some of the phases mention it but by no means all, e.g cycling south of Summerlock Bridge (Area 2A). It is not clear how all the new and existing cycle paths will nit together. Particularly given the failed 'people friendly Salisbury' initiative, it is important to create an integrated cycle network for the central area and not one that has good routes which then just peter out, therefore a master cycle network map should be created and considered as part of this scheme in support of the overall Central Area framework.</p> <p>2 - The linkages between phases 1C/D and the green conservation area around and to the north of 5 Rivers Leisure Centre do not seem to be considered very well. In particular, there should be consideration of an additional foot/cycle bridge to the north end of Phase 1D. This would strengthen the river park's continuity up the Avon river valley and access to Old Sarum via parkland. Maintenance of the 'wild areas' also need consideration - the current area around the Leisure Centre looks very neglected and sightlines and access to the river from the Leisure centre side is very poor, hindered by overgrown bushes and fallen trees.</p>	Yes	Cycling;Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
33		Partly	Walking / dog walking; Nature watching;	Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm);	Disagree	
34		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	
35	Greater emphasis should be put to supporting green infrastructure and connections from fisherton street across the central car park closer to Avon Approach.	Yes	Walking / dog walking;	Early morning (5:00am-10:00am);	Neither agree or disagree	
36	central car park needs some planting to break up the asphalt look - sacrifice some spaces for walking routes and trees more like some big supermarket carparks. Trees will give much needed shade in summer and make the whole area more inviting.	Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm); Late morning (10:00am-12:00pm);	Agree	an additional footbridge across river connecting Leisure Centre with tennis club area would be welcome.
37		Yes	Walking / dog walking; Cycling; Nature watching;	Early morning (5:00am-10:00am); Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
38	Linkage of the cycle route south of this area needs consideration as part of an overall central area cycle network	Yes	Running; Cycling;	Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm); Evening (5:00pm-9:00pm);	Agree	A further foot/cycle bridge is needed at the north end of the area to improve green space links across the river. It is not clear whether this area is designed for cycle access or not (hopefully it will be).





ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
39	Agree	Agree	Agree	Agree	I don't see how the narrowing of Fisherton Street is going to work when there are buses frequently passing up and down it.	Yes	Not applicable, I do not use this area;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle	Agree
40	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);		Agree
41	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Concerned that the redevelopment of the Maltings with houses etc will be a blight on this project. Would prefer to have a wider green corridor and for the shops (The Works/Robert Dyas etc) to be relocated and the buildings knocked down to allow the river to be visible through to Elizabeth Gardens as so much more could be made of Priory Square which is always a 'dead' area. Shame this is a final 'asperation', I think it should be higher on the list of priorities.	Yes	Access to the city centre;Just walking across to access parts of the City;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Castle Street	Strongly agree
42	Neutral	Agree	Neutral	Agree		Partly	Access to the coach park;Access to the city centre;Parking;	Not very often	Not applicable, I do not use these routes;	Via Avon Approach	Neither agree or disagree
43	Agree	Strongly agree	Agree	Agree	It would be brilliant if the walk could be maintained where the Avon currently flows underneath the buildings occupied by Robert Dyas and the works.	Yes	Walking / dog walking;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park	Agree
44	Agree	Agree	Agree	Agree	As above - more thought to healthcare provision and engaging with local practices to assess and address their needs as well.	Yes	Walking / dog walking;Cycling;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
39	I do not currently access the town centre through this area because I live on the Greencroft and approach town from that side of town. If the area was a pleasant place to go for a walk I would probably go there for recreation.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
40		Yes	Not applicable, I do not use this area;		Neither agree or disagree	
41	Would like to see the Boat House incorporated into the Plan, preferably knocked down to increase the green corridor but certainly refurbished. Crowd fund for purchase of the lease back from Greene King.	Yes	Walking / dog walking;Children's playground;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Ensure there is plenty of quiet space for wildlife with no access for dogs. Dogs on leads except for areas of access to the river.
42	I asked the question about having space for pick up and drop of at the coach park. I feel this is very important especially if the current traingle car park is to go. We have 1,000's of foreign students each year arriving to the coach prk and using it daily whilst here, these students are all 'hosted' by Salisbury residents who ofetn have to drop off and pick up twice a day 6 days a week, to epect them to pay to park in the central car park each time they do this. In addition a lot of older people get coaches from here on a regular basis, again I think it unreasonable to expect these people to drag tere bags over the propsed bridge to the central car park. My other concern is that this route be well lit and a safe place to walk during the long winter months.	Prefer not to say	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
43	It would be advisable to retain some areas for wildlife and not people if possible.	Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	I was pleased to hear at the briefing that naccess will continue to be given for car boot sales. This will hopefully help to diffuse opposition form that quarter.
44		Yes	Walking / dog walking;Children's playground;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Disagree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
45	Neutral	Neutral	Neutral	Neutral	Hope to make the December session to ask the question posed above about river flow engineering/hydraulic input assumptions to the schemes and the consequences on hard and soft design, eg on river bed depths and heights of flood banks	Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Not applicable, I do not walk or cycle	Agree
46	Strongly agree	Strongly agree	Agree	Strongly agree		Partly	Access to the coach park;Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly agree
47	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;Parking;	Daily	Night time (9:00pm-5:00am);	Via the River Park	Neither agree or disagree
48	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;Parking;Access to the city centre;Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);	Via Castle Street;	Strongly agree
49	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Access to the coach park;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly agree
50	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;Parking;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree
51	Neutral	Neutral	Neutral	Neutral	The plans are difficult to read. Why are areas for car parking not shown? The Boathouse could be made a focal point for information and refreshments if it was taken on by the local authority. It could create an ideal first impression of Salisbury for coach trips. As it is, it has had a succession of openings and closures under private ventures.	Partly	Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
45	As described earlier in questionnaire	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
46		Yes	Cycling;Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
47		Yes	Walking / dog walking;	Night time (9:00pm-5:00am);	Agree	
48		Yes	Walking / dog walking;Cycling;Children's playground;	Afternoon (12:00pm-5:00pm);	Strongly agree	
49		Yes	Walking / dog walking;Sports;Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
50		Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
51	Provide separation for cyclists and pedestrians where possible.	Partly	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Disagree	Don't close the toilets. These are an important asset, particularly for an aging population.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
52	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Generally happy with the proposal	Agree	Neutral	Agree	Agree	Agree	Agree	Agree
53	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
54	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Disagree	The only reason why have given a 'disagree' score for maintenance is that I am appalled at the state of maintenance currently of cycle tracks and footpaths. I refer to poor eye level signage, eg through the Maltings (no cycling), but much more importantly to the failure to maintain the white markers on the ground. Failure to maintain them is dangerous, and sets cyclists against pedestrians and, where appropriate, motorists, because the markings are so poor that they can only be read with difficulty, and in some cases have even been totally obliterated	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
55	Partly	Disagree	Agree	Agree	Strongly agree	Neutral	Neutral	Disagree	Agree	I am concerned that some of these principals are targeted at reducing the amount of car parking available, in a city that already doesn't have enough parking. The result of this will be to drive even more people to shop in other cities, such as Southampton, that recognise the inadequacies of public transport.	Strongly disagree	Disagree	Agree	Agree	Strongly disagree	Strongly disagree	Agree
56	Yes	Agree	Agree	Strongly agree	Neutral	Agree	Agree	Strongly agree	Agree		Agree	Strongly agree	Agree	Neutral	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
52	Agree	Agree	Agree	Strongly agree		Yes	Access to the coach park;	Not very often	Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Agree
53	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Parking;Running;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Strongly agree
54	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the coach park;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Mill Stream Approach;Via the River Park;Via Fisherton Street;Via Avon Approach;	Strongly agree
55	Agree	Agree	Agree	Agree	Fisherton Street is already too narrow. I cannot see that narrowing it can have any possible positive effect.	No	Parking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via the River Park;	Disagree
56	Agree	Strongly agree	Neutral	Strongly agree		Partly	Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Agree



ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
52		Yes	Children's playground;Car boot sale;	Afternoon (12:00pm-5:00pm);	Agree	
53		Yes	Walking / dog walking;Cycling;Running;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
54		Yes	Walking / dog walking;Cycling;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Well done. I have long admired the quality of the CAF and its documentation. This is good too, with one important caveat. I found most of the maps difficult to follow, due to a failure to put names of landmarks on them, street names, prominent buildings etc.
55	I use these paths to access the city centre when I have parked in Waitrose because the Central Car Park is full. I suppose this means I might use them more often if the car park size is reduced, but it is more likely that I would go to Southampton instead.	Yes	Children's playground;Picnics;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
56		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	

ID	Q1	Q2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q4 - Phase 1A	Q4 - Phase 1B	Q4 - Phase 1C	Q4 - Phase 1D	Q4 - Phase 2A	Q4 - Phase 2B	Q4 - Phase 3A
57	Partly	Agree	Agree	Agree	Neutral	Neutral	Disagree	Disagree	Neutral	<p>Whatever might be thought about the desirability of motor cars, plentiful and cheap parking is THE KEY to keeping visitors and shoppers coming.</p> <p>This is a tourist spot and an overgrown market town after all. Park &amp; Ride might work only if it runs into the evenings, and is cheap, AND is complimented by a central decent transport interchange at the Maltings. The existing shops &amp; market are the natural shopping area, there's no need to move the centre, and no need for many more shops either large or small.</p> <p>Short &amp; medium term money concerns are no way to decide this, which affects a major historic city for all future time. There are deeper heritage issues.</p>	Neutral	Disagree	Agree	Agree	Neutral	Neutral	Agree
58	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Long overdue	Agree	Strongly agree	Agree	Agree	Strongly agree	Neutral	Strongly agree
59	Yes	Strongly agree	Agree	Agree	Neutral	Agree	Neutral	Strongly agree	Strongly agree		Agree	Strongly agree	Agree	Agree	Agree	Agree	Strongly agree
60	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Disagree	Agree	Strongly agree
61	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Neutral		Agree	Neutral	Agree	Agree	Neutral	Agree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
57	Disagree	Agree	Neutral	Neutral	<p>Toilets in the Central car Park (ie. Maltings) NOW needs to be open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours, all the more so with the Maltings changes. The Toilets in the Market Square should NOW be open through the evening, if not 24 hours. All toilets should show a map of ALL (not just nearest) alternatives, including braille. Toilets should be free. Shops should be encouraged to allow public use of their toilets. These are tourist &amp; shopper friendly policies that make a difference.</p> <p>We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future. Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services.</p> <p>Maltings &amp; associated services - Medium and small shops, petrol filling station are accessed directly from the Ring Road so keeping traffic out of the narrow roads, but is centrally located already giving pedestrian links to tourist attractions and shopping streets; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions. You know the list.</p> <p>Either run a tram/shuttle between Maltings and the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential. The existing railway station is in the wrong place. When funds allow, move the</p>	Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Disagree
58	Agree	Strongly agree		Neutral	Some of the maps are difficult to follow even for someone very familiar with the area	Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
59	Agree	Agree	Agree	Agree		Yes	Access to the city centre;Walking / dog walking;	1-3 times a week	Afternoon (12:00pm-5:00pm);	Via the River Park;	Agree
60	Agree	Strongly agree	Neutral	Neutral		Yes	Cycling;Parking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);		Agree
61	Agree	Agree	Neutral	Agree		Partly	Walking / dog walking;Cycling;Access to the city centre;	Daily	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Castle Street;Via the River Park;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
57	<p>Toilets in the Central car Park (ie. Maltings) NOW needs to be open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours, all the more so with the Maltings changes. The Toilets in the Market Square should NOW be open through the evening, if not 24 hours. All toilets should show a map of ALL (not just nearest) alternatives, including braille. Toilets should be free. Shops should be encouraged to allow public use of their toilets. These are tourist &amp; shopper friendly policies that make a difference.</p> <p>We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future. Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services.</p> <p>Maltings &amp; associated services - Medium and small shops, petrol filling station are accessed directly from the Ring Road so keeping traffic out of the narrow roads, but is centrally located already giving pedestrian links to tourist attractions and shopping streets; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions. You know the list.</p> <p>Either run a tram/shuttle between Maltings and the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential. The existing railway station is in the wrong place. When funds allow, move the railway station along to the Maltings and we'd have a top class transport interchange, with space for an hotel and some housing.</p>	Partly	Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	<p>Toilets in the Central car Park (ie. Maltings) NOW needs to be open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours, all the more so with the Maltings changes. The Toilets in the Market Square should NOW be open through the evening, if not 24 hours. All toilets should show a map of ALL (not just nearest) alternatives, including braille. Toilets should be free. Shops should be encouraged to allow public use of their toilets. These are tourist &amp; shopper friendly policies that make a difference.</p> <p>We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future. Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services.</p> <p>Maltings &amp; associated services - Medium and small shops, petrol filling station are accessed directly from the Ring Road so keeping traffic out of the narrow roads, but is centrally located already giving pedestrian links to tourist attractions and shopping streets; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions. You know the list.</p> <p>Either run a tram/shuttle between Maltings and the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential. The existing railway station is in the wrong place. When funds allow, move the</p>
58		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
59		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Agree	
60		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
61		Yes	Walking / dog walking;Cycling;Nature watching;Sports;Access to allotment;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Agree	

ID	Q1	Q2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q4 - Phase 1A	Q4 - Phase 1B	Q4 - Phase 1C	Q4 - Phase 1D	Q4 - Phase 2A	Q4 - Phase 2B	Q4 - Phase 3A
62	Yes	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree
63	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Strongly agree
64	Yes	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	I think that this is a good idea to make it a better place for residents and visitors.	Strongly agree	Strongly agree	Agree	Agree	Neutral	Agree	Strongly agree
65	Partly	Strongly agree	Agree	Strongly agree	Neutral	Neutral	Neutral	Agree	Neutral	My key concerns are flood control and vehicular access to the city centre. Removal of further car parking is all very well but the reality is that very large numbers of visitors and residents are reliant on cars and will remain so for many years. If you live in a village, buses are not convenient and if you want to buy something large or heavy, you need a car. Unless we encourage people to online shopping, in which case they have fewer reasons to come to the city at all.	Disagree	Agree	Strongly agree	Agree	Agree	Agree	Agree
66	Yes	Strongly agree	Disagree	Agree	Neutral	Neutral	Agree	Agree	Agree	Removing hard engineering - is too ambitious, need a combination of both soft and hard engineering.	Agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Strongly agree	Strongly agree
67	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
68	Yes	Agree	Strongly agree	Strongly agree	Agree	Neutral	Agree	Agree	Agree		Neutral	Agree	Agree	Agree	Agree	Agree	Strongly agree
69	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	resilience to climate change is key							
70	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Agree	Agree	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
62	Agree	Agree	Agree	Agree	Strongly support the proposed attention to detail on the use of artificial light levels recognising that this is of benefit to local people/visitors as well as to wildlife. It is possible to have safe lighting without blighting the neighborhoods involved.  I found the use of You Tube by the Environment Agency [Phase 1] particularly helpful as a form of communication. Thank you.	Yes	Walking / dog walking;Access to the coach park;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Strongly agree
63	Neutral	Strongly agree	Neutral	Strongly agree		Partly	Parking;Access to the city centre;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly agree
64	Agree	Agree	Neutral	Agree	It is good that the areas are made more attractive and encourage more wildlife/trees and plants.	Yes	Access to the city centre;Access to the coach park;Walking / dog walking;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Fisherton Street;Via Avon Approach;	Agree
65	Agree	Neutral	Neutral	Neutral		Partly	Walking / dog walking;Cycling;Running;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;Via Mill Stream Approach;	Neither agree or disagree
66	Agree	Strongly agree	Agree	Strongly agree	2A: Concerned about carriageway narrowing, particularly as this may increase congestion around an area where people will be encouraged to sit outside.	Yes	Cycling;	Not very often	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via Mill Stream Approach;	Agree
67	Agree	Agree	Agree	Agree		Yes	Cycling;Walking / dog walking;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree
68	Neutral	Strongly agree	Agree	Strongly agree		Yes	Parking;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via Mill Stream Approach;	Neither agree or disagree
69						Yes	Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
70	Agree	Strongly agree	Neutral	Agree		Yes	Walking / dog walking;Access to the city centre;	1-3 times a week	Afternoon (12:00pm-5:00pm);	Via the River Park;Via Mill Stream Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
62		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Strongly agree	
63		Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
64	The coach definitely needs to be made more attractive for visitors as it is a poor first impression and needs better facilities.	Yes	Walking / dog walking;	Evening (5:00pm-9:00pm);	Neither agree or disagree	It would be good to make it better for residents and to encourage more wildlife.
65		Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;Picnics;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Neither agree or disagree	
66	Would like to see a footbridge nearer to the rear of the pubs linking milstream to castle street to improve mobility.	Yes	Walking / dog walking;Running;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
67		Yes	Cycling;Walking / dog walking;	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Strongly agree	
68		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
69	Lack of use at night is because it doesn't feel safe as a woman on my own. Can this be addressed with this scheme?	Yes	Walking / dog walking;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Neither agree or disagree	
70		Yes	Walking / dog walking;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Neither agree or disagree	





ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
71	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I'd love to see even further development of the coach park and surrounding area (including the coach houses pub), this is an especially ugly part of Salisbury. The proposals around the river are great, though, no issues at all.	Yes	Walking / dog walking; Parking; Access to the city centre;	Not very often	Early morning (5:00am-10:00am);	Via the River Park;	Strongly agree
72	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking; Cycling; Parking; Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm); Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree
73	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;	Not very often	Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm);	Via Fisherton Street; Via the River Park;	Strongly agree
74	Agree	Agree	Agree	Agree	I had understood that this development was providing a continual cycle path from the Ashley Road green space through to Crane Bridge Street. John Glen MP has certainly been telling us this. I am concerned that I can't see mention of a cycle path in phase 4A through MCCP south and phase 5A between Fisherton Street and Crane Bridge Street. This enhancement to Salisbury's far-from-brilliant cycle network would be a significant step forward in providing one continuous car-free route into and through the city centre. A modal shift from the private car to the bicycle requires safe routes for cyclists into the city centre, which means segregated from motor vehicles - these are largely absent at the moment.	Yes	Cycling; Through cycle route from the central car park to the Leisure Centre, South Wilts Grammar and the allotments at Fisherton Farm from Fisherton Street;	1-3 times a week	Evening (5:00pm-9:00pm); Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Neither agree or disagree
75	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The phases should be as compressed as possible, so that the overall plan is not compromised.	Yes	Parking; Access to the coach park;	Not very often	Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
71	It'd be great to combine this proposal with some improvements to the car park itself. I have no concern with the loss of parking spaces as I think the remaining car parks, especially Culver Street have sufficient capacity to pick up any slack. However, more of central car park could be multi storey which would free up more land to make this area even greener (an actual recreational park alongside this proposal would be fantastic).	Yes	Children's playground;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	I contemplated the idea of a foot bridge between the Ashley Road area and the Fisherton area which would link these two areas well.
72		Yes	Walking / dog walking;Sports;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Strongly agree	
73		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
74	There are lots of ways to access the city centre on foot or by bike that you do not list in question 10. I live to the west which means that the river park, much as I support it, will not be on my normal cycle route into the city centre but will be a route that I do and will use when crossing the city and heading out north and for getting around the centre. I use Fisherton Street or Mill Road to cycle into the centre, only one of which you offer as an option. It will be important for me to be able to connect up to the cycle path in river park from Fisherton Street, going across central car park as I currently do. Anything that makes this easier/safer for cyclists would be welcome - even an acknowledgment that it is a cycle route would help. The plans are not going to increase my cycling (question 11) because I don't have a car and already travel round the city by bike. But they will make some of the journeys much more attractive. I understand the plans to mean that there will no longer be vehicular access along the east back of the river between Avon Approach and Mill Stream Approach. Is this correct? If so it will be a significant improvement for cyclists as it will mean not facing oncoming vehicles who assume right of way when you are heading towards the centre and also presumably reduce the number of vehicles on Avon Approach, including those who park there illegally. I am surprised that I didn't see it mentioned in the text so am concerned that it might not be part of the plan. I assume that widening the bank and enhancing this area for wildlife is inconsistent with a through route for motor vehicles.	Yes	Cycling;I cycle past on my way to the Fisherton Farm allotments;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
75		Yes	Other leisure and fund-raising activities;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	

ID	Q1	Q2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q4 - Phase 1A	Q4 - Phase 1B	Q4 - Phase 1C	Q4 - Phase 1D	Q4 - Phase 2A	Q4 - Phase 2B	Q4 - Phase 3A
76	Partly	Neutral	Neutral	Neutral	Strongly disagree	Disagree	Disagree	Disagree	Strongly disagree	Not enough thought given to buses and positioning of bus stops. Not enough thought given to free modern public conveniences. Works in Salisbury such as dropped kerbs have been mostly incorrectly installed and become large puddles. Replaced paving slabs not correctly replaced so break again. Extreme lack of detailed inspection of public works so end up very sub standard. Holes in road reappear very quickly. Drains blocked and remain so for years! Lack of adequate maintenance for drains, gulleys etc.	Neutral	Disagree	Neutral	Neutral	Disagree	Disagree	Neutral
77	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Public Realm: At present, the site on the corner of Fisherton Street and Malthouse Lane is vacant. This is in the Interface Zone and near Fisherton Bridge (phase 2B). I believe this area could be enhanced considerably, and the pedestrian route from the railway station and the shopping experience in Fisherton Street could be improved, if this site was used as open space (perhaps a small garden/park or paved area).	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
79	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	This project will help keep Salisbury safe from flooding which is great. The down side is that it's going to take along time which means there will be disruption for residents	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
80	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
81	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
82	Partly	Neutral	Disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I am in favour of the scheme in principle and fully support the proposals for the Ashley Road/ Fisherton Rec areas. However, I consider that the area through the Maltings and the City Centre requires a different approach as the character of the area through which the river flows is different. Whilst the Maltings area requires some aesthetic improvement I have concerns that rewilding is not appropriate here and could lead to problems with vermin close to public outdoor areas and food stores. Also it would preclude there being sufficient water power to harness hydropower at the Bishops Mill. Where it flows through public open space , the river needs to be treated in a similar way to the river in The Elizabeth Gardens so that it is an attraction for visitors to the city .	Disagree	Agree	Strongly agree	Agree	Disagree	Agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
76	Neutral	Neutral	Neutral	Neutral	Inadequate thought about how pedestrian and traffic flows including buses and coaches integrate. Maintenance not thought out including access for such machines. Inadequate thought about emergency services such as fire engines and ambulances. Lack of maintenance plans and how rewsources will be found for adequate mainetenance.	Partly	Access to the coach park;Access to the city centre;Cycling;Vintage vehicles displays. Vintage Coach meets. Start of cyling events.;	1-3 times a week	Evening (5:00pm-9:00pm);	Via Avon Approach;Via Mill Stream Approach;	Disagree
77	Strongly agree	Agree	Agree	Agree	Phase 5A: I would like the riverside walk to be open to cyclists as well as pedestrians as there is a lack of routes for cyclists travelling north-south through the centre of Salisbury (I understand High Street is, strictly speaking, only a cycle route for northbound cyclists). Overall, there seems a lack of detailed plans for cycling routes. I am particularly concerned about the absence of a route through The Maltings to link the path that starts/ends at Avon Approach with St Thomas's Square/High Street. I would like to see this addressed and there to be an off-road cycle route north-south along the whole of the River Park area.	Yes	Cycling;Walking / dog walking;	4-6 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Castle Street;	Agree
79	Agree	Strongly agree	Agree	Strongly agree		Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree
80	Agree	Agree	Agree	Agree		Yes	Cycling;	Not very often	Late morning (10:00am-12:00pm);	Via Fisherton Street;	Strongly agree
81	Strongly agree	Strongly agree	Strongly agree	Strongly agree	This looks to be an excellent scheme which is well thought out and considered. The benefits to wildlife, the community and the overall 'helath' of the area are very clear. As a home owner on one of the Salisbury rivers and a local floodwarden, I am fully in support. Well done and good luck.	Yes	Parking;	Not very often	Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Agree
82	Neutral	Strongly agree	Neutral	Disagree	2A This scheme could have unintended negative consequences for river quality, local residents , cyclists and the evening economy of Fisherton Street 4A My response is not really neutral. It is that I agree with some parts of the proposals but disagree with others as q. 3 above.I consider that the approach taken should vary according to the setting through which the river flows. . 6A . I do not consider planting is appropriate for screening the service yard. 6b The river should harnessed for renewable energy.	Partly	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Fisherton Street;Via Avon Approach;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
76	We walk to Studio Theatre quite often. We walk to the health centre at the Butts. We walk to the Scout Hut. We walk to Stratford to visit the church and friends via the riverside path. We even take the paths up to Devizes road.	Partly	Children's playground;Nature watching;Walking / dog walking;Car boot sale;Fair there once a year. Fire station car boot sale.;	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	There is a great lack of understanding of the history of the area. For example the Maltings were the city rubbish dump, then the Malting buildings which were demolished and the bricks etc left on-site - quite a surprise to the last developers.
77	I think resurfacing and upgrading the coach park is a very good idea. At present it gives a poor first impression to visitors arriving by coach. I strongly support the creation of a new pedestrian route / footpath and footbridge from the coach park south into the city centre.	Yes	Cycling;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
79		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	
80		Yes	Cycling;	Late morning (10:00am-12:00pm);	Strongly agree	
81		Yes	Nature watching;	Afternoon (12:00pm-5:00pm);	Strongly agree	
82	The proposals would make no difference to my use of the footpaths and cycle ways. I agree with the loss of part of the central car park to the river park but consider that there should be public access for walking and cycling to both sides of the river. I support the coach park proposals in principle and consider the Boathouse has potential for use as a visitor/ information centre. Although I am aware Natural England would object, I do consider that the ability to hire rowing boats from there should resume in order to raise the profile of, and enhance the attractiveness of the river, especially to visitors.	Yes	Walking / dog walking;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	Footpaths should be all-weather



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
83	Agree	Neutral	Strongly agree	Agree	<p>Phase 1A: 'Minor improvements to the Summerlock Stream' improvements to be made should not disturb existing wildlife and the wild plants that have existed here for a long time. Working around the existing wildlife and enhancing the area with more plants/more growth.  '. 'Improve cycle and pedestrian routes', thank you. Excellent  '. 'Wildlife corridor along length of east bank with minimal public access' maybe no public access</p> <p>Phase 1B: I think a bit of the coach park should be returned to nature/re-naturalised? I think this is very important as although the coach park is good because it is public transport, which should be encouraged, the coach park is big enough for some of it to be returned to nature.  . Very much happy with the creation of new parks on developed site! This is a great idea! Will these parks have trees in? Should think any opportunity to increase tree cover would be great. Will the new welcome centre be modeled sustainably? E.g. using recycled material when possible? Grass on the roof? Would be good.</p> <p>Phase 1A and 1B: Movement and connectivity: I see that the pedestrian path will be close by to the river/river bank. Please can none of that wild area be pulled/ripped out and cleared</p> <p>Phase 1C: 'Improvements to the River Avon bank including enhanced river access' improvements to be made should not disturb existing wildlife and the wild plants that have existed there for a long time. Working around the existing wildlife and enhancing the area with more plants/more growth.  . Very happy with the creation of a wet woodland. Superb!</p>	Partly	Walking / dog walking;Picnics;Just to say, please do not cut down any trees/clear any wild areas to build the flood walls. We are in a climate emergency.;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Mill Stream Approach;Via Avon Approach;	Strongly agree
84	Agree	Neutral	Strongly agree	Agree	I'm a cyclist so support the proposals for clearer cycle paths. Would make sure of them	Partly	Cycling;	Daily	Late morning (10:00am-12:00pm);	Via Fisherton Street;	Strongly agree
85	Strongly disagree	Agree	Disagree	Disagree	2A 2B Seating over Summerlock Stream & widening Fisherton Bridge is impractical. Better to make an open space with trees and seating on the former Heart Foundation site which is unlikely to be developed for retailing or hotel. This space would link through to Priory Square opening up the area north of Fisherton Street.	No	Parking;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;	Disagree
86	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree
87	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Running;	Daily	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
83	I am so happy to see that tree planting will be happening. The only thing I would like to stress is to please not cut down any of the existing wildlife areas. They have been there for a long time, and can be left that way.	Partly	Walking / dog walking;Cycling;Nature watching;Picnics;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Please leave the trees there and wild spaces/ areas in tact. Especially with the flood wall construction, please work around the existing wildlife.
84		Partly	Cycling;	Late morning (10:00am-12:00pm);	Strongly agree	
85	Need to keep the car park which is used by locals and visitors to Salisbury. It is easy to park and access from the ring road. Salisbury depends on easy car parking for prosperity. The car park sustains the market and is full at busy times. Losing the car park will be a severe blow to the city.	Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	
86		Yes	Nature watching;Car boot sale;Walking / dog walking;Children's playground;	Afternoon (12:00pm-5:00pm);	Agree	
87		Yes	Walking / dog walking;Running;	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	



ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A		
88	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	PR5 Access: Transport & Movement Strategic Theme (p.5) Vehicular Access through the MCCP Phase 4A -MCCP south. It is important to keep open all options for vehicular movements within the site as the needs of the city evolve over time. If progress is made on future pedestrianisation of the city centre, as proposed in the CAF, including the creation of a pedestrian/cycle link between the Maltings and the Market Square this could require pedestrianisation of Silver Street and Minster Street and a one-way east-west route along Fisherton Street as far as Sommerlock approach. The option of a future one-way west-east link road across the MCCP between Sommerlock Approach and Avon Approach should be retained for buses, taxis and Blue Badge holders. When considering north-south walking and cycling routes through the MCCP the requirement for east-west routes must also be considered and extended to include a cycle route from Fisherton Street to Mill Road. There is currently no official north-south route for cyclists in the city between Queen Street in the east and Dews Road in the west. All other routes preclude cycling in this direction-High Street, Water Lane and North Street. Consideration could be given to allowing cycling along Water Lane as part of Phase 2 of the scheme.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
89	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
90	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree		
91	Yes	Neutral	Agree	Strongly agree	Neutral	Neutral	Agree	Agree	Agree		Agree	Disagree	Agree	Agree	Agree	Agree	Neutral		
92	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	There are two areas where there is no direct reference or minimal reference that I would like to see strengthened: - Disability access including provision of seating for older and/mobility restricted residents - provision of public arts - a single reference under section RP6 - to enhance the environment, help with public engagement and improve the visitor experience	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		
93	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree		
94	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The development principles need to include (1) more specific reference to provision of a high quality north south cycle corridor from Ashley green to crane street. The corridor should accord with DfT design standard LTN 1/20. (2) the vehicular bridge/link between Coach Park and Central Car Park should be removed. (3) the former C&A building plot on fisherton street should be designed as a pocket park.	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
88	Agree	Strongly agree	Strongly agree	Strongly agree	I would like to see Phase 3A progressed at an earlier stage if possible. It is recognised that the riverside path from Ashley Green to Central Car Park is a key pedestrian and cycle route which is not fit for purpose in it's current state. This needs to be addressed with some urgency in order to improve connectivity and encourage active travel. If, addressing the intermittent flooding of the underpass under the A36, diverting the cycleway under the railway bridge and improving the overall width of the path, which is too narrow for shared use, are delayed this would decrease the value to the public of the enhanced sections of the River Park achieved in Phase 1A, B and C. Could this work become part of phase 1?	Yes	Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
89	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Not applicable, I do not use this area;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly agree
90	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;	Strongly agree
91	Neutral	Agree	Agree	Agree		Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Disagree
92	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The feedback provided above on disability and public art very much applies in each phase - I write as the Chair of Safer and Supportive Salisbury voicing the concerns of vulnerable people and also as someone involved in the Hidden Figures Project to create 9 statues of living Salisbury people to be situated across the City. We are anxious to find ways of interacting with the authorities on the siting of these figures as well as their design.	Yes	Parking;Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Mill Stream Approach;	Agree
93	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Castle Street;	Strongly agree
94	Strongly agree	Strongly agree	Strongly agree	Agree	The cycle route via Kivel Court Arch should be delivered as an early phase.	Partly	Cycling;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;Via Fisherton Street;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
88	I am very pleased to see the intention of separating walking and cycling routes. The present shared use path is too narrow and causes conflict between users. Taking the cycle route west of the river will be ideal and avoid the railway bridge where cycling is difficult. It is important that all on site active travel routes link into off site existing and proposed new routes so that active travel becomes the norm across the city.	Yes	Walking / dog walking;Nature watching;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	You say that the intention is - enhancement of pedestrian and cycle routes through the area, with the potential to improve links to residential areas north of the city. There is insufficient detail to see where these potential routes will be. It is a long held aspiration to create a new off road route- Radial Route 1, from St Peter's Place and Bemerton Heath to Five Rivers Health and Wellbeing Centre and on into the city centre. This would be along the northern boundary of the Fisherton Allotments. It is important that the proposed wetland area does not extend too far to prevent this or to result in flooding of the proposed shared use path.
89		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly agree	
90		Yes	Walking / dog walking;Cycling;	Afternoon (12:00pm-5:00pm);	Strongly agree	
91		Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	
92		Yes	Car boot sale;Walking / dog walking;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Agree	
93		Yes	Walking / dog walking;Cycling;Car boot sale;	Afternoon (12:00pm-5:00pm);	Agree	
94	The proposals are weak in terms of cycle infrastructure. This is a great opportunity to deliver a key north south link from Crane street to Ashley Road through the River Park	Partly	Cycling;	Late morning (10:00am-12:00pm);	Disagree	The walking cycle path across Ashley green needs to be enhanced and delivered to LTN 1/20 standard

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
95	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Neutral		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Agree	Strongly agree
96	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Neutral	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
97	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	None	Neutral	Agree	Neutral	Agree	Agree	Agree	Agree
98	Yes	Strongly agree									Strongly agree						
99	Partly	Agree	Agree	Strongly agree	Neutral	Disagree					Neutral	Disagree	Agree	Neutral	Agree	Neutral	Agree
100	Yes	Agree	Strongly agree	Agree	Neutral	Strongly agree	Strongly agree	Agree	Neutral		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
101	Yes	Agree	Agree	Agree	Agree	Agree	Neutral	Neutral	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
102	Yes	Strongly agree	Agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree
103	Partly	Agree	Strongly agree	Agree	Neutral	Strongly agree	Neutral	Agree	Neutral	Happy to see new footpaths and cycle routes created. Would be opposed to any development that got rid of existing trees/river bank flora etc. etc. as I've seen wildlife come back to spots in the proposed areas year after year to nest (resident for 15 years now) and also because clearing that wildlife would be unnecessary. Overall happy with plans	Agree	Neutral	Agree	Strongly agree	Neutral	Strongly agree	Strongly agree
104	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	There needs to be a real balance between a small development of housing (is this too large?) and environmental wins.	Neutral	Neutral	Agree	Agree	Agree	Agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
95	Neutral	Neutral	Neutral	Neutral	I can't find the proposals about 2a,2b, 4, 5 and 6	Yes	Cycling;Access to the city centre;Access to the coach park;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Castle Street;Via Avon Approach;	Strongly agree
96	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Walking / dog walking;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Neither agree or disagree
97	Neutral	Agree	Agree	Agree	None	Yes	Walking / dog walking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via the River Park;	Neither agree or disagree
98						Yes	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Fisherton Street;Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
99	Neutral	Agree	Agree	Neutral	Not happy re; coach park - lack of information about design - this should be at the forefront to encourage coaches to return to using coach park with excellent facilities. Closing small Millstream car park and lack of parking situated in central car park? Common, get it sorted properly at the beginning of this project -do not neglect the disabled parking bays etc	No	Parking;Access to the coach park;Access to the city centre;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly disagree
100	Agree	Agree	Agree	Strongly agree		Yes	Cycling;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Strongly agree
101	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Via the River Park;	Agree
102	Strongly agree	Strongly agree	Agree	Strongly agree		Yes	Not applicable, I do not use this area;Running;	Not very often	Early morning (5:00am-10:00am);	Via the River Park;	Strongly agree
103	Agree	Strongly agree	Strongly agree	Agree	Some great plans proposed. If leaving alone the river flora and ancient trees around that area, and working around this, I am excited to see some change. Paul	Yes	Access to the city centre;	Daily	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Mill Stream Approach;	Strongly agree
104	Neutral	Strongly agree	Agree	Agree		Yes	Parking;Access to the city centre;	Not very often	Evening (5:00pm-9:00pm);	Via Castle Street;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
95	The river bank opposite the NHS buildings is full of daffodils and important scrub cover for wildlife which will be destroyed by your proposals	Yes	Cycling;Running;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
96		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
97		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	None
98		Yes	Walking / dog walking;Cycling;Running;Nature watching;Picnics;Car boot sale;	Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
99	Again car drivers appear to be the last thing considered, getting rid of Millstream car park which is ideal for short trips to appointments to nearby buildings for disabled drivers especially, very disappointed in lack of provision for car drivers in central car park and as for the coach park - well - this should be very much to the forefront of discussions. I despair that this project will not be done properly. Am trying to be constructive but finding it very difficult.....	Yes	Not applicable, I do not use this area;Am unable to get around very easily;	Not applicable, I do not use these facilities;	Disagree	
100	All cycle routes have to be continuous to provide safe and efficient alternatives to driving.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
101		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
102		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly agree	
103		Partly	Nature watching;	Afternoon (12:00pm-5:00pm);	Strongly agree	Excited to see footpaths and residents getting most out of the area. Paul
104	How about introducing beavers into the rivers that meet in Salisbury to alleviate flooding?	Yes	Children's playground;	Late morning (10:00am-12:00pm);	Agree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
105	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Early morning (5:00am-10:00am);	Via the River Park;Via Avon Approach;	Strongly agree
106	Agree	Agree	Agree	Agree	My major concern are this scheme does not address the longstanding issues regarding cycling around Salisbury city centre. In particular: 1. A positive clear direct link between the National Cycle Paths North and South of the Cathedral Close. 2. The diversion/closure of the cycle-path from the West to the East of the Bus-park - this means that cyclists are no longer no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boatnhouse spilling into the carpark.	Prefer not to say	Cycling;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);	Via the River Park;Via Avon Approach;Via Castle Street;	Disagree
107	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;	1-3 times a week	Not applicable, I do not use these routes;	Via Avon Approach;Via Castle Street;Via Mill Stream Approach;	Agree
108	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Walking / dog walking;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
109	Agree	Agree	Neutral	Neutral	Limiting or reducing any road, street, parking in the city should not be done as this will create huge problems with traffic as we have already experienced before the lockdown when ETRO/LTZ was introduced into the city, now cancelled as problems seen. None of this would create any better surrounding and as already seen from the results recently, it will increase pollution. I am in favor of bringing in any green pleasant surround to the city but no 'reduction' should be done on any route until ring road problems and bypass questions have been sorted.	Partly	Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Disagree
110	Agree	Neutral	Strongly agree	Agree	Excited for parks and more greenery	Yes	Picnics;Running;	Not very often	Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Strongly agree
111	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree



ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
105		Yes	Walking / dog walking;Cycling;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
106	My major concern are this scheme does not address the longstanding issues regarding cycling around Salisbury city centre. In particular: 1. A positive clear direct link between the National Cycle Paths North and South of the Cathedral Close. 2. The diversion/closure of the cycle-path from the West to the East of the Bus-park - this means that cyclists are no longer no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boatnhouse spilling into the carpark.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
107		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
108		Yes	Walking / dog walking;	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Neither agree or disagree	
109	I have seen the webinar and listened to various interesting questions which were not really answered with any true authority or logic. Main reason of reducing floods in Salisbury was very vague as when questioned if this would stop floods in future, answer was it will to some extent but not stop all floods. This is pretty obvious as the size of ground getting planned for reducing floods is definitely not a major size. Controlling floods properly should be done on the river banks approaching the city in a major way. Another worrying issues was reduction of car parking and no 'solid' answer to a questioned which asked what private developments may happen on this park in the future by developers, and again answer was not decided. It should be made legal for no 'other' development on this plan until new consultation done and then allowed/rejected by results.	Partly	Car boot sale;Nature watching;	Afternoon (12:00pm-5:00pm);	Agree	Limiting or reducing any road, street, parking in the city should not be done as this will create huge problems with traffic as we have already experienced before the lockdown when ETRO/LTZ was introduced into the city, now cancelled as problems seen. None of this would create any better surrounding and as already seen from the results recently, it will increase pollution. I am in favor of bringing in any green pleasant surround to the city but no 'reduction' should be done on any route until ring road problems and bypass questions have been sorted.
110		Partly	Picnics;Running;	Afternoon (12:00pm-5:00pm);	Strongly agree	I use the community orchard. It is fantastic there. I like having picnics by the trees and want to say that the existing trees should not be felled
111		Yes	access to waitrose/leisure centre;	Evening (5:00pm-9:00pm);	Strongly agree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
112	Agree	Agree	Agree	Strongly agree		Yes	Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Fisherton Street;Via Mill Stream Approach;	Strongly agree
113	Agree	Agree	Agree	Agree		Yes	Cycling;Walking / dog walking;Parking;	Daily	Afternoon (12:00pm-5:00pm);	Via the River Park;	Strongly agree
114	Agree	Disagree	Neutral	Agree	The whole River Park (with my reservations) should be undertaken and completed as soon as possible.	Partly	Observing nature changing through the seasons.;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Disagree
115	Neutral	Neutral	Neutral	Neutral		No	Access to the city centre;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Neither agree or disagree
116	Agree	Agree	Agree	Agree		Yes	Access to the city centre;Cycling;Running;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;	Strongly agree
117	Strongly agree	Agree	Strongly agree	Strongly agree	<p>Vehicular access across the River Avon will naturally depend on any traffic management proposals made for the rest of the City Centre;</p> <p>It would be helpful to have an indication where 'improved cycle and pedestrian routes through the site(s)' are to be routed.</p> <p>I welcome the retention of the Coach Park in its current location but note that the cycle route on its west side is to be removed - the rerouting of cyclists to its east side could create potential conflict with coach passengers and other pedestrians unless design and provision is made.</p> <p>Note needs to be taken of the existence of NCN Route 45 through the River Park area towards the Leisure Centre and beyond, ideally separating cyclists and pedestrians onto separate cycle and pedestrian routes. Note needs to be taken of the most recent DfT LTN1/20 when considering the the Avon Valley Path between Ashley Road and the Central Car Park - current issues with the railway bridge and the A36 underpass, the poor surface and the narrow width given current and future usage need to be addressed.</p> <p>I feel it would be advantageous if the riverside walk to the rear of the High Street could be designed and constructed to allow for cyclists, to improve North/South routes in this area</p>	Yes	Walking / dog walking;Cycling;Access to the city centre;Access to the coach park;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Castle Street;Via Avon Approach;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
112		Yes	Walking / dog walking;Nature watching;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
113		Yes	Walking / dog walking;Cycling;	Afternoon (12:00pm-5:00pm);	Strongly agree	
114	1. Once constructed, who will pay for the maintenance and management of the Park? If that cannot be guaranteed, it would be better to leave it as it is. 2. Have the Police been consulted? I am concerned about public safety and vandalism? CCTV planned and paid for?	Partly	Nature watching;	Late morning (10:00am-12:00pm);	Disagree	I am concerned that once created, the Park should be allocated guaranteed funds to maintain high standards. I am also concerned about implications for public safety and vandalism. Have the Police been consulted on the Plan?
115	car parking spaces essential, thin of the organisations near to the car park who will suffer	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
116	Hasn't this already been consulted?	Yes	Walking / dog walking;Running;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
117	East/West cycle routes - to and from the Playhouse, City Hall, DWP, Fisherton Street, Salisbury Railway Station as well as North/South routes need to be considered as part of the route provisions being made Any new bridges being constructed need to be wide enough to accommodate the full range of Non motorised users -bicycles, wheelchairs etc	Yes	Walking / dog walking;Cycling;Nature watching;Car boot sale;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	Cyclists following NCN Route 45 north to the Leisure Centre still need to use the existing bridge. Having planned a separate route for them consideration is required to enable both pedestrians and cyclists to cross the bridge safely.



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
118	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Running;Access to the city centre;	Not very often	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Castle Street;	Agree
119	Agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	4-6 times a week	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
120	Agree	Agree	Agree	Agree		Yes	Access to the city centre;Walking / dog walking;	1-3 times a week	Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Agree
121	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Partly	Access to the city centre;	Daily	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Mill Stream Approach;	Strongly disagree
122	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Running;	Daily	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
123	Disagree	Disagree	Disagree	Disagree	A lot of the proposed seating assumes that people will want to sit on the side of the river and look at the walls of existing buildings or into private gardens. I am sure the people living in these places will look forward to being observed by members of the public. Any narrowing of roads will only lead to gridlock in the city centre, this has already been proved with the installation of the bollarded cycle lanes that have caused increased pollution levels, increased use of side streets and longer lasting a further reaching traffic jams.	No	Access to the city centre;Access to car parks and as a cut through when traffic is backed up;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly disagree
124	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I really like the idea and love the idea of development in Salisbury, especially if it improves the city and makes it a green place to live. I am really in favour of money being spent in Salisbury. Having lived here for almost 30 years, I couldn't agree more with the ideas in the plan.	Yes	Not applicable, I do not use this area;	Daily	Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Castle Street;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
118		Yes	Walking / dog walking;Running;Picnics;	Afternoon (12:00pm-5:00pm);	Agree	
119		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
120		Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Strongly agree	
121	There is no EVIDENCE of the flooding extent it is all made up.	No	Walking / dog walking;Sports;Picnics;	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Strongly disagree	
122		Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;Picnics;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
123	You stopped using the existing sluice gates along Salisbury's rivers that used to stop Salisbury flooding by diverting water onto adjacent fields. Repairing/replacing these sluice gates would negate most of the proposals for flood mitigation.	Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly disagree	
124		Yes	Walking / dog walking;Nature watching;	Afternoon (12:00pm-5:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A	
125	No	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	
126	No	Disagree									Disagree							
127	Yes	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Agree		Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	
128	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	If you are planning on turning the area into a river park then at the very least the Central health clinic, doctors surgery probation office and the ugly Tesco delivery yard/ car park with the grey railings all need to be pulled down and the coach park needs co locating along where the Salisbury playhouse and city hall are as the coach park with it is with a derelict pub and Scruffy toilet block is not a pleasant experience for visitors. Also the central car park is in such a terrible state it needs all turning into a green park area with the car parks in Salt Lane and Briwn Street kept for city centre parking								
129	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	I have concerns about too much unfettered public access to the riverside in such a sensitive environment. This development will vastly increase the number of people using the riverside space which will conflict with the peaceful environment required by wildlife. Much more emphasis on education and the interpretation of the riverside habitat needed.	Strongly agree	Agree	Strongly agree	Strongly agree	Neutral	Disagree	Agree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
125	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		No	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Strongly disagree
126						No	Walking / dog walking;	Daily	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Disagree
127	Strongly agree	Strongly agree	Agree	Strongly agree		Yes	Walking / dog walking;Access to the coach park;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Fisherton Street;Via the River Park;Via Castle Street;	Strongly agree
128					See above points	Yes	Not applicable, I do not use this area;	Not very often	Not applicable, I do not use these routes;Afternoon (12:00pm-5:00pm);	Not applicable, I do not walk or cycle;	Disagree
129	Neutral	Neutral	Agree	Neutral	Phase 1B should include commitment to new welcome centre and toilets, not vague aspiration of 'when funding available'. 2A and 2B cannot understand how two-way traffic could be maintained with such narrowing of Fisherton Street, this needs separate public consultation. Again, concern about food debris and additional night-time lighting on riverside environment and wildlife, particularly because of the narrow nature of the waterway at these points. Also, restricting traffic will have a very detrimental effect on businesses. There seem to be a huge number of 'food and beverage outlets' envisaged throughout the city centre but how will traditional small independent retailers in this area fare with deliveries, customer collections, etc? Generally, I am concerned about relying on developers to fund the continuation of the river park into the city centre as I envisage the usual arguments about 'viability' after the event of planning permission being granted, and I do not think the future of such a sensitive environment should be left in the hands of big business, relying on unpaid help from volunteers and no commitment to future funding from the local authority.	Yes	Access to the coach park;Access to the city centre;Parking;	Not very often	Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
125		No	Walking / dog walking;	Late morning (10:00am-12:00pm);	Strongly disagree	
126		No	Walking / dog walking;	Late morning (10:00am-12:00pm);	Disagree	
127		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Agree	
128	I live to the south of Salisbury so wouldn't use the cycle/ walking routes but think this would be excellent for my daughter who goes to South Wilts grammar school as the current paths under the railway bridges / A36 road bridge between Waitrose and the coach park the river are not fit for purpose and too narrow and low head room and infested with rats so not pleasant	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	I'm all for creating a river park area but the NHS/ probation buildings all need to be demolished along with the derelict pub and the central car park grassed over
129	I would be concerned if the vehicular bridge from the central car park to the coach park were to be removed at a later stage.	Yes	Walking / dog walking;Car boot sale;	Late morning (10:00am-12:00pm);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
130	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I fully support the aspirations of the development principles. In my view it is critical that a high quality walking and cycling route is established alongside the river that is supported by an attractive an interesting public realm. This should include widening of the existing path where possible to encourage users, with sites of interest (nature trails, playgrounds, seating etc) incorporated throughout. There is so much potential to provide a high quality connection via the City for locals and tourists with Old Sarum and the water meadows / Old Mill at Harnham	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree
131	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
132	No	Agree	Neutral	Disagree	Disagree	Neutral	Neutral	Neutral	Neutral		Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree
133	Partly	Agree	Agree	Strongly agree	Agree	Neutral	Agree	Neutral	Agree	Let's get back to basics of regular dredging and clearing up and out of the rivers and the water meadows. Now they are out of regular use they get stilted up blocking flow, and whilst this may create a eco habitat for certain creatures it can create potential misery and huge costs if these result in large scale floods. Far more cost effective to work on the basics first, and once the basics are back in order then able to add on the nice to have and the developments	Agree	Agree	Agree	Agree	Agree	Agree	Agree
134	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Salisbury does not make the most of the 5 Rivers that flow through it and this project will go some way to addressing this.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
135	Yes		Agree	Agree	Agree	Neutral	Neutral	Neutral	Agree		Agree	Agree	Agree	Agree	Neutral	Neutral	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
130	Agree	Agree	Agree	Agree	I appreciate that this is early stages and the spaces are yet to be developed, but I would be keen to see greater detail of how the spaces will actually look and function in reality. However, the photos and text portray the vision of which I am fully supportive. I do feel it is critical that the pedestrian and cycle route under the A36/ railway bridges to the north are substantially improved. Also the eastern river facade to the south of Millstream Approach (rear of Tesco etc). This really is an eyesore and not really addressed in this document - are there any proposals here?	Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
131	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree with the general principles and masterplan proposals but recognise that some elements of the latter are aspirational and require careful assessment to determine their practicalities and potential impacts (eg, ecological/historic environment/traffic). It is a bold scheme that will enhance one of Salisbury's most important assets, and I especially endorse the commitment to conserving and promoting biodiversity.	Yes	Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;Via Mill Stream Approach;Via Avon Approach;Via Fisherton Street;	Strongly agree
132	Disagree	Disagree	Disagree	Disagree		No	Parking;Walking / dog walking;Access to the coach park;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;Via Mill Stream Approach;Via Fisherton Street;	Strongly disagree
133	Agree	Agree	Agree	Agree	I am somewhat in favour if these being the required budget into play, but let's not forget about the basics as I previously stated. Clean up what we have first will be much more effective rather than a 5 year plan only to get flooded 2 years into this. If the Victorians could do this with hand tools why do we need to make this so complicated. Once it's deep and clean, the natural environment will make use of the new space available.	No	I live in town so I don't need to park there, but not do we need another park. What we need is more housing that can be built in an environmentally manner making better use of the ground and the river.;	Not very often	Evening (5:00pm-9:00pm);	Via Mill Stream Approach;	Neither agree or disagree
134	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Fisherton Street;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
135	Neutral	Neutral	Neutral	Neutral		Yes	Parking;Cycling;Access to the coach park;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via Castle Street;Via Avon Approach;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
130		Yes	Walking / dog walking;Cycling;Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Again more detail would be useful. The children's play area is often unusable due to flooding. A large high quality play area free from flooding would be great
131	The draft proposals seem well considered and achievable. I have faith in the Environment Agency due to their excellent record of developing and implementing similar schemes.	Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	I strongly endorse the proposals in this location, particularly the aim to create new wetland/wet woodland habitats. Away from the river, Ashley Road Open Space and Fisherton Recreation ground are currently rather sterile, boring expanses of grass. These open spaces would be made more varied and vibrant habitats by the proposals, which in turn would encourage the public to appreciate and interact with the natural environment.
132		No	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly disagree	
133	I don't believe we need another park in town, what we could do with is a sustainable housing development that provides a car free housing opportunity in properties that are built to fit the diversity of the environment and using the power of the river and solar to provide a level of services. This could be a great opportunity to put a real green micro development up for tender. These could even be temporary homes or homes for local workers without the right to buy but offered under a fixed lease period providing a sustainable opportunity for local people while saving for a permanent property.	Yes	Walking / dog walking;Cycling;	Evening (5:00pm-9:00pm);	Agree	Looks to be a good improvement on this space
134		Yes	Car boot sale;Walking / dog walking;Running;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Strongly agree	
135		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Neither agree or disagree	

ID	Q1	Q2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
136	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	In no particular order: 1. Anti social behaviour is bound to occur in some form or other. Designs, materials, etc etc all need to ensure that damage/destruction by anti social behaviour is mitigated. 2. Key objectives do not mention flood alleviation, although this is clearly a key part of the project. Should they? 3. Replacement of bridges with modern designs: these must still obviously be in keeping with the general feel and character of Salisbury. 4. RP8 mentions protecting the waterways from non-native species, but I feel this should be mentioned elsewhere, as non-native species of plants are mentioned more frequently. 5. Planting of trees comes up quite often. Planting of other types of vegetation, such as shrubs and lower level scrub should also be included, where appropriate.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
137	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	It's important to retain what open space still exists along the Avon approaches to Salisbury to the north and south and east and west of this development in order to make a meaningful wildlife corridor through Salisbury. Ensure this, and limit future riverside development, and we could have a fantastic natural environment right through the city. Wildlife needs space and varied habitat, not just a linear park!	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
138	Yes	Strongly agree								Love every bit of it	Agree						
139	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Neutral		Agree	Agree	Agree	Agree	Agree	Agree	Agree
140	Yes	Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree		Agree	Disagree	Neutral	Agree	Agree	Agree	Disagree
141	Yes	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Neutral	Agree	Agree
142	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	These are badly needed as we face risks to biodiversity and climate crisis	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
143	Yes	Strongly agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
136	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;Via the River Park;Via Avon Approach;	Neither agree or disagree
137	Strongly agree	Strongly agree	Neutral	Strongly agree	2A and 2B - I have concerns about litter from restaurant platforms being thrown in river. Also possible noise, and increased pedestrian levels for nearby houses. (Water Lane has many older residents and it is not appropriate to turn this narrow lane into a cycle path!)	Yes	Access to the coach park;Access to the city centre;Parking;	Not very often	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Neither agree or disagree
138					N/A	Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Agree
139	Agree	Agree	Agree	Agree		Yes	Parking;	Not very often	Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Neither agree or disagree
140	Disagree	Disagree	Disagree	Disagree	Plans difficult to read. Too many phases	Partly	Access to the city centre;Walking / dog walking;	4-6 times a week	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Mill Stream Approach;	Neither agree or disagree
141	Agree	Agree	Agree	Agree	Phase 2A has the potential to be a bottleneck for a cycle route along Fisherton Street. This should be avoided. Southern part of Phase 3A is a welcome improvement but there is too much shared pedestrian/cycle space on the northern part, which limits cycling speed significantly.	Yes	Cycling;Parking;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;Via Fisherton Street;Via Avon Approach;Via Mill Stream Approach;	Agree
142	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);	Via Avon Approach;Via Mill Stream Approach;	Agree
143	Agree	Agree	Agree	Strongly agree		Yes	Walking / dog walking;	Daily	Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Mill Stream Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
136		Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
137	Salisbury's economy is tourist based. Many tourists visit by coach. Most coach passengers are in the older, less able bodied category. Salisbury's traffic problems are such that coaches need to be able to park centrally. In mid summer there can be 50+ coaches in the coach park. We can encourage visitors with a beautiful environment only to discourage them because of inadequate or tricky coach parking.	Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Neither agree or disagree	I would not wish to see more light pollution
138	Is perfect ☺	Yes	Nature watching;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Strongly agree	Best thing for the town
139		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
140		Partly	Walking / dog walking;	Late morning (10:00am-12:00pm);	Disagree	the narrow access under the road doesn't seem to have been solved bikes must be kept separate from pedestrians
141		Yes	Children's playground;Car boot sale;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
142		Yes	Cycling;	Afternoon (12:00pm-5:00pm);	Agree	
143		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Strongly agree	





ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
144	Neutral	Agree	Neutral	Agree		Yes	Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;	Neither agree or disagree
145	Agree	Neutral	Agree	Agree	Again on surface all look good but it is not clear how this is expected to be achieved in areas where existing buildings are some of which will be of historic interest, it all seems a bit dreamlike without substance or any idea of funding.	Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;Via Fisherton Street;	Neither agree or disagree
146	Agree	Agree	Agree	Agree		Partly	Parking;Access to the city centre;Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Disagree
147	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via Avon Approach;Via the River Park;Via Fisherton Street;	Strongly agree
148	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Castle Street;Via Avon Approach;Via the River Park;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
144		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
145	It all sounds very pleasant but I am concerned about the lack of parking at CCP while works are taking place plus the parking permanently lost and what will happen to the car park once it is no longer considered a flood risk and available for development as seems to be the case. I visit Salisbury from out of the area and need this parking otherwise I will not be able to visit alone. My daughter lives in Ashley Road but this parking is restricted and we do sometimes walk in together but I do visit various areas of the city alone so park and ride not feasible.	Yes	Walking / dog walking;Car boot sale;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	Not clear how the wetland area would work,
146		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
147		Yes	Walking / dog walking;Cycling; Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
148		Yes	Walking / dog walking; Cycling; Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
149	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	<p>RP3: FLOOD RISK AND WATER MANAGEMENT</p> <p>The principles of WSUD and the four pillars of SuDS should be applied more widely, beyond the River Park Interface Zone, to cover the whole of Salisbury and adjoining built up areas. It should form part of emerging Local Plan for Wiltshire or be at least a policy requirement of the Salisbury Neighbourhood Development Plan.</p> <p>Recent examples of SuDS in the Salisbury area are more like a series of bomb craters with little apparent thought given to the SuDS pillars of amenity and biodiversity.</p> <p>Is there/will there be any mechanism for monitoring and enforcing the application and management of SuDS schemes?</p> <p>RP5: ACCESS</p> <p>Can the principle of improving visual and physical public access to the river corridor in certain areas, whilst restricting access to ecological sensitive areas, be applied to the whole river network in Salisbury and the wider area?</p> <p>RP8: MANAGEMENT AND MAINTENANCE</p> <p>It is essential that an overall habitat management plan is provided, with agreed protocols between the different interests, for the whole river system in the Salisbury area to inform all landowners as to how they can facilitate the amenity and biodiversity objectives. Who will be responsible for monitoring and advising landowners on how they can contribute to the project and if necessary, enforce the objectives?</p>	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
150	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Agree	Strongly agree
151	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
149	Strongly agree	Strongly agree	Strongly agree	Strongly agree	<p>Phase 2A: Water Lane/Summerlock Bridge riverside seating area</p> <p>Use structural glass and /or industrial steel open mesh decking systems to minimise shading to water course.</p> <p>Phase 3A: Riverside footpath between Ashley Road and Central Car Park</p> <p>There is no indication of protection and/or replacement of the fastigate oak planted to replace the original over mature Lombardy poplars, removed five years ago. These trees along with the Lombardy poplars at Fisherton Recreation Ground, also replanted at the same time, were significant cultural /landmark features in the landscape in views down the Avon Valley from the north and from the high ground of Harnham Hill to the south.</p> <p>Lombardy poplars feature in many of John Constable's paintings of Salisbury, especially in views of West Harnham from across the water meadows. A key group of poplars was lost and not replaced to the West Harnham flood embankment scheme, adjoining the Old Mill. Fortunately, a small group of trees has since emerged from the suckers of the original trees to retain this cultural landmark.</p> <p>Although we note there are issues to resolve with adjoining landowners, it is essential that this phase is brought forward as soon as possible to ease the congestion on this very busy section of the shared riverside footpath/cycle route.</p>	Yes	Walking / dog walking;Cycling;Parking;Access to the coach park;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
150	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;Via Mill Stream Approach;	Agree
151	Agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;Walking / dog walking;Access to the city centre;Parking;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Mill Stream Approach;Via Fisherton Street;Via Castle Street;Via Avon Approach;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
149	<p>Phase 4A: Land at MCCP (south)</p> <p>There is an opportunity for working with the developer of the hotel on the former British Heart Foundation site to introduce appropriate management to the existing riverside trees to improve light levels to the River Avon channel, to introduce native planting below the trees and to reduce the height of the boundary wall from 3m down to 1.2m in height, to also improve light levels and view of the trees.</p> <p>Phase 5A: Rivers edge and riverside walk to rear of High Street.</p> <p>'Item 4. Opportunity to use building facade for public art/projected imagery' could also be applied to the blank walls to the rear of the New Look (former Woolworths) building.</p> <p>Phase 6A: NHS buildings and Tesco service yard</p> <p>It is important that these public realm improvements are landscape led as part of an overall landscape strategy</p> <p>Phase 6B: The Maltings parade/Bishops Mill</p> <p>Ditto, as above.</p> <p>Phase 1A: Land at MCCP (north)</p> <p>No recognition of or indication of suitable treatment of the County Wildlife Site, north of the sub-station, as in Phase 3A: Riverside footpath between Ashley Road and Central Car Park. It would appear that it is proposed to divert the former River Avon channel</p>	Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;Picnics;Fishing;Car boot sale;Practical conservation tasks;	Night time (9:00pm-5:00am);Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);	Strongly agree	<p>No indication for protection and/or replacement of existing Lombardy poplar planted to replace the original over mature Lombardy poplars removed five years ago. These trees, along with the fastigate oak on the riverside footpath between Ashley Road and Central Car Park, also replanted at the same time, were significant cultural /landmark features in the landscape in views down the Avon Valley from the north and from the high ground on Harnham Hill to the south.</p> <p>Lombardy poplars feature in many of John Constable's paintings of Salisbury, especially in views of West Harnham from across the water meadows. A key group of poplars were lost and not replaced to the West Harnham flood embankment scheme, adjoining the Old Mill. Fortunately, a small group has emerged from the suckers of the original trees.</p> <p>Would like to see some separation between Ashley Green open space and proposed cycle track by introducing more tree planting in a 5m minimum width strip of wet meadow vegetation.</p> <p>We are disappointed that it was not possible to locate the new channel offtake further upstream to introduce more water to the SSSI reed bed and wet spinney, to meet one of the long-term objectives for the Avon Valley Local Nature Reserve Management Plan. We hope that the data collected can be used to address the problem of the reed bed /wet spinney drying out and, subject to obtaining additional funding, the work could be carried out concurrently with the creation of the new wetland area at Fisherton Recreation</p>
150		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
151	We (two) regularly access the city by cycle from Stratford sub Castle and are COGS (Cycling Opportunities Group Salisbury) members. We support the submission made by COGS to this consultation.	Yes	Walking / dog walking;Cycling;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
152	Yes	Agree	Agree	Neutral	Agree	Agree	Agree	Neutral	Neutral	It would be embarrassing if it was discovered that much of this "Salisbury River Park Masterplan" was simply to mitigate the flood risk for Waitrose.	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree
153	Yes									Hi . Why not buy and knock down the Boat House Pub ? I've lived nearby to it for over 30 years and in all that time it's never been successful .							
154	Partly	Agree	Neutral	Agree	Neutral	Agree	Neutral	Neutral	Neutral		Agree	Agree	Agree	Disagree	Agree	Neutral	Agree
155	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
156	Partly	Neutral	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree		Strongly disagree	Strongly disagree	Neutral	Neutral	Strongly disagree	Strongly disagree	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
152	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The proposal fails to show what the resultant flood risk/area will be as a consequence of the: <ul style="list-style-type: none"> <li>•removal of the sluice gate structure (Phase 1A),</li> <li>•instillation of flood embankment (Phase 1C &amp; Phase 1D)</li> <li>•creation of the two stage river channel with creation of wetland habitat (Phase 3A)</li> <li>•potential widening of existing pedestrian route under railway bridge (Phase 3A); which will require engagement and approval from the owner National Rail</li> <li>•aspiration to open or re-engineer the existing culvert on the main River Avon channel at The Maltings (Phase 4A)</li> </ul> NB: It would be embarrassing if it was discovered that much of this "Salisbury River Park Masterplan" was simply to mitigate the flood risk for Waitrose.	Yes	Cycling;Walking / dog walking;Access to the city centre;	1-3 times a week	Evening (5:00pm-9:00pm);Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;	Disagree
153						Yes					
154	Agree	Agree	Agree	Agree		Partly	Walking / dog walking;Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Castle Street;	Neither agree or disagree
155	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I am very optimistic about the plan and the green corridor it will create going through the city	Yes	Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Night time (9:00pm-5:00am);	Via the River Park;	Agree
156	Disagree	Neutral	Neutral	Strongly disagree		No	Parking;Access to the city centre;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;	Disagree



ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
152	I think that the proposed introduction of new cycle route ("dog-leg") under the railway arch adjoining Kivel Court shows a nativity in understanding human-nature (see Phase 3A). Cyclists are not going to follow an extraneous detour. While the existing route under the railway bridge, for "Pedestrains" (sic), is narrow and in need of widening I suggest it could be made suitable for both Cyclists and Pedestrians; maybe even "Pedestrains".	Partly	Walking / dog walking;Sports;Children's playground;Nature watching;Picnics;	Evening (5:00pm-9:00pm);Early morning (5:00am-10:00am);	Neither agree or disagree	Regarding Phase 1C (Ashley Road Open Space) and Phase 1D (Fisherton Recreation Ground) development, I am concerned that in view of the plan to: <ul style="list-style-type: none"> <li>•relocate and significantly improvement the existing play area (closer to the road),</li> <li>•enhance pedestrian and cycle routes through the area,</li> <li>•improve links to residential areas north of the city,</li> </ul> that there is no plan to review the speed limit through the area (i.e. the Ashley Road/Butts Road "rat-run") or implement traffic calming. The Ashley Road/Butts Road "rat run" is a residential road (current Speed Limit of 30mph), with: <ul style="list-style-type: none"> <li>•a School (South Wilts Grammar School for Girls),</li> <li>•a Leisure Centre (Salisbury, Five Rivers leisure centre),</li> <li>•a Fire Station (Salisbury Fire Station),</li> <li>•a Royal Mail Post Box,</li> <li>•a busy T-Junction into Castle Road (A345),</li> <li>•a busy T-Junction into Devezes Road (A360),</li> <li>•a Mini-roundabout (Ashley Road/ButtsRoad/Hulse Road cross road),</li> <li>•Pelican Crossing (River Avon Footpath),</li> <li>•Cycle Path (National Cycle Network's Route 24),</li> <li>•Community Theatre (Studio Theatre)</li> </ul> Ashley Road/Butts Road is a well-known "rat run". During peak hours traffic is regularly backed up to the bottom of the hill (Devezes Road end) and across the bridge (Castle Road end). At other times vehicles routinely exceed the speed limit (sometimes in excess of 60mph). Also the the proposal fails to show what the resultant flood risk/area will be as a consequence of the instillation of flood embankments. It would be embarrassing if it was discovered
153		Yes				
154	I should prefer not to lose car parking spaces to "pocket park seating area" at Millstream approach.	Partly	Walking / dog walking;Running;	Late morning (10:00am-12:00pm);	Neither agree or disagree	I would prefer not to lose green grass space to wetland ground which will limit running space. As a dog walker I prefer to have open grassed space (to throw and run after balls etc) rather than specific foot paths.
155	As I use (in normal circumstances) my bike going north from the city centre at night as well as during the day consideration needs to be given to lighting in the evening. I feel safe as I can speed through late at night currently so that needs to continue as far as possible	Yes	Walking / dog walking;Cycling;Nature watching;	Afternoon (12:00pm-5:00pm);	Agree	
156		No	Walking / dog walking;Cycling;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly disagree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
157	Agree	Agree	Agree	Strongly agree	Phase 3A: I don't want to be rerouted to cycle next to that busy access road, along which the majority of vehicles travel too fast - I want to cycle next to the river	Partly	Walking / dog walking;Cycling;Access to the city centre;Commuting - by bike or on foot to work at the hospital;	Daily	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree
158	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree
159	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Access to the city centre;Invasive plant survey/removal (Only Orange Balsam so far.) and litter picks - Salisbury Wildlife Group ;	Not very often	Late morning (10:00am-12:00pm);	Via the River Park;Via Mill Stream Approach;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
157	I strongly disagree with replacing and widening the bridge at Millstream Approach / MCCP. My main concern is that a lot of through traffic already uses this bridge at peak travel times. (I am ignoring the current Covid crisis.) Pedestrians and cyclists are already disadvantaged by this traffic and the proposed widening of the bridge will only make things worse. Furthermore, the proposal to widen the bridge appears to be in direct contradiction to the Masterplan for Phase 1A, which states that the vehicular access across the Avon will be retained but the need for it kept under review. I strongly support this approach.	Yes	Walking / dog walking;Cycling;Access to our allotment at Fisherton Farm site;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
158		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	
159	As a member of Wilts Wildlife Trust's Salisbury Wildlife Group I and other members endeavour to carry out annual non-native invasive plant species monitoring and then removal along the accessible stretches of the Avon's banks and bed. We also carry out when possible sweeps of the 'wadable' bed to remove trapped, snagged or sunk litter and larger items such as the occasional trolley. So far the River Park stretches only regularly has a small quantity of Orange Balsam ( Impatiens capensis) each summer. It would be helpful if the future (re) landscaped river bed and banks had easier access points to each stretch for carrying out such surveys/sweeps: These do not need, nor should be, steps or hardened paths that might encourage casual entry by e.g. children but simply points about every 50m where the bank is less than a 38degree slope and with no more than 1m vertical drops including to the river bed to facilitate recovering bagged rubbish and larger items as well as access for our suitably equipped collectors/surveyors. I understand that various local Rescue charities also make use of dumped trolley's etc to practice their rescue and recovery techniques/skills so keeping stretches in between 'access points' with poor/difficult accessibility would retain their training value!  Now that the plan has pointed it out I realise how unappealing the existing coach park site is to anyone visiting the city. Having waited there for coaches to arrive or depart it has absolutely nothing to commend it other than adequate poorly marked featureless space! Congratulations on the design which looks excellent under every aspect!	Partly	Nature watching;Transit on route to Avon Valley Local Nature Reserve; litter and non-native invasive plant surveys and removal. ;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	As noted under the "Principles": If feasible I would recommend that the height of the bund if not already at its maximum be increased to that to provide some future proofing ready for the increasingly probable local impact of a globally inadequate future response to climate change that will result in worst case flood severity volumes potentially increasing above the current 1:100 year event predicted maximum and frequency.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
160	Partly	Agree	Agree	Disagree	Neutral	Disagree	Neutral	Agree	Agree	concern that any changes deter access to those less sure on their feet, those using motorised scooters or wheelchairs, people with young families with prams, pushchairs or little legs	Disagree	Disagree	Strongly disagree	Strongly disagree	Neutral	Neutral	Agree
161	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
162	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Strongly agree	Agree	Agree	Agree
163	Partly	Agree	Agree	Agree	Neutral	Disagree	Neutral	Agree	Agree	I am concerned about the number of car parking spaces lost in the main car park and hope for a compromise with slightly less widening of river and banks. Also see the creation of 2 pinch points along Fisherton Street as negative and unnecessary given that this is the main access into town from the west for the A30 and A36 roads.	Disagree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
160	Neutral	Agree	Disagree	Agree	proposals for Fisherton Recreation and Ashley Road open space will restrict vision and access to these areas for all but the fittest.	Yes	Parking;Walking / dog walking;Access to the coach park;Access to the city centre;Access to surgery and pharmacy;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Neither agree or disagree
161	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Agree
162	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Via the River Park;Via Mill Stream Approach;	Agree
163	Disagree	Agree	Agree	Neutral	1a - Please lose fewer car parking spaces. 2a - for the minor changes but against road narrowing. 2b - for improvements around mill and water edges but against narrowing of road. There is a wide pavement already at this point which could be used better as public amenity without narrowing the road.	Partly	Walking / dog walking;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
160	concern that short stay car parking may be removed from area beside the BoatHouse and the walk beside the river.	No	Walking / dog walking;Children's playground;Nature watching;sitting in the fresh air, if there were more seats available.;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Disagree	concern of location of proposed "Bund" would prevent access to the open space from cars parked along the lane, or those using walking aids, children with toys and scooters, small children with bicycles. Mum's with prams and pushchairs. Scouts using rafts on the river.  location of the bund in relation to the trees planted beside the lane as it leads to the allotments.
161		Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
162	Given the potential increased footfall using the river park to access the city centre, has consideration been given to the additional pressure on parking in the Waitrose or 5-rivers leisure centre car park, or other areas nearby?	Yes	Walking / dog walking;Children's playground;Nature watching;	Late morning (10:00am-12:00pm);	Agree	
163	It is good to see retention of coach park and possibility of cafe/information centre but would like to see less space taken from central car park perhaps by having marginal wetland on only one side of river channel.	Yes	Walking / dog walking;Car boot sale;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	A positive improvement of Fisherton Recreation Ground by river that contrasts with the Ashley road open space allowing for mixed use including temporary fairs and car boot sales or other open air events.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
164	Partly	Agree	Agree	Agree	Strongly disagree	Agree	Neutral	Strongly disagree	Disagree	I realise that the masterplan is in draft form but it seems like it is a glossy corporate template that has had some of Salisbury's needs and visions cut and pasted in. Some of the graphics seem to seek to instil an almost utopian vision that seems unrealistic in the current economic climate. I am not saying that sights should not be set high but many of the footnote graphics bear no resemblance to a small city like Salisbury. or indeed what it's residents and visitors need It looks like some of the graphics have been lifted from Strasbourg or Paris. Some of the outdoor activities such as the 'education and training opportunities' seem to lose sight of our weather (page 13). I would like to know who approached the Council requesting for such facilities. One of the principles of providing training is to fist find out what the need is. The overall plan seeks to encourage more visitors to Salisbury, whether from abroad, the rest of the UK or from residents. This seems to overlook the fact that people will have to travel. Public transport, especially on a Sunday, is poor so many will have to use cars. I doubt that many foreign or UK tourists will cycle to Salisbury. Until everyone gets an electric vehicle (2060 and beyond?) this will have a negative impact on air quality. This seems to fly in the face of national and local targets.	Agree	Disagree	Agree	Agree	Strongly disagree	Disagree	Agree



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
164	Strongly disagree	Agree	Agree	Neutral	Overall I agree with the proposals to improve nature/water quality/manage flood risk and improve public access to amenities, they are all in the public interest. However some of the ideas worry me. Phase 2A Water lane: The seating platform seems a complete white elephant. Who has asked for this type of structure? Our climate does not fit in with this type of culture. There are already a number of cafes and eateries in Fisherton Street some of which already have outside seating. Such as Fisherton Mill, Wetherspoons (Kings Head), The Playhouse , Cote Brasserie, the litteles cafes alongside the maltings , Greggs etc. There will not be enough custom for any more cafes. In the last few years three pubs have closed in Fisherton Street and the lovely Yard Cafe just off of Dews Road. Is anyone at the council in touch with local traders to see what impact new cafes/pop up kiosks will have. These kiosk will have less operating costs and will undercut established traders. I wonder what ecological impact the construction of the seating platform will have? Even with restricted traffic I cannot imagine that it will be a pleasant experience to be sitting outside watching buses and lorries go by. It will be some time before they are all emission free. 2B Fisherton Bridge, same comments really. Sitting by a major bus/taxi and delivery lorry route is not much fun. Phase 5A , nice idea, it needs improving but again any new food outlets are not needed there are so many pubs cafes in a 50 metre radius now. Have the consultants actually performed a 'walk through' assessment of how many food outlets there are and have they been told about how many have closed? For example, Burger King, Starbucks, the posh burger place. No real objections to the other phases as long as they improve the visual effect and ecology without too much developmental	Yes	Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
164	I support the proposals to manage flood risk, improve/maintain ecology and a natural but well maintained environment	Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	I don't use the area much. But I do use it as part of a walk from Castle Road/Old Sarum , Stratford, Ashley Road and back. It is a pleasant walk but it looks very neglected with regards to flood management and the maintenance of the river bank



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
165	Agree	Agree	Agree	Agree	Routes for cycling and walking that cross any vehicular access routes into the Central car park must be given priority over vehicles in order to provide safe, comfortable and unimpeded passage for vulnerable non-motorised users, especially younger cyclists. Conflict between pedestrians and cyclists should be avoided and therefore segregated paths must be used, however, it is not clear how this is to be achieved, and, as at present, it is likely that both cyclists and pedestrians will use all the paths and surfaces provided. There seems to be the possibility of conflict in the coach park where the cycle route shown passes in front of the existing public toilets. Retaining the present separate cycle route on the edge of the coach park would be preferable. The use of the third railway arch for a cycle path is attractive, but consideration should be given to removing parking on the Waitrose access road and providing an on carriageway route for cyclists with cycle access from Waitrose car park to the Avon Valley path. Further south from the coach park, it is far from clear what happens to the cycle route, although there is some mention of walking routes. Additionally, although enhancement to pedestrian and cycle routes is in the bullet points for phase 1D, these are not shown in the map, so it is unclear where these will be.	Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Avon Approach;Via Fisherton Street;Via Mill Stream Approach;	Strongly agree
166	Agree	Agree	Agree	Agree		Partly	Parking;Access to the city centre;	Never		Not applicable, I do not walk or cycle;	Strongly disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
165		Yes	Walking / dog walking;Cycling;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	I would like to have more information on where the proposed footpaths and cycle routes are going to be as they are not shown on the sketch plan
166		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly disagree	



ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
167	Agree	Agree	Agree	Agree	<p>1.B The Boathouse repair/development is essential in improving first impression of City to arrivals in Coach and Car Park. It also is a focal point in setting off to enjoy River Park to North.</p> <p>1.C and 1.D Segregation of cycle and pedestrian routes not clearly shown.</p> <p>2.B Ditto</p> <p>4.A Public Art- previous comments apply and it is not clear why or if this is a particularly important site.</p> <p>5.A No cycling path is shown. I hope this is confirmed as the space is confined and cycles would be hazardous.</p> <p>Public Art at sites 1 and 4- previous comments apply.</p> <p>6.A and 6.B "Innovative Screening" looks dated already, of poor design and likely to require excessive maintenance. A better design easily found.</p>	Yes	Walking / dog walking;	Not very often	Afternoon (12:00pm-5:00pm);		Agree
168	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking; Parking; Access to the coach park; Access to the city centre; Non Native plant species monitoring and removal where accessible and litter sweeps - with Salisbury Wildlife Group;	1-3 times a week	Late morning (10:00am-12:00pm); Afternoon (12:00pm-5:00pm);	Via the River Park; Via Mill Stream Approach;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
167	<p>I come to the city centre through the High Street.            For my part he River Park would make welcome extra areas to walk through.            It would be beneficial to all those living to the North.            It would add to visitor appeal</p>	Partly	Would encourage me to use the area for walking/exercise;	Afternoon (12:00pm-5:00pm);	Agree	
168	<p>Along all visbaility of the Avon within City limits for monitoring non natove plant species is quite good - todate in planning area only regularly find a few Orange Balsam (possibly as its already established in wet woods of Avon Valley LNR a km upstream, To date no Himalayan Balsam found within the River Park area). Removal of these, along with litter in the river bed and along banks requires access for volunteers with waders, etc. Currently some wadable stretches have challenging access and equally difficut to recover collected rubbish and e.g. trolleys, etc. Recommend any new or re-landscaping includes access points at at least 50m intervals where banks at less than 38degree slope and with no vertical drops greater than 1m - Suggest that Do NOT add paths, steps etc that might encurage casual access to the river by e.g. children. Suggest retain between access points with much more challenging access as gather at least one Rescue Charity use reported abandoned trolleys etc to practice their rescue techniques!</p> <p>Excellent plan - Had not realised how bad poor the layout and appearance of teh coach park was for visitors to Salisbury until stopped and looked at what I was so used to seeing or trying to ignore!</p>	Yes	Walking / dog walking;Nature watching;Conducting non native plant removal and litter sweeps of river bed and banks ;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Early morning (5:00am-10:00am);	Strongly agree	As commented at start if the proposed bund is not as high as feasibly possible to maximise its efficacy in the event of an extreme flood event it should be increased to taht limit in order tp provide some future proofing against the increasingly probable failure of global efforts to mitigate climate change result in worse than currently forcast worst case flood events and at greater frequency than 1 in 100 years.





ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
169	Agree	Agree	Agree	Agree		Partly	Parking;Walking / dog walking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via Castle Street;	Agree
170	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Will there be scope for community groups to get involved in the post dvlpt management so that there is real community ownership?	Yes	Cycling;Parking;	1-3 times a week	Early morning (5:00am-10:00am);	Via Castle Street;	Strongly agree
171						Partly	Walking / dog walking;Cycling;Access to the city centre;				

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
169	I really like the concept of the river park but I am concerned about losing nearly 200 car park spaces. What provision will be made to make these up to encourage city visitors.	Yes	Walking / dog walking;Access to leisure centre;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
170		Yes	Cycling;	Early morning (5:00am-10:00am);	Strongly agree	At the moment we use this route to cycle out to the countryside north of the city. This scheme would encourage us to walk and enjoy this green biodiverse space ... stop and enjoy, Looking at the large numbers of residential units being developed through the city this would give increased opportunity for more people to enjoy a natural green space.
171		Partly	Walking / dog walking;Sports;Children's playground;Nature watching;Picnics;Car boot sale;			

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
172	Yes	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	I have come to this at the 11th hour, so have not had the chance to read everything in detail, but am generally in favour with the plans.	Agree	Agree	Agree	Agree	Agree	Agree	Agree
173	Yes	Strongly agree	Strongly agree	Neutral	Neutral	Strongly agree	Agree	Neutral	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
174	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Huge importance of ongoing maintenance to keep whole area attractive to residents, visitors and tourists. The more natural, the more attractive, (but rubbish accumulates so very fast in areas encouraging seating, eating and drinking). As observed everywhere in Salisbury -Will this all be an alcohol free area?	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
172	Agree	Agree	Agree	Agree	<p>I think that, where possible, plantings (or a specific area of planting, for easier management) ought to be either indigenous food species (apple?, pear?, chestnut? walnut?, haw? Quince? Medlar?) with opportunities/possibilities for planters to be used for food along the lines of incredible edibles: <a href="https://www.cffc.co.uk/prince-visited-todmorden/">https://www.cffc.co.uk/prince-visited-todmorden/</a></p> <p>Is there a review phase at the end of each of the phases in order to learn lessons, and adjust approach to future phases accordingly?</p> <p>2a Water Lane/Summerlock Bridge – Will there still be a cycle way down Fisherton Street or alternative? With cars parked on both sides for takeaways, the (really important) cycle from the station into town is currently quite dangerous when there are buses and traffic about, as well as people getting out of parked cars. Making the road narrow is welcomed visually, but the ability to cycle without fearing for one's life is also important. Ditto 2b.</p> <p>3A Ashley road-CCP Not clear if the 5m segregate footway/cycle path is along the complete length? The plan for a cycle path under the third railway arch is a great one, but does this avoid cyclists having to go through that low underpass – which is quite tricky to navigate!</p>	Yes	Cycling;	1-3 times a week	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;Via Castle Street;	Agree
173	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via the River Park;	Strongly agree
174	Agree	Agree	Strongly agree	Strongly agree	<p>Concerned about the effects of narrowing road in 2B -and how this relates to the People Friendly scheme which will/not return next year.</p> <p>Agree wholeheartedly and enthusiastically with improving 5A area, but plans seem far too grand for a series of relatively small spaces. Tiered seating? Amphitheatre? Stone steps? New active frontages? where are they going to fit in with the peaceful, natural approach this plan offers elsewhere? Can anything be done about the rear of the ugly and dilapidated Next building? PLEASE keep all the trees and please refer back to the last planning application for the land (and trees) between the High Street and Avon Path!!</p>	Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Castle Street;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
172	See my comments/concerns above (previous section) re cycling, particularly Fisherton Street and underpass near Waitrose.	Yes	Cycling;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	
173	For a city with so many rivers it's amazing how limited the access to them is. Anything that could be done to improve this would make Salisbury a better place to live.	Yes	Cycling;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);Not applicable, I do not use these facilities;	Strongly agree	Again, anything which improves access would help.
174	Very supportive of linking north and south of the city via a river park	Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	The need for Salisbury to stay attractive is the future of the city. The Cathedral and Close will always draw visitors -this river plan will help enormously. Good Luck and thank you.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
175	Yes	Agree	Agree	Agree	Agree	Agree	Strongly agree	Agree	Agree		Neutral	Neutral	Agree	Agree	Agree		Neutral
176	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	<p>I am responding both as a local resident familiar with these areas of Salisbury, and as a heritage professional specialising in the history of watercourses and the implications for flood risk management, adaptation and resilience.</p> <p>I appreciate that numerous references are made in the Masterplan to safeguarding heritage as part of the proposals, but I think there is scope to make the history of the river and its surroundings more central to the Masterplan -- to help address flood risk and avoid inadvertent heritage impacts, but also to play a key role in place-making for the River Park and for the City as a whole.</p> <p>Salisbury's watercourses are central to the history of the City and the surrounding region. At the moment, the Avon is rather undistinguished as it passes through the City, but there are still important features that could be drawn out. Although it might seem unlikely, there is also potential for historic features and artefacts to be present in the river and its immediate environs, which could be brought to light -- or inadvertently destroyed -- by the proposed works.</p> <p>Greater reference could be made back to the environment that the river once presented within the area of the Masterplan -- including water meadows and formal gardens, but also water-dependent activities and industries that contributed to people's livelihoods. Making more of Salisbury's historic dependence on its watercourses -- even with their propensity to flood -- as an arena for public engagement could become a source of community resilience in the face of increasing climate-driven risks.</p> <p>I would welcome the opportunity to discuss this in more detail - my</p>	Agree	Agree	Agree	Agree	Agree	Agree	Agree
177	Yes	Agree	Agree	Strongly agree	Agree	Neutral	Agree	Agree	Neutral		Agree	Agree	Neutral	Neutral	Neutral	Neutral	Agree
178	Yes	Agree			Agree	Neutral	Neutral	Neutral	Neutral	must ensure flood risk management does not affect surrounding area such as more water on watermeadows or in nearby river. My concern is Harnham Recreation Field flooding more than at present levels.	Agree	Agree	Agree	Neutral		Disagree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
175	Agree	Agree	Agree	Agree		Yes	Parking;Walking / dog walking;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via the River Park;Via Fisherton Street;	Strongly agree
176	Agree		Agree	Agree		Partly	Parking;Access to city centre	Not very often			Strongly agree
177	Agree	Agree	Neutral	Neutral		Partly	Parking;Access to city centre	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Avon Approach;Via Mill Stream Approach	Neither agree or disagree
178	Agree	Agree	Neutral	Neutral	Fisherton Street must have access from railway station and main car park.	Partly	Cycling;Parking;Access to city centre	Daily	Early morning (5:00am-10:00am)	Via Fisherton Street	Strongly disagree



ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
175		Yes	Walking / dog walking;Cycling;Sports;Nature watching;Picnics;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
176	Much greater reference should be made to the historic character of the watercourses in this area, both in understanding how water was previously managed in this area (where water was minutely controlled as part of a bedwork water meadow system) and the benefits it brought. It is likely that the 'New' River Avon channel is actually the older 'natural' river and that the Mill Stream was constructed later, in the Medieval period. The potential for discovering features and artefacts within and in the vicinity of the channels should be borne in mind in designing and implementing works. There are great opportunities for public engagement focussing on Salisbury's riverine heritage, through a range of media (signage, heritage-inspired public art, volunteering, physical heritage trails, web-based trails / storymaps etc.).		Not applicable, I do not use this area		Agree	As above, greater reference could be made to the historic character of the watercourses in this area, both in the design of new features and in public engagement. There was a complex range of channels probably associate with bedwork water meadows, including a system of sluices. The river was referred to as Black Well at this point.  The potential for discovering features and artefacts within and in the vicinity of the channels should be borne in mind in designing and implementing works.  As above, there are great opportunities for public engagement focussing on Salisbury's riverine heritage, through a range of media (signage, heritage-inspired public art, volunteering, physical heritage trails, web-based trails / storymaps etc.).
177		Partly	Not applicable, I do not use this area	Not applicable, I do not use these facilities;	Neither agree or disagree	
178	Most important cyclists/pedestrians and cars should all be kept separate. Currently joint use is not safe in any area.	Yes	Cycling	Early morning (5:00am-10:00am)	Agree	Wider footpats/cycle routes

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A	Q 4 - Phase 2B	Q 4 - Phase 3A
179	Partly	Strongly agree	Neutral	Agree	Disagree	Neutral	Neutral	Neutral	Strongly agree	<p>Maintenance maintenance maintenance! Need I say more. None of these improvements will be successful unless a "watertight" programme of fully funded maintenance is agreed by all parties from the start. Years of neglect and mismanagement is why there is a more serious risk of flood on top of climate change. Who is going to hold landowners to account for lack of management and neglect? Who has been held account for the past neglect?</p> <p>Pg.12 [of masterplan] An over optimistic simplification: 400 homes delivered - where are they going in middle of Salisbury? There's no mention of this in the Salisbury River Park Plan! Can someone please tell me!</p>	Neutral	Neutral	Agree	Agree	Strongly disagree	Strongly disagree	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
179	Neutral	Neutral	Neutral	Neutral	2a and 2b unnecessary! Oney should be spent on main flood risk areas. Is the narrowed carriageway (pg.30) assuming prople friendly i.e. closing of some roads in city centre going ahead whatever people in Salisbury want?	Partly	Parking;Access to city centre	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;Via Mill Stream Approach	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
179	<p>COVID has overtaken events... This is a 'pretty' presentation over sold the ambition and under sold the future management and maintenance. Lack of maintenance over the years and over development have caused some of the flood risk. Now along with climate change this will be excellerated. Management and maintenance should be top of the priority list. See pg. 42 9. Responsibility of landowners. How is this to be enforced?</p>	Yes	Not applicable, I do not use this area	Not applicable, I do not use these facilities;	Neither agree or disagree	N/A

Email No	Comment
Email 1	<p>I support the general principle of linking the riverside walk from Queen Elizabeth Gardens to Ashley Road. However, the main obstacle on that route is the dilapidated Boathouse public house at the coach station. Not only does the building obstruct the riverside walk but it is also an eyesore which detracts from the intended quality welcome of visitors arriving at the coach station. What plans do you have for the solution to this building? The long leasehold interest in the Boathouse is currently for sale and purchasing that interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?</p>
Email 2	<p>My only concern about "improving" the facilities at Ashley Road is the parking situation. We have a similar problem at Elizabeth Gardens with limited parking at Lush House.</p>
Email 3	<p>Thank you for your reminder regarding the public consultation on the Salisbury River Plan Masterplan and Phase 1 of the Environment Agency's River Park Project. Unfortunately we don't appear to have received any previous notification of your consultation exercise. Having now reviewed the Masterplan dated November 2020, our comments reflect those we provided at an earlier stage of your stakeholder engagement. We accept that the proposals as currently presented are, for the most part, unlikely to result in an adverse impact on the A36 and our associated drainage and structural assets. Delivery of the full masterplan should in fact bring a benefit to the A36 through improved flood relief capacity and by creating an alternative and sustainable route into Salisbury. However, we have identified a couple of areas of concern which will need to be addressed as detailed below. In terms of the Phase 1 works specifically which will be the subject of a planning application early next year, our main area of concern will be to fully understand the construction traffic impacts. We understand that the Phase 1 application may not be supported by a formal transport assessment, and therefore it will be necessary for us to agree in writing a detailed Construction and Environmental Management Plan (CEMP) prior to any works on site commencing. The CEMP must include a profile of maximum daily vehicle movements disaggregated by vehicle type, for each week of the construction phase, and provide details of measures to mitigate identified traffic impacts. If any movements are to occur during the peak hours, this must also be set out within the profile. An understanding of construction traffic impacts is likely to be a requirement for all phases of the Masterplan development. The Phase 3A proposals will have the potential to impact on Highways England's A36 bridge structure and we welcome the inclusion of text within this section to confirm that any works here must be taken forward in close collaboration with, and I would add the approval of, Highways England. We therefore look forward to further engagement as the details of Phase 3 progress.</p>
Email 4	<p>This document represents a formal response by Salisbury Reds regarding the above consultation.</p> <p>Salisbury Reds is part of Go South Coast which operates across the south coast with its core networks based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight with smaller depots at Bournemouth, Swanage, Ringwood and Totton. With a fleet of over 800 vehicles across all brands, we help our customers make over 47 million journeys annually. We are a major employer in the south of England with over 1900 colleagues delivering services every day of the year.</p> <p>We aim to provide customers with the best experience possible when they travel with us. In order to achieve this we are constantly investing in our fleet and staying ahead of competitors with innovative on-board technology from free wifi to USB charging points, smart ticketing and cashless payments.</p>

Email No	Comment
	<p>Salisbury is home to Salisbury Reds which as well as operating a comprehensive city network also connects via inter-urban routes to Bournemouth, Fordingbridge, Ringwood, Southampton, Romsey, Andover, Marlborough, Swindon, Amesbury, Winchester and Blandford.</p> <p>We welcome this element of delivery of this part of the CCAP and in particular would make the following representations:-</p> <ul style="list-style-type: none"> <li>• An essential element of the CCAP which forms the basis of this project and provides its policy direction explicitly highlights one of its five key themes as People Friendly Streets. We would respectfully request that the People Friendly Streets initiative is re-introduced as soon as is practicably possible as we enter the recovery phase of COVID-19 so that these elements of the CCAP can be achieved;</li> <li>• The opportunity should be taken during this consultation with regard to facilitating electric modes of transport as part of this initiative thorough a green charging hub including a new bus depot which could include electric charging for the city’s bus fleet;</li> <li>• We support the retention of coach parking in a central location to support the large amount of tourist coaches which use Salisbury;</li> <li>• We support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre.</li> </ul> <p>Background</p> <p>In our response to the CCAP of July 2019 we set the scene with regards to public transport in the city and wider TTWA. We would urge the reader to cross reference our response here with that rather than recreating it here, along with our later January 2020 response which supported the emerging CCAP and highlighted that significant improvements in bus journeys will be needed to support the strategy. Bus provision is through privately operated services which have seen improvements however with this success and modal shift comes the need to improve flow of buses through junctions to improve reliability as well as a need for a co-ordinated approach to the use of road space at main interchange points.</p> <p>We are supportive of the approach to make the city centre accessible by “a range of forms of transport” – it is essential that bus is part of this mix in a way that enables people to get close to main city centre nodes - a city centre with a lack of access will see footfall reduce further. There is a massive opportunity to reduce the amount of through traffic in the city centre whilst making it more attractive to walkers, cyclists and public transport users. By making the city centre more attractive to access by not only walking and cycling but also buses will enable the delivery of less car dependence in and to the city.</p> <p>We agree that the central area of Salisbury should “prioritise places and spaces for pedestrians, cyclists and public transport over private cars &amp; promoting sustainable connectivity”. The need to improve wayfinding and city centre legibility needs to be linked to more legible public transport networks and interchanges which make it better for residents and visitors.</p>

Email No	Comment
	<p>Section 3 – Planning Policy and Strategic Themes  Transport and Movement - The Need for People Friendly Streets  An essential element of the CCAP which forms the basis of this project and provides its policy direction explicitly highlights one of its five key themes as People Friendly Streets.</p> <p>We agree with the concept of developing people friendly streets which promote access by sustainable transport including walking, cycling and public transport. We support the other objectives of improving open space and the environment, creating vibrancy, bringing out the qualities and developing the character of the city – which in recent years has been lost and has contributed towards reduced footfall in the city centre.</p> <p>This strategic theme needs to enable the delivery of section 6 of the Salisbury Transport Plan through making the city centre more attractive to bus users. Indeed, People Friendly Streets was subject to an ETRO in the autumn of 2020. Unfortunately the project was suspended prematurely during second English National Lockdown as a result of the COVID-19 pandemic.</p> <p>One impact of People friendly streets was that it started to show significant improvements in bus journey times through improved flow of buses through these junctions and networks which would have, in turn led to more people using buses, reducing the impact of the car on our historic city.</p> <p>The overall main positive impacts of the scheme included:-</p> <ul style="list-style-type: none"> <li>• Making Salisbury’s “offer” distinct and unique to other shopping centres in the South Wiltshire, Dorset and Hampshire areas by prioritising sustainable modes and making a pleasant shopping and business friendly offer;</li> <li>• Enabling the development of a public realm which will benefit the economy of Salisbury;</li> <li>• Enable repatriation of parking spaces to the public realm, outdoor dining and regenerating the economy;</li> <li>• Enabling a family friendly environment and where people choose to dwell rather than not having this option due to general traffic and air quality problems;</li> <li>• Enable walking and cycling in the City – reducing the pressure on the local highway network;</li> <li>• Improve journey time reliability for buses through prioritised networks and better access and movement;</li> <li>• Promote buses as a quick and sustainable form of access to get to the city centre – supporting the city bus network;</li> <li>• Creating a see- change in the image and attitude of Salisbury as a city and community prepared to deal with poor air quality and the climate emergency.</li> <li>• Capitalise on the Park and Ride infrastructure that Salisbury benefits from compared with many other local town and city locations.</li> <li>•</li> </ul> <p>We would respectfully request that the People Friendly Streets initiative is re-introduced as soon as is practicably possible as we enter the recovery phase of COVID-19 so that these elements of the CCAP can be achieved.</p> <p>River Park Masterplan  Phase 1a – Land at MCCP North</p>

Email No	Comment
	<p>Whilst we note the flooding impact potential across the floodplain and also the intention to improve the overall urban realm and natural environment, much of the site is brownfield land. Therefore we do consider the opportunity should be taken during this consultation with regard to facilitating electric modes of transport as part of this initiative thorough a green charging hub - including a new bus depot which could include electric charging for the city's bus fleet. In January 2020 three new electric buses entered service in Salisbury to test the ability of electric to meet the needs of the urban and inter-urban bus market.</p> <p>Whilst these trials are early days it is clear that the transfer of the internal combustion engine to electric and hydrogen is the way forward for powering transport, including buses in the medium to longer term. The current bus depot site on Castle Road does not lend itself to mass conversion to charging for electric due to overall layout, supply and spacing requirements. Accordingly to support the objectives of transfer of the bus fleet a new bus depot and charging facility needs to be developed in the city centre.</p> <p>Operationally the location of the existing bus depot is optimal and the efficiency of the location supports a lower cost base for a small city network which could not be supported further out of the city centre. Therefore any replacement facility would need to be located very close to the existing operational base that could accommodate a bus depot facility.</p> <p>The existing bus depot site in Castle Street is now almost entirely surrounded by residential land uses as well as being allocated itself in successive Local Plans for redevelopment for residential use and has not come forward as housing land due to the lack of local nearby replacement depot facilities. The overall city network could not be supported from edge of city or out of city sites and therefore this process presents the ability to deliver such an integrated charging hub which includes a bus depot facility equipped for electric charging – or for the opportunity to be missed for a generation. Phase 1b – Coachpark</p> <p>Coach services, whether they are operated on a scheduled and 'public' or 'private group' basis provide a highly efficient mode of transport. Coaches provide services for a diverse range of socio-economic groups but two important segments of the coach travel market are older travellers and school groups. It is estimated that around 75% of educational and leisure trips by school groups are made by coach. Many older travellers with limited mobility require a mode that brings them very close to their destination and those with luggage effectively require a door to door service.</p> <p>We support the retention of coach parking in a central location to support the large amount of tourist coaches which use Salisbury. Without this provision coaches would quickly seek parking elsewhere in the city centre compromising the other elements of the CCAP. We also welcome retaining the current level of parking provision which we presume has been assessed against future demand and the ability of the facility to accommodate peak demand.</p> <p>We also support the provision of a welcome centre and toilet facilities as part of the project. The enhancement of this overall facility will greatly enhance the visitor experience of Salisbury.</p>



Email No	Comment
	<p>Phase 2B Fisherton Bridge</p> <p>We support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre. Accordingly we are reassured at section 6.2 of the CCAP which states that “changes in the vehicular priorities along Fisherton Street should be explored. This will need to take into consideration the access requirements for public transport, servicing and deliveries, emergency services and other groups whose continued access is essential”. Due to the location of the railway station, maintaining bus access and interchange along Fisherton Street, not only for the Stonehenge Tour but also for local buses is vital linking the station to the cross city locations. With aspirations in the longer term, for buses to be connecting larger settlements with no access to rail is also essential – such as Amesbury for example.</p> <p>We are aware that over 50% of vehicles in Salisbury city centre is through traffic. This primarily consists of vehicles rat-running through Salisbury city centre to avoid using the A36 which has a negative impact in terms of city centre air quality, bus journey times and a poor environment for pedestrians and cyclists. It makes the city centre less attractive to visitors or a place to dwell. In addition, these vehicle trips do not directly add to the local economy, only to our air pollution and congestion and made our streets less people friendly. Initiatives that reduce through traffic should therefore be supported.</p> <p>We are happy to discuss bus routing in the city as part of this scheme as the project develops further, and indeed would like to work with Wiltshire Council to ensure that data represents the impact of the scheme. We would also like to work with Wiltshire Council and Highways England on making bus priority happen across the A36 junctions so that time savings are enhanced, now the signals along the A36 are in the hands of HE. We have already successfully trialled such a system in Southampton and are currently trialling across Bournemouth and Poole.</p>
Email 5	<p>I hope you are well at this time. I am emailing with regard to the proposed Salisbury River Park. There are a number of very old trees around the proposed area, and I am emailing to ask that they be protected in the development. I have attached a few photos of the trees, but there are more too. I would like to just get confirmation that these trees will not be cleared and will stay put. Also, if there are any plans to clear trees I was wondering if this information was available anywhere? I’m hoping that there are no plans and the river park can be adapted around the existing flora and fauna.</p>
Email 6	<p>In reference to the public consultation, I make the following comments:</p> <p>Section one</p> <p>In general I am in favour of re-greening the city as I believe it would enhance and benefit both city and the surrounding area by increasing its uniqueness and thereby attract a greater diversity of visitors. I therefore hope that the final plans provide pathways and planting that flows alongside the river rather than marching in straight lines in amongst formal beds. The pathway should maintain a wild and natural element so that people are encouraged to walk it and provide animals with links and habitats. This would provide sights and views of a rarer and more interesting nature.</p> <p>Section two</p> <p>In regard to the environmental side of the report, the glass seating over the river at 2a should be reconsidered. With food and shelter being endangered and or reduced for fish by the shading, the river life would not benefit and empty rivers do not attract people. As it</p>

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	<p>is providing a large amount of this necessary basic habitat, it is not worth the risk to the overall scheme. It may be a shame to loose it, but the likelihood of people throwing food in to feed fish or ducks is high and would not be conducive to anything but disaster.</p> <p>Construction puts many fish species at risk, so conditions should be put in place to keep the related river invasive work, and connected works, outside of the fish migratory periods. If the fish do not come back, neither will the animals and the river will die and people will lose interest. Increasing the biodiversity is one of the reasons for doing this to create, maintain and enhance the area to one of outstanding natural beauty and interest.</p> <p>It is beyond my knowledge as to whether the construction stages should be staggered to allow the impact on the bullhead to stablise or migrate to other areas.</p> <p>There is also a question as to whether some ponds/fountains should be introduced to the scheme to distract people into playing there, rather than enter the river. I believe that sensitivity to the scheme will bring benefits and a vibrancy to the end product.</p>
Email 7	<p>The plans look very promising for this proposed Salisbury River Park. In particular, I would welcome walking alongside the river behind the Boat House (demolishing it if necessary). Also improving the path under the road towards Waitrose which is frequently flooded.</p>
Email 8	<p>The Salisbury Neighbourhood Development Plan Steering Group [SNDP SG] has considered the proposed Riverpark Masterplan and Phase 1 of that Masterplan and wishes to support both.</p> <p>The Neighbourhood Development Plan is still being researched and written as these consultations on the Riverpark are taking place. The Plan is expected to incorporate the Riverpark subject to it being deliverable during the Plan period.</p> <p>This support is offered because in addition to the infrastructural, economic and environmental arguments put forward in the Masterplan document the SG considers the following to be relevant factors.</p> <ul style="list-style-type: none"> <li>• LEP monies are time limited and Phase 1 would be a worthy use of them.</li> <li>• Endorsement of both will assist all parties in making tangible progress towards the regeneration of Maltings/Central Park which is arguably Salisbury’s most substantial brownfield site.</li> <li>• Multiagency collaboration of the kind required to plan, approve, fund and implement the Masterplan and all Phases will be essential in tackling other issues in the NDP area. Such collaboration is not always easy and a positive example of it should encourage other such collaborations.</li> <li>• The Masterplan does in part owe something to recovery efforts after the first Novichok attack and would make a fitting reminder of the kindness and support offered to people who lived and worked in the city at the time and lovers of the city</li> <li>• Covid-19 has also been tough and the proposed timeframe of Phase 1 may help to improve morale and encourage optimism about the future of the city.</li> </ul> <p>Providing the Masterplan completes its statutory consultation period successfully SNDP SG would encourage efforts to plan, consult on and finance other Phases ideally pulling forward completion of the whole plan. The Group would welcome a round table discussion on this point in early 2021.</p>

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Email 9	<p data-bbox="336 271 1299 333">Feedback from Salisbury Area Greenspace Partnership on the River Park Project Proposals</p> <p data-bbox="336 376 1406 622">Salisbury Area Greenspace Partnership (SAGP) welcome &amp; support this major GBI project to mitigate future likely impacts of river flooding on residential areas &amp; businesses in the city. SAGP also acknowledge the considerable effort that the EA &amp; partners have put into identifying the opportunities such a project presents to significantly enhance local green &amp; blue space assets, &amp; the biodiversity &amp; amenities they deliver as well as improving connectivity for people &amp; wildlife along this important north/south corridor through the city.</p> <p data-bbox="336 665 991 692">SAGP does however wish to raise the following points:</p> <p data-bbox="336 734 639 761">1. Landscape Framework</p> <p data-bbox="336 770 1390 871">i) It is extremely important that a strong landscape strategy is in place at the earliest opportunity in the process of designing for the public realm &amp; should incorporate water sensitive urban design (WSUD) &amp; sustainable urban drainage systems (SuDs).</p> <p data-bbox="336 913 1401 1048">An effective &amp; strong landscape strategy should underpin thinking &amp; design for new &amp; existing planting as well as its management &amp; maintenance at every stage of the project &amp; into the future. Not only is this good practice but is now critical in order to address the impacts of climate change &amp; loss of biodiversity.</p> <p data-bbox="336 1090 1390 1225">The project documentation does mention that ‘a strong landscape strategy is key to the success of public spaces’ in relation to Phase 5A of the Project: Rivers edge &amp; riverside walk to rear of High Street but it is important that this point is also emphasised at the outset of the project.</p> <p data-bbox="336 1267 663 1294">2. Landscape Management</p> <p data-bbox="336 1303 1394 1509">A landscape management strategy &amp; plan will be needed as part of establishing project resilience for the longer term. This will need to address management of existing &amp; new planting, management of wildlife habitats for biodiversity net gain, management for amenity including views &amp; viewpoints, &amp; surface water management in accordance with the 4 pillars of sustainable urban drainage or SuDs ie. water quantity, water quality, biodiversity &amp; amenity.</p> <p data-bbox="336 1552 660 1579">3. Landscape Maintenance</p> <p data-bbox="336 1588 1398 1794">i) There will be a need for specialist skills, equipment, time to implement the landscape management plan &amp; address regular maintenance tasks &amp; issues such as how riverbanks &amp; flood banks are to be managed – establishment of species rich tall grass? How will flower rich wet grassland beneath existing trees be managed? Is Salisbury City Council in a position to respond? Will the council have the necessary skills, training &amp; experience, equipment, contract frameworks etc in place?</p> <p data-bbox="336 1803 1390 2009">ii) There is emphasis on community involvement in maintenance &amp; management tasks. SAGP have experience in this challenging area &amp; would like to know how this will be effectively managed &amp; supported over the longer term with the necessary skills, knowledge &amp; experience to manage volunteers as well as the input of different interest groups/owners involved in the river system. There is a need for protocols to be developed to enable a consistent approach to management &amp; maintenance tasks as well</p>

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	<p>as investment in a dedicated wildlife conservation officer/ranger post to co-ordinate &amp; provide consistent support for the volunteer effort. Is there scope for a joint venture between relevant parties to take this forward?</p> <p>4. Visual Connectivity An analysis &amp; assessment of key views, view corridors, &amp; viewpoints to city centre landmarks from the project site in the Maltings area seem to be missing from the documentation. Views to the cathedral spire are an important aspect both of residents' daily experience of Salisbury &amp; are also critical for visitors to the city - they are fundamental to the unique character &amp; local distinctiveness of the place. Currently visitors who arrive by coach get their first view of the cathedral whilst walking from the coach park to the city centre alongside the Millstream. This proposal will change the circulation &amp; pedestrian dynamic &amp; SAGP would like reassurance that existing views are safeguarded &amp; enhanced &amp; would like to see new views created to the cathedral as well as other important landmarks.</p> <p>5. Safeguarding the River Avon Special Area of Conservation (SAC) It is essential that the River Park Master Plan proposals are not at odds with the conservation objectives for the River Avon Special Area of Conservation (SAC) site and it must be demonstrated that the potential likely significant effects, alone and in combination, &amp; as documented in the Habitat Regulations Assessment Stage 1 Draft Screening Report, can be satisfactorily mitigated. This applies to the following species: Atlantic Salmon, Brook Lamprey, Bull Head, the plant communities of Water Crowfoot and Water Starwort, as well as Water Vole &amp; Otter which are protected species &amp; all of which are part of this rare chalk stream habitat.</p> <p>6. Raising Public Awareness about Rare Chalk Stream Habitat SAGP consider that the Riverside Project presents a real opportunity for more than a few information or so-called interpretation boards. A world class education/interpretation facility needs to be designed in an exciting &amp; innovative way to showcase the ecology of Salisbury's chalk streams &amp; should be located by the river &amp; at least partially within the river. This could be combined with new visitor centre &amp; be the subject of a design competition.</p> <p>7. Cultural Connectivity SAGP would like to see the reinstatement of the Lombardy Poplars in Fisherton Recreation ground &amp; along the main river between the A36 &amp; Ashley Road as part of the River Park Project. Whilst relatively short lived, these trees provided a very distinctive landmark from Old Sarum, Harnham Hill &amp; other parts of the high downland which surround Salisbury. Historically, there is also a link with the artist John Constable who visited Salisbury on numerous occasions &amp; his paintings of the area feature some of the first poplars that came into this country in the early part of the 19th century. Sadly, there are now very few remaining in the city.</p> <p>8. Building Partnerships for the Longer Term Long term success of the River Park Project especially through the Maltings relies on encouraging adjoining landowners eg WC/NHS/Tesco/Network Rail etc to work together</p>

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	<p>to enhance their own external spaces. SAGP would like to see more details as to how this will be facilitated &amp; factored into the development process.</p> <p>9. Project Phasing</p> <p>i) SAGP would like to see Phase 3 of the project to upgrade the pedestrian/cycle link between Ashley Road &amp; The Maltings Central Carpark brought forward if possible and to be implemented concurrently with Phase 1 of this scheme.</p> <p>It is understood that there are still matters to be resolved with Highways England but every effort should be made to resolve these issues as a matter of urgency because of the very substandard existing conditions for pedestrians, disabled users &amp; cyclists using the A36 underpass &amp; the difficult pinchpoint on this route in the vicinity of the railway bridge.</p> <p>ii) SAGP would welcome the opening up culvert near Sainsburys as part of a later phase of the project in order to increase public awareness of the river network through the city</p> <p>iii) SAGP would like to see the 'interface zone' extended to include Crane Street &amp; the Elizabeth Gardens &amp; River Nadder to reflect one of the key aspirations of the CAF for this green/blue infrastructure project which is to reinforce &amp; enhance important north-south links across the city for people &amp; wildlife</p> <p>iv) SAGP would like to see the project 'interface zone' extended to include the vacant British Heart Foundation site which would help facilitate the setting up of a temporary urban greenspace by others in this part of Fisherton Street</p>
Email 11	<p>Thank you for the email and the Teams call yesterday. I can confirm that I mis-read the google earth images and that I am content that the site has not been used for formal sport, with the exception for a very short temporary period of time many years ago. The land in questions is a common recreation ground. Therefore Sport England is supportive of the flood defence works proposed.</p>
Email 12	<p><b>Planning consultation: Salisbury River Park Master Plan DRAFT Habitats Regulations Assessment Stage 1 Screening</b></p> <p>Thank you for your consultation on the above dated 24 November 2020.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p><b>Habitats Regulation Assessment Screening – River Avon SAC</b></p> <p>Under regulations 61 and 62 of the Habitats Regulations the 'competent authority' must follow a series of steps and tests for plans or projects which could potentially affect a European site. These steps and tests are collectively referred to as the 'Habitats Regulations Assessment' process.</p> <p>The essential first step in determining a planning application within the River Avon catchment is to screen the proposal for any likely significant effects on the River Avon SAC. In accordance with case law, a HRA should consider an effect to be 'likely' if it 'cannot be excluded on the basis of objective information' and is 'significant' if it 'undermines the conservation objectives' of the site (referred to above). In plain English, the test asks whether the plan or project 'may' have a significant effect (i.e. there is a risk or a possibility of such an effect).</p> <p>Where significant effects can't be ruled out, the next step is a more detailed ecological assessment (an Appropriate Assessment) which must be carried out by the 'competent</p>

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	<p>authority' in order to ascertain that the plan or project would have no adverse effect on the site's integrity in view of the site's conservation objectives. If such effects cannot be ruled out, permission may not be granted unless the additional tests given in Regulations 62 and 66 of the Habitats Regulations can be satisfied.</p> <p>It is the responsibility of those applying for permission to provide such information as the competent authority may reasonably require to undertake its HRA.</p> <p>When undertaking a Habitats Regulations Assessment, the precautionary principle applies. This means that if a plan or project could adversely affect a European site, the person doing the HRA has to have evidence to prove that it will not, before ruling out that likely effect. If there is uncertainty, then it is assumed that the likely effect will occur</p> <p>Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has screened the proposal to check for the likelihood of significant effects.</p> <p>Your assessment concludes that your authority cannot rule out the likelihood of significant effects arising from the proposal, either alone or in-combination. On the basis of the information provided, Natural England concurs with this view.</p> <p>Natural England therefore advises that your authority that an appropriate assessment should now be undertaken, in order to assess the implications of the proposal for the European site(s), in view of the site conservation objectives. Natural England is a statutory consultee at the appropriate assessment stage of the Habitats Regulations Assessment process. The following advice is provided to support the conclusions drawn and to assist your authority to undertake an appropriate assessment.</p> <ul style="list-style-type: none"> <li>• Add link to the CO Supplementary advice note</li> <li>• Invasive Non Native Species (INNS) Construction environment management plan</li> <li>• Copies of or links to all best practice guidelines noted in the HRA screening report</li> </ul> <p>We do, however, wish to make the following comments on your assessment which are pertinent to your Appropriate Assessment.</p> <p>We note that the wider reconfiguration of existing public space (highway/pavement changes, landscaping of terrestrial areas away from riverbank) for all phases has been screened out, as being removed from the SAC boundary with no pathway to effect the SAC. NE advises that this is not the case as the River Avon SAC is a groundwater fed river and is therefore interconnected and dependant on the underlying aquifer. The extent and type of new surfacing therefore has the potential to effect the SAC as does any associated lighting.</p> <p>Landscaping/change of land-use or enhancement of existing areas, similar to commercial activity, may also increase recreational use which may again result in an indirect effect on the SAC.</p> <p>Stepped banks/stone stepped seating 4a and 5a should also be considered as potentially having a likely direct effect on the SAC as could the new access paths in 4a..</p>

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	<p>Noise and vibration from works has not been screened in at 7. We understand from the comments that the time-frame works will be short and these are mobile species, however, due to the nature of the built environment at this location here there may be a potential risk to SAC fish species during the construction of 4a. Increased predation of water vole from increased/easier access to the river bank and marginal zone is another risk that has not been considered.</p> <p>Under your assessment (8. HRA Stage 1 Screening). Natural England would advise that the assessment of the effect on the potential for loss or damage of the Annex 1 habitat from all of the proposals needs to be reviewed. The habitat feature is the water course and not just the water crowfoot species and therefore habitat loss and damage needs to consider the full expression of this habitat which is governed by dynamic processes and consists of a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover. This relates to the assessment for Area 2a, 3a, 4a and 5a where elements of the design have the potential to effect the habitat feature (e.g a two stage channel, in-channel floating planters, stone seating, beaches are not characteristic of the biotopes associated with the chalk river habitat). Damage/disturbance to typical species such as the invertebrate community and water voles may also occur during construction/operation.</p> <p>Wider and/or new footpaths can also cause habitat fragmentation of the ecotone from the river to the riparian zone and (any) floodplain habitat (e.g. 3a, 4a).</p> <p>We are also unclear why the assessment concludes no likely significant effects on the river habitat from habitat fragmentation for 4a when the effects are likely to be similar to those for 3a.</p> <p>If the bridge (6a) was to be replaced then Natural England would advise that a HRA needs to assesses the effect of the actual proposal on the habitat or species feature itself and avoid any effects from the existing structure.</p> <p>With the respect to the risk of toxic contamination from pollution incident Natural England would also usually advise that, due to the highly sensitive nature of a SAC river, pollution protection measures need to go beyond the standard Pollution Prevention Guidelines.</p> <p>Whilst it may be reasonable to conclude that the probability of the risk of species introduction and/or spread would be limited by following environmental best practice as this is standard practice for construction work in/near watercourses and is embedded into the design we would advise that this needs to be evidenced by a INNS CEMP.</p> <p><b>Additional comment on the screening report.</b></p> <p>The description of the SAC feature Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation focuses very much on the plant communities and, in particular, the abundance of water crowfoot in the river. It should be noted that the abundance, or even the presence or absence of water crowfoot</p>

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	<p>does not necessarily translate to good or poor condition of this habitat feature. Watercourses of this habitat type have a high degree of naturalness and are governed by dynamic processes which result in a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover.</p> <p>Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.</p> <p><b>Other advice</b></p> <p><b>Protected Species</b></p> <p>Natural England has produced standing advice<sup>1</sup> to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.</p> <p>1 <a href="https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals">https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals</a>  2 <a href="http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx">http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx</a></p> <p><b>Local sites and priority habitats and species</b></p> <p>You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 171 and 174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.</p> <p>Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found here<sup>2</sup>. Natural England does not routinely hold species data, such data should be collected</p>
Email 13	<p>Comments would have been entered onto the online survey form at <a href="https://www.wiltshire.gov.uk/salisbury-future">https://www.wiltshire.gov.uk/salisbury-future</a>, but this has insufficient space for the length of comments which are being made e.g. at questions 3 and 5. The full comments are therefore being emailed in.</p> <p>Question 3</p>



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	<p>1) Re River Park Master Plan p. 15 (not General Development Principles, but there is nowhere else to put this comment):  Priory Square/Fisherton Street  This site is shown within the 'interface zone' on p. 15, but there is no further reference to it. The plans for the site of the former shop adjacent to the URC is now in doubt, and COGS would be supportive of plans to convert this into a suitably landscaped open space. This would allow better views of the surrounding buildings – notably the URC church and the Old Infirmary building. It could be an important extension of the River Park, and would considerably improve the look and feel of Fisherton Street.</p> <p>2) Overarching comment, relating to Transport &amp; Movement Strategic Theme (p.5)  Vehicular Access through the MCCP  It seems worth recording that the requirement for vehicular access through the site may also be dependent upon any Traffic Management measures deemed appropriate for the rest of the City Centre. For instance, if the decision was taken to completely pedestrianise Minster Street, and to reconnect the Library with the Market Square, then there might be a need to allow some vehicular access – e.g. for buses and taxis – across the River Avon within the MCCP area.</p> <p>3) Overarching comment, re Cycle Parking (not covered, should maybe be something in 'Transport &amp; Movement theme)?  COGS feel that the opportunity should be taken to review cycle parking provision within the MCCP area. COGS have been conducting regular counts of bikes parked at stands and elsewhere across Salisbury since 2012, and these counts reveal that in the MCCP area a number of the stands are poorly positioned and not well used. In addition the amount of cycle parking which is not at stands show that there is a demand for more parking near much-used facilities (e.g. the Library) and that some cyclists seek out covered parking for their bicycles (e.g. behind the Library, Library passage, by the trolley park in the car park below Sainsbury's, upstairs outside Sainsbury's). Covered cycle parking is in very limited supply in the MCCP area (as in the rest of Salisbury) and the opportunity should be taken to remedy this shortfall.</p> <p>The guidance in LTN 1/20 (see e.g. Chapter 11 Cycle Parking) should be followed, since "secure cycle parking ... has a significant influence on cycle use". As LTN 1/20 suggests, extra care should be taken in town centres "to position cycle parking in locations that do not impinge on key pedestrian desire lines, but are still sufficient in volume and convenience of location to be of use to cyclists." COGS would be very happy to be involved in sharing information on existing cycle parking usage within the Maltings area and to be involved in the positioning and type of cycle parking planned for the future.</p> <p>4) Overarching comment, re correctly specifying the nature of access routes  The Master Plan should be more accurate in terms of definitions of the access routes through the site : for example the Riverside footpath (Phase 3, p15) between Ashley Road and central car park should be defined as a shared use path rather than a footpath.</p> <p>5) General Development Principle RP5 Access</p>

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	<p>Sustrans route 45, which runs from Chester to Salisbury Cathedral Close, is routed along the Avon Valley path. Because it is not permissible currently to cycle through the Maltings the route then has to detour through the town.</p> <p><b>Route southbound:</b> Avon Valley Path, Avon Approach, Castle Street, Blue Boar Row, Queen Street, New Canal, High Street (where cyclist should dismount from New Canal to New Street, since cyclists are only allowed northbound and not southbound), Cathedral Close</p> <p><b>Route northbound:</b> Cathedral Close, High Street, Silver Street, Minster Street, Castle Street, Avon Approach, Avon Valley path</p> <p>Route 45 would be considerably improved if a better North South route through the MCCC can be delivered through the River Park proposals.</p> <p>It is suggested that General Development Principle RP5 (Access) on page 21 should be amended to include the following, in addition to the current bullet regarding provision for pedestrians &amp; cyclists:</p> <p>Take opportunities to make a more direct and coherent route for NCN 45 through the River Park towards Salisbury Cathedral’.</p> <p>Question 5 Phase 1A Land at MCCC (north)</p> <p>The vehicular access across the River Avon may also depend on the Traffic Management measures deemed appropriate for the rest of the City Centre (see point 2 in Question 3 above)</p> <p>There is a reference to ‘improving cycle &amp; pedestrian routes through the site, including the provision of segregated route’. It would be helpful to have an indication of where these would be routed (p.25), particularly if there are changes to be made outside the area covered in the Coach Park proposals (Phase 1B).</p> <p>Phase 1B Coach Park</p> <p>The retention of the Coach Park in its current location is welcome.</p> <p>We note that the existing segregated cycle path up the west side of the coach park will be removed.</p> <p>The rerouting of cyclists to the east side of the Coach Park could increase conflict with pedestrians, since it cuts across in front of the existing toilet block and the access from the coach park to the Boathouse public house and to the footpath alongside the eastern channel of the river. It is not clear whether the existing toilet block is to be retained – this perhaps depends on the availability of funding for any replacement Welcome Centre. Pedestrians in the coach park are likely to be visitors to Salisbury and it will be important that any cycle path is clearly marked to minimise conflict and maximise the safety for both pedestrians and cyclists in this area depending on where facilities which will attract visitors are located.</p> <p>There would be some benefits to retaining the current line of the cycle path, to the west of the coach park, but it is appreciated that the new footbridge being proposed would introduce conflict with pedestrians using this bridge to access the proposed new Welcome Centre/WCs.</p>

Email No	Comment
	<p>Phase 1C Ashley Road Open Space &amp; 1D Fisherton Rec There is a reference in Phase 1D to enhancement of pedestrian &amp; cycle routes through the area: it would be helpful if these were shown on the plan.</p> <p>Phase 3A Riverside Path between Ashley Road &amp; central car park The Avon valley path is a heavily trafficked segregated shared use path with 2 way cycle track, which is substandard. The preferred width (LTN 1/12) would be: 2-way cycletrack            3 m (actual width c1.55m) Pedestrian path            1.5 m (actual width c1.3m) LTN 1/20 gives updated geometric requirements: the ‘absolute minimum width at constraints’ for 2-way cycling is 2m In view of the substandard nature of this path, &amp; in particular the constraint at the railway bridge it would be worth prioritising the upgrading of this route and putting this in a higher Phase if possible.</p> <p>COGS would like to see some further investigations into possible route options for cyclists under the Ring Road. Currently the new route is shown as re-joining the shared use path alongside the river and under the Ring Road at that point. Could there be an investigation into the possibilities of reconfiguring the road under the A36 which leads to the Waitrose roundabout? Currently this has space for 4 lanes of traffic with inadequate pavements and no provision for cyclists other than in the carriageway. If the eastern traffic lane leading to and under the bridge could be reconfigured as a two way cycle lane, and the route into Waitrose car park towards the Avon Valley path be used by cyclists, this would make a more direct route, would assist cyclists visiting Waitrose, and would avoid conflict with pedestrians on the path alongside the river under the A36 bridge.</p> <p>Phase 4A Land at M CCP (south) There is no indication as to how pedestrians or cyclists might be routed through this space: currently there is no access through this part of the Maltings for cyclists. The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area (see also comments on RP5 at Question 3.5 above).</p> <p>Phase 5A Rivers Edge and riverside walk to rear of High Street The access through this area is only defined as ‘footpath’. This area should be designed to accommodate cyclists, as N-S routes though this side of the city are much needed. Current routes (&amp; restrictions):</p> <ul style="list-style-type: none"> <li>• North St/South St: helpful contraflow on South Street, but North Street is one way northbound</li> <li>• Water Lane: Cycling prohibited</li> <li>• Rear of High Street: ?see this Phase</li> <li>• High Street: Cycling allowed northbound, but not southbound.</li> </ul> <p>The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area (see also comments on RP5 at Question 3.5 above).</p>
Email 14	The Salisbury Civic Society strongly supports the River Park proposals, which it feels will be of great benefit to Salisbury. It is pleased to see this key element of the Salisbury Central Area Framework, which it regarded as a very positive document, being able to move forwards.

Email No	Comment
	<p>The Society would like to back up the detailed comments made by the Salisbury Area Greenspace Partnership, which it believes are a valuable contribution towards the practical implementation of the scheme. It believes the following points from the SAGP response are of particular importance:</p> <p><b>1. Landscape Framework</b> A strong and committed landscape strategy clearly needs to be in place.</p> <p><b>2. Landscape Management and maintenance</b> Long-term management and maintenance will be key to the final success of the scheme.</p> <p><b>3. Visual Connectivity</b> Circulation within and around the park, and the retention and improvement of views, are important considerations.</p> <p><b>4. Public Awareness of Rare Chalk Stream Habitat, and tree planting</b> The Society supports the SAGP views on the importance of these considerations.</p> <p><b>5. Work by adjoining landowners</b> Encouragement of the enhancement of their own spaces by adjoining landowners would be very beneficial.</p> <p><b>6. Future work</b> Similarly, other projects in the area around the Maltings, within the power of Wiltshire Council and/or the Environment Agency, could add greatly to the overall success of the River Park.</p> <p>The Society would refer to the SAGP response for detailed development of these points, and hopes that the SAGP document will be given full consideration.</p> <p>The Society is greatly heartened by the commitment being shown to developing the River Park concept, and looks forward both to the achievement of the detailed work set out in the consultation documents, and to the park acting as a springboard for further improvements within this part of the city.</p>
Email 15	<p>National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.</p> <p>National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.</p> <p>National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.</p> <p><b>Response</b> We have reviewed the above document and can confirm that National Grid has no comments to make in response to this consultation.</p> <p><b>Further Advice</b></p>

Email No	Comment
	<p>National Grid is happy to provide advice and guidance to the Council concerning their networks.</p> <p>Please see attached information outlining further guidance on development close to National Grid assets.</p> <p>If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us.</p> <p>To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult National Grid on any Development Plan Document (DPD) or site-specific proposals that could affect National Grid's assets.</p> <p><b>Electricity assets</b>  Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.</p> <p>National Grid's '<i>Guidelines for Development near pylons and high voltage overhead power lines</i>' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here:  <a href="https://www.nationalgridet.com/document/130626/download">https://www.nationalgridet.com/document/130626/download</a></p> <p>The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.</p> <p>National Grid's statutory safety clearances are detailed in their '<i>Guidelines when working near National Grid Electricity Transmission assets</i>', which can be downloaded here:  <a href="http://www.nationalgridet.com/network-and-assets/working-near-our-assets">www.nationalgridet.com/network-and-assets/working-near-our-assets</a></p> <p><b>Gas assets</b>  High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.</p> <p>National Grid have land rights for each asset which prevents the erection of permanent/temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.</p>

Email No	Comment
	<p>National Grid's <i>'Guidelines when working near National Grid Gas assets'</i> can be downloaded here: <a href="http://www.nationalgridgas.com/land-and-assets/working-near-our-assets">www.nationalgridgas.com/land-and-assets/working-near-our-assets</a></p>
Email 16	<p>Thank you for the opportunity to review the details of the above consultation which has the aim to deliver a flood alleviation, environmental and public realm improvement project in central Salisbury which aims to reduce flood risk, enhance biodiversity, enrich public enjoyment of the rivers and build climate change resilience.</p> <p>Wessex Water is the statutory water supply and sewerage undertaker covering the Salisbury City area. Given the complex drainage infrastructure across Wiltshire, we have an established record of working in partnership with Wiltshire Council and the Environment Agency to reduce flood risk from multiple sources while also providing environmental improvements.</p> <p>Wessex Water confirm our support for the proposals outlined in the Salisbury River Park public consultation. We would be interested in opportunities to work with the Wiltshire Council and Environment Agency project team where the proposed works may interact with Wessex Water infrastructure or impact on the surface water flood risk. We support the requirement identified within the 'General Development Principles' for development to incorporate sustainable drainage principles and would welcome the opportunity to explore partnership working opportunities to promote Sustainable urban Drainage Systems (SuDS) through either the proposed flood alleviation works or areas of redevelopment.</p> <p>The Salisbury River Park Masterplan contains many elements which we support. These coincide with measures proposed in our Business Plan for the period 2020-2025. We would welcome the opportunity to work with you to inform elements of your Masterplan to align with our Drainage and Wastewater Management Plan to support future integrated flood risk management and climate resilience for future periods.</p> <p>I hope that the above feedback to this consultation provides you with the support required and is useful. We look forward to working with you throughout the development of the proposed flood alleviation measures for Salisbury. If you have any questions or queries, or require any further details, please do not hesitate to contact me</p>
Email 17	<p>Please excuse my not referring back to specific parts of proposals as requested. Due to disability caused by neurological condition I have limited screen use tolerance. Please would you be able to attach my feedback to the relevant sections.</p> <p>To me keeping habitat for nature and a semi – wild feel is very important. This includes retaining any native trees possible and adding to them, focusing on this rather than ornamental planting. This also feeds human need for quiet, spiritual places that is becoming increasingly recognised and wanted. I request wildlife needs then public space are prioritised over commercial use, and that public seating with picnic benches are provided.</p> <p>I am a wheelchair user and request please full accessibility including bridges, picnic benches and level space to be able to sit alongside non-accessible seating.</p>

Email No	Comment
	<p>Please could a play are for older children / teenagers be provided and WCs at or close to all play areas. River accessibility with through ways for kayaking, paddle boarding, boating etc would enable full use of the river for recreation, health, tourism and simple enjoyment. Safe river bathing access is crucial to meet growth in wild swimming and plans to bring rivers to bath water status.</p> <p>Plans for a hydroelectric water mill at Bishop’s Mill have been previously raised though I have not heard anything further regarding planned development. The local generation of renewable electricity is fundamental to the future of all of us, and an opportunity to embrace for our children’s future. This would be a fantastic site at which to do this – I understand it to be suitable in ways that many sites are not. It would also add to the vibrancy of the town centre and be a draw for both tourists and educational opportunities.</p> <p>At the rear of the High Street I request please a substantial public graffiti space with full and unrestricted access to support and enhance artistic expression and mental health. Space for outside performances is a fantastic part of the plan – please could it be ensured these are large enough to meet needs for physical distancing should this continue to be necessary at this level, or increased public need for shared experience and social recovery if not. Please could one or more covered areas for community use also be provided. Lastly, please could natural sustainable materials be used in all places possible.</p>
Email 18	<p>I am writing my own comments rather than using your online survey as the questions there are too tightly framed.</p> <p>I am a Salisbury resident having lived on Devizes Road overlooking the River Avon for 33 years. During that time I have regularly walked the footpaths in the Avon valley including the area under review in the proposals and in addition walked those in the City within the purview of your proposals. My comments are thus based upon factual observation. I appreciate that your proposal document took a great deal of time to produce and as such it inevitably gets overtaken by events such as the cancellations of potentially linked projects such as the redevelopment of the Maltings and the Pedestrianisation scheme briefly introduced late last year. As such my comments take into account the impact of those cancellations and the opportunities thus generated for this proposal. In general I welcome the scheme subject to a few issues that should be taken into account. These follow:</p> <p>General</p> <ol style="list-style-type: none"> <li>1. Please be aware that we already have some of the bio-diversity mentioned with the presence of badgers in the woodland below the road in which I live. A major downside of having badgers is that they have killed off the hedgehog population which is also an endangered species. Your proposals mention the possibility of wild salmon. These fish will not travel up the Avon while salmon is farmed south of the City.</li> <li>2. I should like to see the true measurement of air quality in the City as “official” measurements have been skewed by taking readings from below the rail bridges on Fisherton and Castle Streets. These do not give a true picture.</li> <li>3. I am assuming that the projects mentioned on page 11 of your proposals (400 extra homes, hospitality hub etc.) are peripheral to the River Park project itself.</li> </ol>

Email No	Comment
	<p>Phases 1A &amp; 1B</p> <ol style="list-style-type: none"> <li>I am very pleased to see the retention of the coach park and central car park in the proposals as these are vital to the ongoing prosperity of the city and provide a safe entrance and exit for tourist coaches. I welcome the Welcome Centres positioning and would ask confirmation that its location will be clearly signposted from the coach park. From thirty years personal experience of helping lost tourists the fact that the coach park can be reached “by following the river bank” has been invaluable.</li> </ol> <p>Phases IC &amp; D</p> <p>I have had useful and cordial discussions with the engineers already on site</p> <ol style="list-style-type: none"> <li>The map showing the proposals is not very clear but I understand that the existing embankment running from the present boardwalk to the playpark is to be removed and relocated part of the way across the playing field next to the tennis club. If this is the case please can the boardwalk be extended across the line of the present embankment as this is used not only for recreation but also by people such as myself walking into town.</li> <li>Please can I point out that the existing boardwalk is flooded most years and this plus any extensions need to be raised by about two feet to remain useable.</li> <li>My wife and I have been allotment holders for many years at Fisherton Farm. Please can you ensure that this project does nothing to increase the risk of flooding these allotments? About a quarter of them have been affected in the past when we have had flooding.</li> <li>Please could enough of the playing field be retained for public use as for games, picnics and dog exercising?</li> <li>Unless you are planning specific cycle paths please can we have a ban on the riding of bicycles in these Phase areas?</li> </ol> <p>Phase 2A</p> <ol style="list-style-type: none"> <li>The proposal to narrow Fisherton Street by the river should be scrapped since this creates an obstruction to emergency vehicles, public transport and local traffic. This should be scrapped even if a Pedestrianisation scheme is re-introduced as it is very likely to result in a gridlock.</li> <li>The proposal for a new seating platform over the river is a specific benefit for only one business that being the County Inn aka Wetherspoons. While I am happy with the principle I feel that this part of the proposals, if implemented, should be paid for and maintained by that company. Having personal experience of the wide range of Weatherspoon’s customers I do worry about safety particularly if some of them drink irresponsibly.....</li> </ol> <p>Phase 2B &amp; 5A</p> <ol style="list-style-type: none"> <li>The riverside referred to in this phase is very narrow and I would ask whether or not there is enough space to fit all of your proposals in.</li> </ol> <p>Phase 3A</p> <ol style="list-style-type: none"> <li>I very much welcome the segregation of cycle and pedestrian trackways and in particular the diversion of the former away from the narrowed path beneath the railway bridge. Please could the tracks be segregated as far up as Ashley Road</li> </ol>



Email No	Comment
	<p>with barriers to stop each from impeding the other as is currently so much the case?</p> <ol style="list-style-type: none"> <li>2. What plans are in place to resolve the periodic flooding of the path beneath the ring road bridge?</li> </ol> <p>Phase 4A</p> <ol style="list-style-type: none"> <li>1. This phase obviously has to be in outline only and needs to be left until any redevelopment of the Maltings is resolved. In view of funding that seems to be in the long term.</li> </ol> <p>Phase 6A</p> <ol style="list-style-type: none"> <li>1. I welcome these proposals with the proviso that Avon Approach is kept open to allow restricted access for emergency vehicles.</li> <li>2.</li> </ol> <p>I note that the proposals raise a hope that some of the River Park can be maintained by local volunteers. While this is laudable any costings for maintenance should exclude any benefits of volunteers as such support cannot be fully guaranteed, especially long term.</p>
Email 19	<p>I have seen several exhibitions of the above project and looked at the u tube video webinar. It is good news to hear that much is being done to improve the space and make many changes for the good of wildlife and the environment. I hope I am not too late to make a comment and that you will be able to consider the following points.</p> <ol style="list-style-type: none"> <li>1. The diagrams and video have been rather difficult to follow but I am concerned - as a long term Salisbury resident and a Wiltshire tree warden - about the trees in the river park area.</li> <li>2. I am pleased that many new trees are going to be planted but I am worried for the many large old trees which are very valuable to wildlife as well as being beautiful. Your diagrams do not make it very clear which are to be retained and in building the new flood prevention barrier I fear that the plan may involve removing some older significant trees.</li> <li>3. I see there is a note which implies that the new Lombardy Poplars planted along the edge of the Fisherton Open Space are to be kept, but the new flood embankment does look very close: can you assure me that they will not be damaged or destroyed by this very major re-structuring. There are more of these poplar trees planted around the edge of the Fisherton Recreation Ground. What will happen to these? I was present at the council meeting some 6 to 8 years ago, when it was agreed that these poplars would be planted in mitigation for the loss of the very grand line of old poplars along the mill stream beside Waitrose.</li> <li>4. I am particularly concerned for the very significant large old Black Poplar trees along the bank of the river to the North of the poplars leading towards the boardwalk. It would be tragic to lose any of these - but I could not see any particular mention of them in the plan.</li> <li>5. I hope also that other older trees along the riverside in the Maltings car park area are to be kept and that there will be tree protection measures in place to ensure their survival.</li> <li>6. The plans and diagrams show many small neat new little trees but we are not shown older, larger branching specimens. There are many splendid mature trees and these are the ones that are very important to the established wild life. I fear that much wildlife will be driven out in any case by the heavy construction vehicles and considerable earthworks which will be taking place. If older trees are removed that will be another</li> </ol>

Email No	Comment
	blow and it will be many years before small new trees will be of a suitable size to support our bird population again.
Email 20	<p>I listened to the Salisbury River Park webinar which was excellent, and it was nice to hear a project in Salisbury with some meat on it and hopefully will progress through to its stages and completion. One of the questions raised was about the coach park and parking for cars, and that you wanted the person who submitted it to expand upon it, as you were not aware of a problem as you presumed it was a case of coaches just dropping off and picking up a group of visitors who will be walking around Salisbury.</p> <p>Firstly I was not the person who submitted it, but I have used the space for car parking while dropping off or picking up foreign students and the parking layout is not great. The coaches are usually parked in the middle of the area or in front of the toilets. When you have 25 or more families picking up the students it can be quite busy and the only, legal, parking is the ones by the toilets (3 or 4 slots) and the ones by the river (6, I think, but tight to manoeuvre in). The remaining parking is in front of the Boathouse, around the coaches or anywhere close enough to where the coach is, or will park.</p> <p>When picking up students you need good/safe access to the rear of the car, due to suitcases, and obviously the doors. You want to be close to the coaches due to the suitcase (sometimes heavy, sometimes without wheels) and if you are trying to give a good impression for their first visit to Salisbury, or even England, you do not want to be having them dragging suitcases long distances, especially when its late night. This brings in lighting too as these students could arrive anytime day or night.</p> <p>Happy to discuss further.</p>
Email 21	<p>Thank you for consulting the Environment Agency on the above proposal. Please accept our sincere apologies for the delay in response.</p> <p>In preparing this response, we have not used staff that have been previously involved in the development of the scheme to review the documentation. This is to offer a more independent review of the emerging Masterplan.</p> <p>We offer the following comments:  We remain committed to working in partnership with Wiltshire Council and other stakeholders to develop the Masterplan, reduce flood risk and deliver wider environmental enhancements to support the local economy and regenerate the area.</p> <p>Flood Risk Activity Permits  The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> <li>• On or within 8m of a main river (16m if tidal)</li> <li>• On or within 8m of a flood defence structure or culvert (16m if tidal)</li> <li>• On or within 16m of a sea defence</li> <li>• Involving quarrying or excavation within 16m of any main river, flood defence (including a remote defence) or culvert.</li> <li>• In a floodplain more than 8m from the river bank, culvert or flood defence structure (16m if it's a tidal main river) and you don't already have planning permission.</li> <li>• Groundwater and Contaminated Land</li> </ul>

Email No	Comment
	<p>The masterplan covers areas of the city with former industrial use and there is known contamination within made ground and shallow groundwater in certain areas including the Maltings and Central Car Park. The scheme is in proximity to the River Avon, considered a sensitive surface water receptor and with which shallow groundwater is likely to be in hydraulic continuity.</p> <p>We also wish to highlight the underlying chalk bedrock is classified as principal aquifer indicating its value as a regional water resource for abstractions and baseflow supply to rivers. There is therefore potential for development to mobilise historic contamination and cause pollution of sensitive controlled waters.</p> <p><b>Geomorphology</b> The outline designs presented appear to have the potential to make a positive contribution towards the restoration of natural geomorphic processes and support the objectives of the River Avon Site of Special Scientific Interest (SSSI) Restoration Plan.</p> <p><b>Biodiversity</b> The outline proposals appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon Special Area of Conservation (SAC), conserving and helping to restore its qualifying features. The outline design also shows potential for Biodiversity Net Gain. Reference should also be made to how this work can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21.</p> <p><b>Fisheries</b> The outline designs presented in the planning application appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon SAC.</p> <p>One aspect missing is further survey work to establish the baseline fish assemblage in the area where work is being undertaken. Whilst there is data available for the general area. Detailed survey data for the area within the works should be undertaken.</p> <p>Note to local planning authority</p> <p>Whilst I am responding on behalf of the Wessex Sustainable Places team, I am based in our Bridgwater Area Office and do not ordinarily cover the Wiltshire local authority area.</p>

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**Salisbury River Park Master Plan**  
**Habitats Regulations Assessment Stage 1 Screening**

HRA Screening | 4  
31 March 2021

**Wiltshire Council**  
Salisbury River Park Master Plan

## Salisbury River Park Master Plan

Project No: B2368200  
 Document Title: Habitats Regulations Assessment Stage 1 Screening  
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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	4.11.20	DRAFT HRA Screening (Stage 1)	Alice Shoebridge	Corinna Morgan	Stuart Heddecott	PS Rayner
2	17.11.20	DRAFT HRA Screening (Stage 1)	Alice Shoebridge	Updated with Wiltshire Council's Major Project Team's comments and Ecology Team comments.		
3	17.03.21	HRA Screening updated after NE consultation	Alice Shoebridge	Stuart Heddecott	Stuart Heddecott	PS Rayner
4	31.03.21	HRA Screening updated after NE consultation	Alice Shoebridge	Corinna Morgan	Updated with Wiltshire Council's Major Project Team's comments	

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## **Stage 1 Habitats Regulations Assessment**

This is a record of the screening for likely significant effects required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended), undertaken by Jacobs in respect of the permission, plan or project (PPP) detailed in Section 1, for the following relevant site:

- River Avon SAC (UK0013016).



# 1. Permission, plan or project (PPP) details

**Type of PPP:** Urban spatial Master Plan comprising mostly amenity space improvements but also including some in-channel and bankside environmental improvements (see Section 2).

**National grid reference:** SU 14065 30892 to SU 14145 29822

**Site/project name or reference:** Salisbury River Park Master Plan Phases 2-6

The study area, which is situated around central Salisbury extends from Fisherton Recreation Ground north of the city centre, through the Maltings and central car park area, to Queen Elizabeth Gardens south of the city centre. The study area is provided in Figure 1.1.

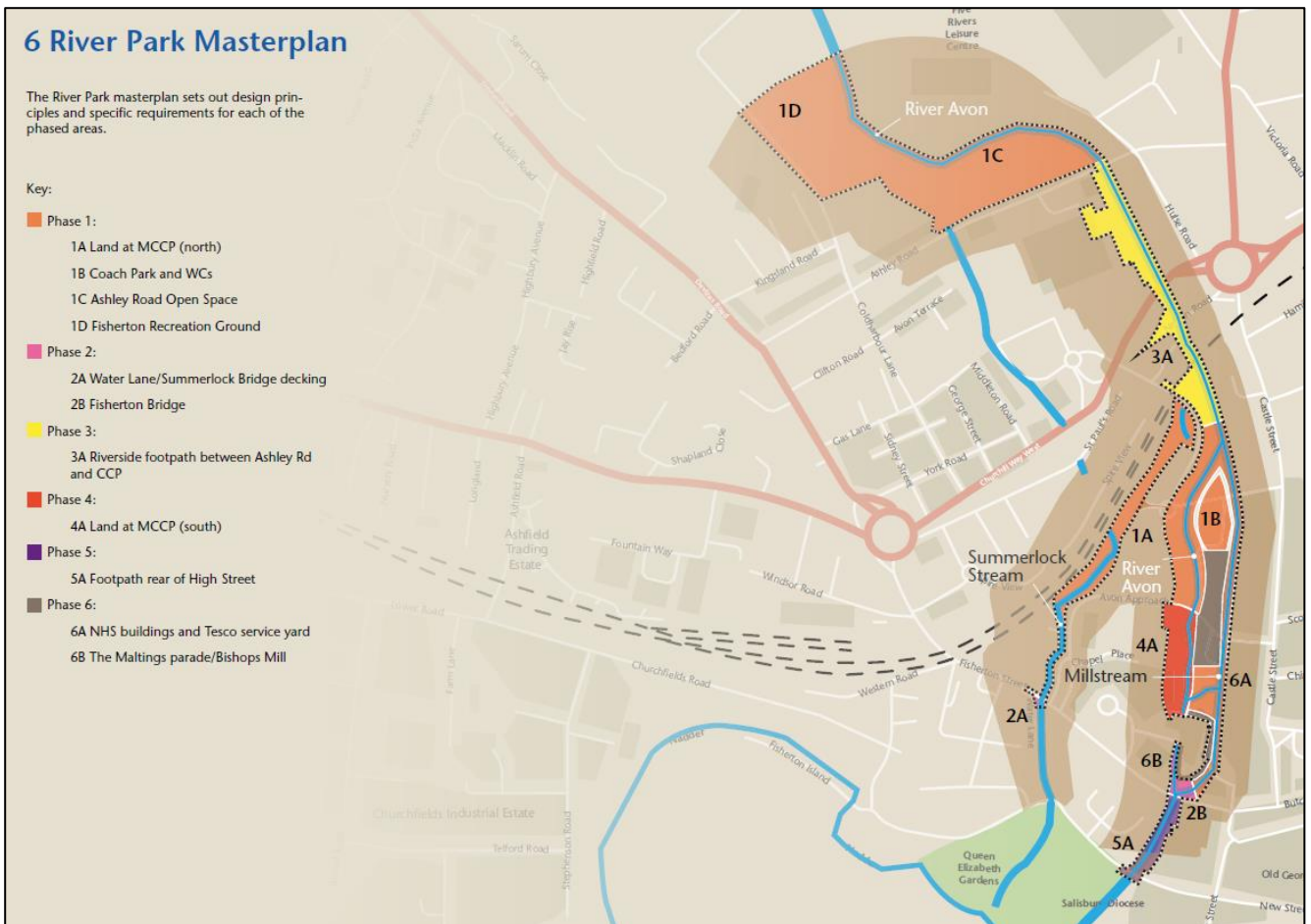


Figure 1.1: Study Area: The River Park Master Plan (Wiltshire Council, draft July 2020). Please note, the draft Master Plan was updated in November 2020 and released for public consultation that closed in January 2021. Post consultation, Phase 2A was updated to remove the decking area for new public/café seating and replaced with highways and landscape improvements. Further details are provided in Section 2.1. It must also be noted that the interface zone has been extended to include Queen Elizabeth Gardens.

## 2. Description of proposal

The Salisbury River Park Master Plan (SRPMP) has been developed by Wiltshire Council to present the council's vision for a river park; a green infrastructure link that connects and enhances the linear riverside route through the centre of Salisbury. The plan comprises a series of modifications to the River Avon, Summerlock Stream and Mill Stream in Salisbury to increase flood resilience whilst also improving wildlife and biodiversity as well as public amenities. These watercourses form part of the River Avon Special Area of Conservation (SAC) – see sections 3 and 4 for details of the European site.

There are six phases to the SRPMP, with each phase corresponding to a different reach of the River Avon SAC through Salisbury (Figure 1.1).

Phase 1 of the SRPMP (the River Corridor Improvement Scheme Phase 1) has undergone a separate HRA screening and Appropriate Assessment. This HRA Stage 1 focusses on Phases 2-6, which will be treated alone and in-combination with the other phases. Phases 2-6 of the SRPMP shall now be referred to as the 'Master Plan'.

This HRA Screening for SRPMP was published for public consultation alongside the draft Master Plan in November 2020.

## 2.1 Phase 2 Area 2A Summerlock Bridge

Post public consultation, the seating area across the stream has been removed from the Master Plan. Phase 2A consists of enhancing public realm on Summerlock Bridge by narrowing the area allocated as carriageway and creation of a new public space (Figure 2.1). The bridge structure will not change.



Figure 2.1: Phase 2A – Summerlock Bridge

## 2.2 Phase 2 Area 2B: Fisherton Bridge

Enhancing public realm on Fisherton Bridge by narrowing the area allocated as carriageway and creation of a new public space (Figure 2.2). The bridge structure will not change.

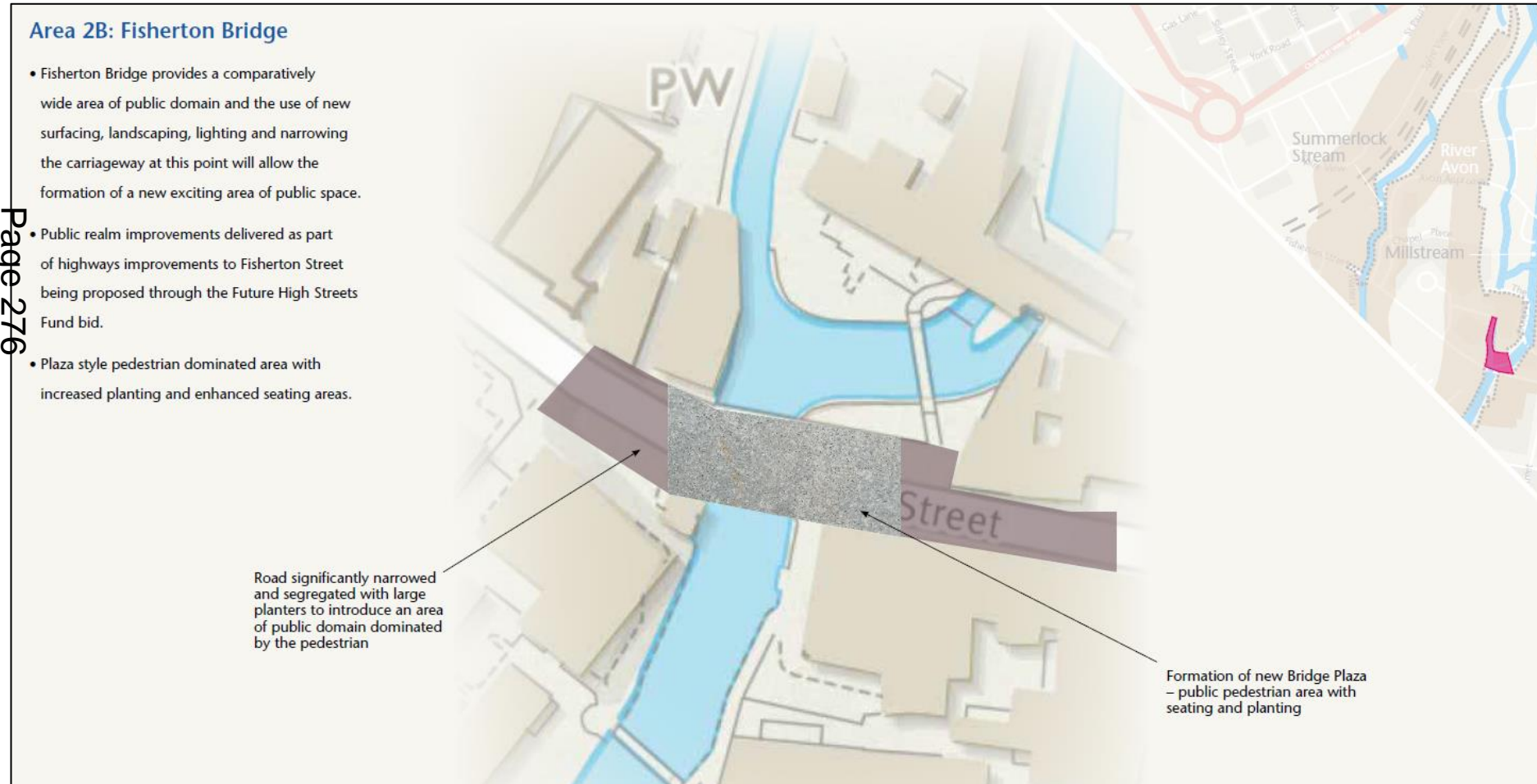


Figure 2.2: Phase 2B – Fisherton Bridge

### **2.3 Phase 3 Area 3A: Riverside path between Ashley Road and Central Car Park**

Naturalisation of the river corridor by improving wetland habitat in marginal areas and creation of a two-stage channel is included in this Phase. Planting in riparian areas with mature and native trees and species-rich grassland, introduction of a new cycle route, potential widening of the pedestrian footpath and public realm improvements including increased planting and seating areas. Full details are provided in Figure 2.3.

The Master Plan was updated prior to consultation in November 2020 and the previously proposed pavement lamps in the underpass, floating gardens and flood wall have been removed from the Master Plan.

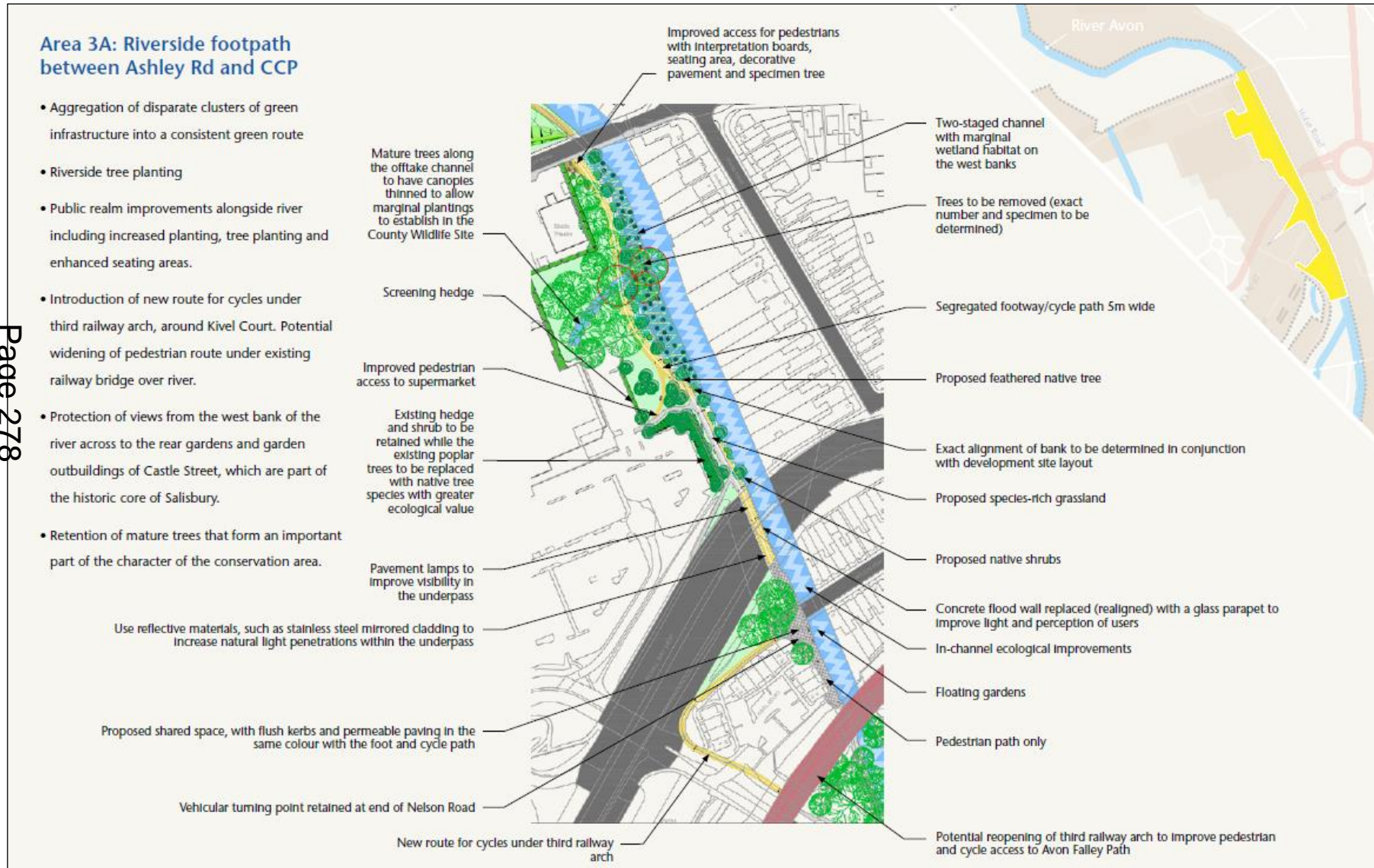


Figure 2.3: Proposed design for Phase 3, Area 3A

## **2.4 Phase 4: Area 4A Land at Maltings Central Car Park (south)**

A number of improvements to the river corridor to improve biodiversity and modifications to adjacent land to increase public realm (Figure 2.4).

The Master Plan was updated prior to public consultation in November 2020 and the proposed beach has been removed from the proposals and replaced with improved informal seating area, engaging with the river. This area is within the riparian zone of the river corridor and engagement is through a visual context; it does not create access to the river.

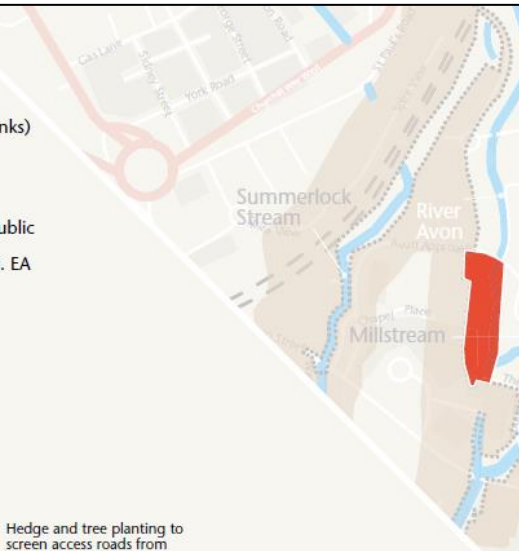
**Area 4A: Land at MCCP (south)**

Phase depending on the delivery of the redevelopment of Sainsburys block, as per the Maltings and CCP masterplan. Phase to potentially include:

- Continuation of the green corridor that is part of Phase 1. Where possible, a 40m wide corridor is to be created with a mixture of public realm and wildlife areas.

- In channel and bankside improvements to enhance biodiversity.
- Opening up some or all of the culvert that takes the River Avon under the existing shopping arcade, where opportunities arise in agreement with interested parties.
- Major new area of public domain to host the evening economy

- Outdoors performance space
  - Public art
  - Informal public seating (may be stepped banks)
  - Food kiosks
- While existing buildings remain, short term public realm enhancements to the riverside frontage. EA interim proposals TBC.



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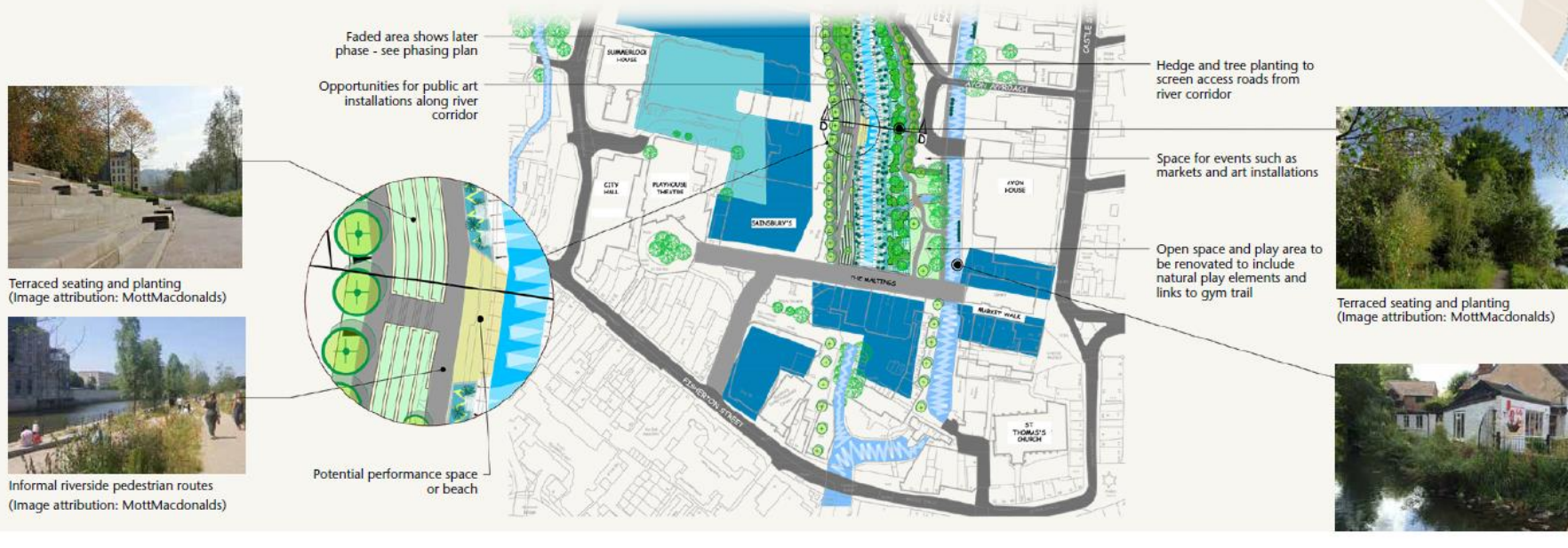


Figure 2.4: Phase 4A – Land at Maltings Central Car Park (south)



## 2.5 Phase 5: Area 5A Rivers edge and riverside walk to rear of High Street

Enlivening of the urban realm through improvements to public realm and enhancements of the River Avon south of Bridge Street (Figure 2.5).

The Master Plan was updated prior to consultation in November 2020 and the amphitheatre seating and steps leading to the bridge have been removed from the proposals.

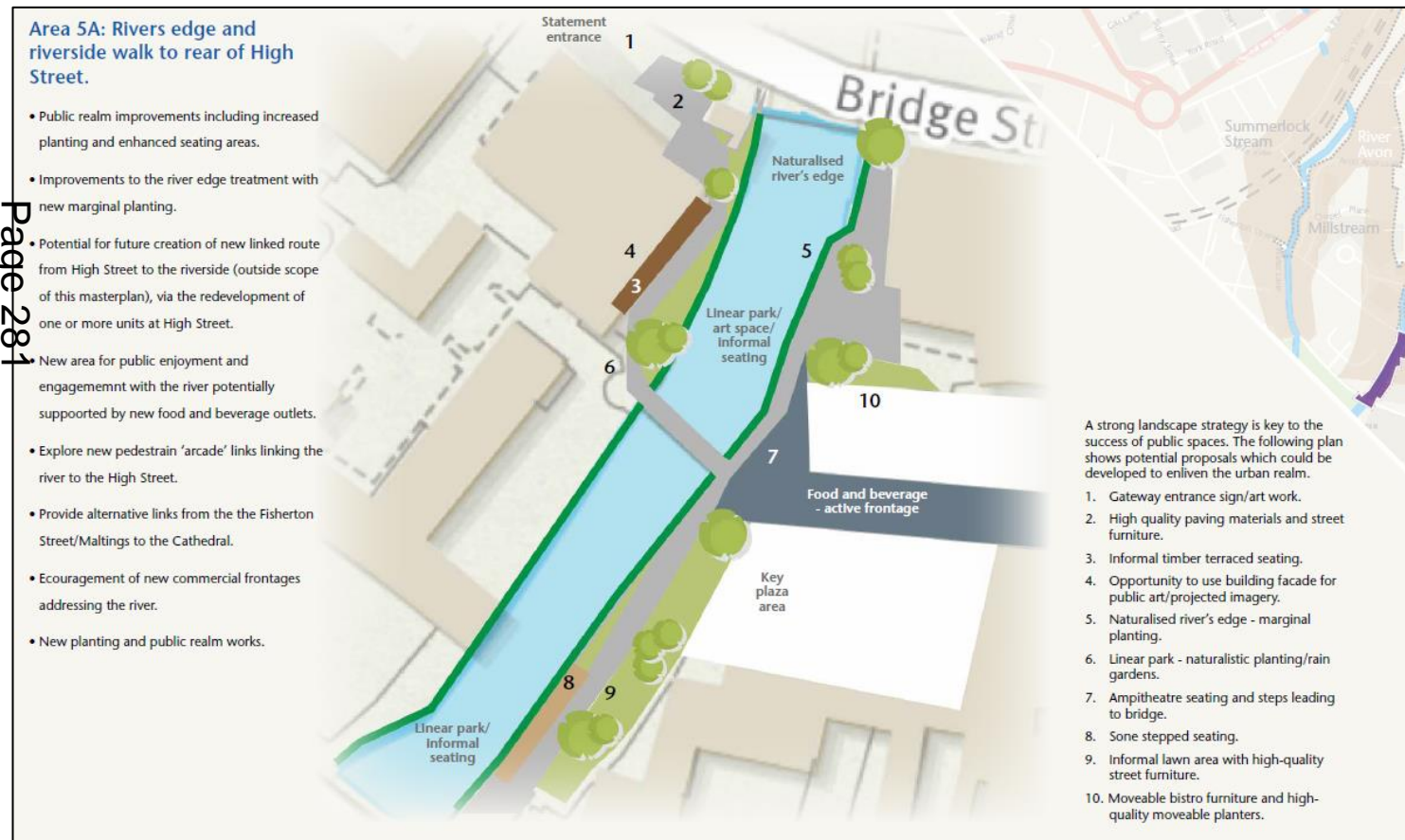


Figure 2.5: Area 5A Rivers edge and riverside walk to rear of High Street

## 2.6 Phase 6: Area 6A NHS buildings and Tesco service yard and Area 6B The Maltings parade/Bishop's Mill

Public realm improvements to include additional riparian planting (Figure 2.6).

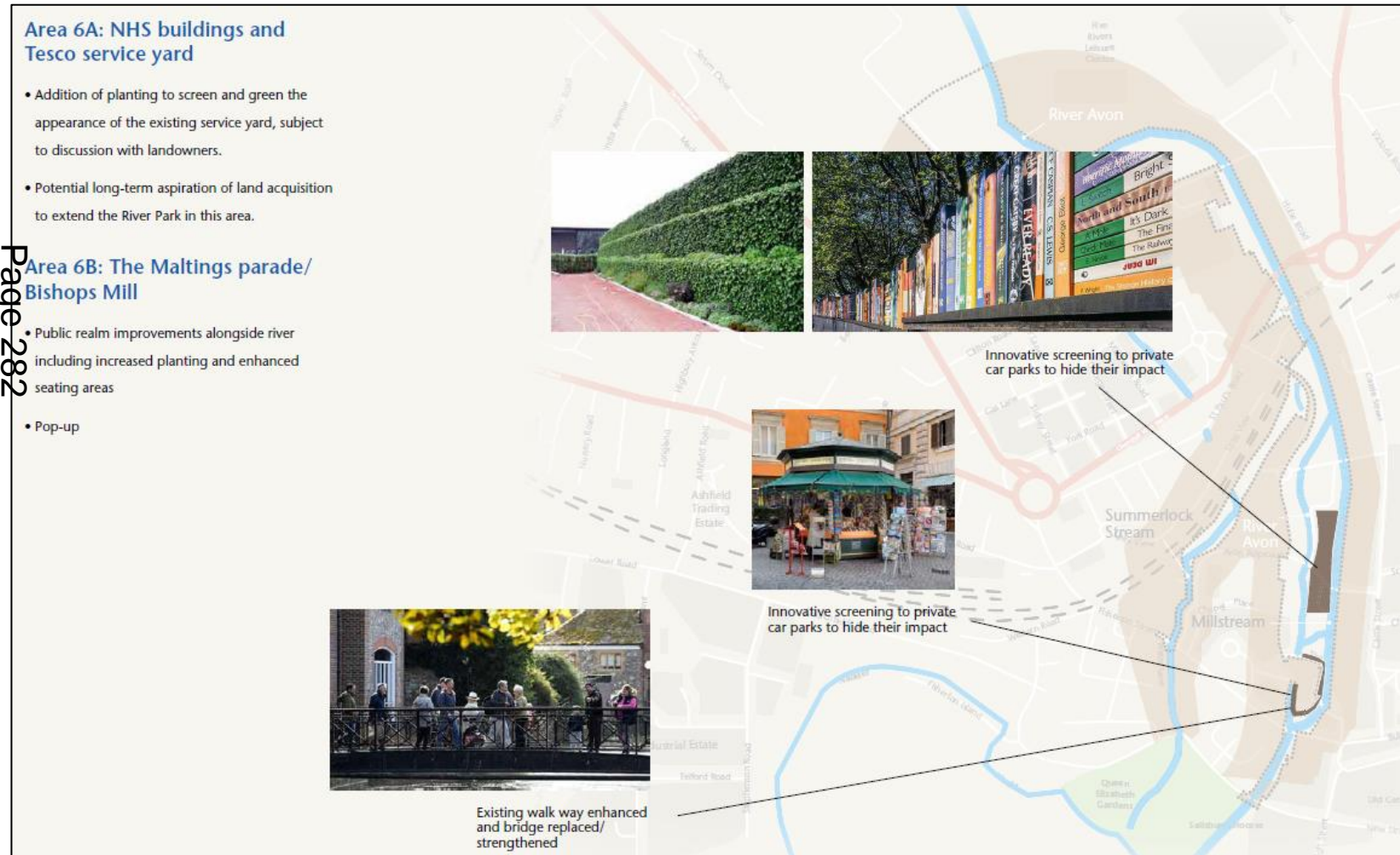


Figure 2.6: Phase 6 – NHS buildings and Tesco service yard and The Maltings parade/Bishops Mill

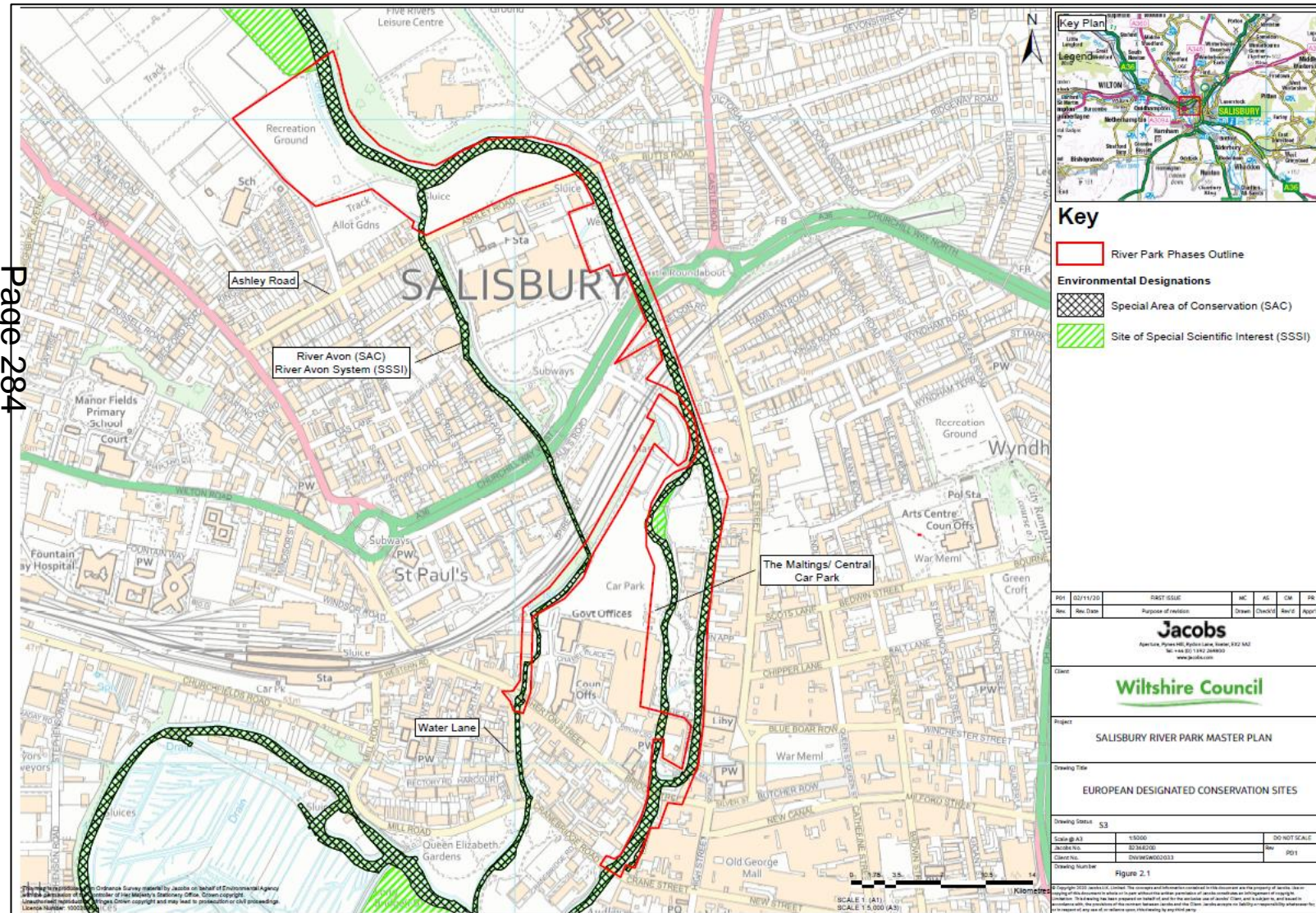
## Summary of Master Plan Phases

A summary of the proposed developments in the Master Plan is provided in Table 2.1, alongside potential pathways to effect on the River Avon SAC qualifying features.

Table 2.1: Summary of proposed developments of the Master Plan (Phases 2-6).

Type of Proposed Development	Relevant Master Plan Phase(s)	Potential Pathway to Effects
Over-river platform or bridge	Phase 6B (bridge)	Yes
Landscaping in riparian areas of river corridor enhancing public areas	Phase 4A (informal seating area engaging with river) Phase 5A (stone-stepped seating)	Yes
River channel improvements (including deculverting)	Phase 3A Phase 4A	Yes
River margin naturalisation & river bank landscape planting	Phase 3A Phase 4A Phase 5A	Yes
Reconfiguration and/or changes to pedestrian footpaths (including associated lighting)	Phase 3A Phase 4A Phase 5A	<p>Yes – through increased recreational use and changes in lighting.</p> <p>Phase 3A: connectivity between the river corridor and riparian zone is already disconnected by the current footpath.</p> <p>Phase 4A: the current riparian zone is heavily modified and consists of the Maltings carpark. Therefore connectivity under baseline conditions does not exist.</p> <p>Phase 5A: The River Avon is currently disconnected from the riparian zone due to the heavily modified nature of the vertical banks.</p> <p>The River Avon is a groundwater fed river, but since any new hard landscaped areas will have off-the-edge drainage there will be no change in infiltration of rainfall into the shallow groundwater.</p>
New / encouraged commercial activity (retail (including pop-up), entertainment, food) not impinging on river bank	Phase 4A Phase 5A Phase 6A and 6B	<p>Yes</p> <p>Indirect (encouraging people to riverside)</p>

### 3. Map showing PPP location and European sites



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## 4. European sites requiring assessment

The European sites requiring assessment is provided in Table 4.1. This is based on screening criteria the Environment Agency consider appropriate to identify significant risk.

Table 4.1: Qualifying features of the River Avon SAC. ^ Protected area under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 \* Priority natural habitat/priority species.

European site	Complete list of qualifying features
River Avon SAC (UK0013016) ^	Atlantic salmon* Annex II species (primary reason for selection)
	Brook lamprey Annex II species (primary reason for selection)
	Bullhead Annex II species (primary reason for selection)
	Desmoulin's whorl snail* Annex II species (primary reason for selection)
	Sea lamprey* Annex II species (primary reason for selection)
	Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation Annex I habitat (primary reason for selection)

Following the Court of Justice of the European Union's (CJEU) decision in 'Holohan and others v An Bord Pleanála' (C-461/17), species and habitats designated under the Habitats Directive that are potentially present on the site but are not listed as Qualifying Interests within a designated site, must be identified and implications from the proposed development assessed – insofar as those implications are liable to affect the conservation objectives of the site.

Whilst not a named qualifying feature of the River Avon SAC, water vole (*Arvicola amphibius*) are a distinctive/typical species supported by the River Avon SAC habitat. Water voles are also fully protected under Schedule 5, Section 9, of the Wildlife and Countryside Act 1981 (as amended). Water vole is also listed on Section 41 of the NERC Act 2006. This places a duty on all public bodies to have regard to the conservation of biodiversity in England, when carrying out their normal functions (the biodiversity duty). This means that water vole must be treated as a material consideration within the planning process. Water voles have been identified in the area from surveys carried out during 2020. Future schemes arising from the Master Plan will be subject to Environmental Impact Assessment, which will consider this species further.

Another species which requires consideration is the Eurasian otter (*Lutra lutra*), a semiaquatic mammal of inland and coastal waterways including streams, rivers and lakes. Surveys carried out in 2020 indicate the presence of otter within the project area. The otter is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of the Conservation of Habitats and Species Regulations 2017 (as amended) making it a European protected species. Otter is also listed on Section 41 of the Natural Environment and Rural Communities Act 2006 (NERC). Future schemes arising from the Master Plan will be subject to Environmental Impact Assessment, which will consider this species further.

This HRA has considered the distinctive species described above and concluded that the scale of changes in water vole and otter populations which could reasonably be brought about by the Master Plan is unlikely to impact the SAC features of the River Avon. As such, water vole and otter have not been considered further in this HRA.

## 5. Qualifying species and habitats

### Atlantic salmon

The River Avon represents a south coast chalk river supporting Atlantic salmon (*Salmo salar*) populations. Atlantic salmon are migratory species, moving from the marine environment upstream into freshwater environments to spawn, utilising clean gravels. Environment Agency records<sup>1</sup> indicate the presence of Atlantic salmon throughout the main stem of the River Avon and its tributaries, upstream and downstream of the study area – an indicator of the importance of Atlantic salmon habitats and migratory routes in the River Avon.

### Brook lamprey

Brook lamprey (*Lampreta planeri*) are a non-migratory fish species that live in freshwater environments. The brook lamprey requires clean gravel beds for spawning at specific times of the year and slow flowing areas with sandy/silt substrate that act as ammocoete nursery areas during juvenile development. Brook lamprey have been recorded by the Environment Agency<sup>2</sup> in the River Avon, including sites within the study area boundary (Summerlock Stream), indicating the presence of suitable habitat to support this species.

### Bullhead

Bullhead (*Cottus gobio*) are non-migratory bottom-dwelling freshwater species. They predominantly occur in stony rivers and streams with moderate flows and oxygen rich waters and have a high fidelity to their habitat patches. Observations from the River Avon during a site walkover by Jacob's ecologists in September 2019 indicate a number of areas suitable for bullhead. Environment Agency records<sup>1</sup> indicate bullhead are within the River Avon and its tributaries and this species would be expected to be present within the study area.

An electric-fishing survey was scheduled to be carried out within the study area in 2020 by the Environment Agency, which would provide a more detailed and current assessment of the fish communities in the River Avon SAC through Salisbury. However, due to Coronavirus and associated restrictions, these surveys were unable to be carried out.

### Desmoulin's whorl snail

Walkover surveys by Jacob's ecologists in September 2019 through sections of the study area identified sub-optimal habitat for Desmoulin's whorl snail (*Vertigo moulinsiana*), which prefer marginal wetland areas of chalk stream habitat. Natural England has confirmed<sup>2</sup> that Desmoulin's whorl snail is no longer present in this part of the Avon catchment. For these reasons, Desmoulin's whorl snail has been *screened out of this assessment*. However, as part of the integrated design of the Master Plan, in Phases 1 and 4a of the Master Plan, opportunities will be sought to create suitable habitat for the re-establishment of this species, wherever possible.

### Sea lamprey

Sea lamprey (*Petromyzon marinus*) have similar spawning habitat requirements to brook lamprey and salmonids; spawning areas must contain suitable refuges and clean gravels and be within close proximity to sandy/silt substrates for larvae development. Ammocoetes of sea lamprey spend several years in these silt beds before metamorphosing and migrating downstream to the marine environment. Fisheries surveys have been undertaken by the Environment Agency for over 20 years at many sites within the River Avon and its tributaries<sup>1</sup>; only two individuals have been identified from the catchment in 2005 and 2011, near Christchurch, approximately 40km downstream of the plan area. As such, sea lamprey have been *screened out of the assessment*.

### Water courses of plain to montane levels with *Ranunculion fluitantis* and *Callitriche-Batrachion* vegetation

This qualifying habitat is characterised by the abundance of water crowfoots (*Ranunculus* species) and stonewort, which are important aquatic plant communities within the River Avon SAC. They provide shelter and food for macro-invertebrates and fish, promote silt deposition and create flow diversity within the channel. A survey undertaken to assess the water crowfoot communities for the Master Plan was carried out by Jacobs in August 2020. Water crowfoot communities were found to be prevalent throughout the study area, in the Mill Stream, Summerlock Stream and River Avon.

<sup>1</sup> Environment Agency Ecology and Fish Data Explorer - <https://environment.data.gov.uk/ecology-fish/>

<sup>2</sup> through telephone communications between the biodiversity officer at the Environment Agency and Natural England on 16/1/20.

## 6. Conservation Objectives

The screening for likely significant effects (and appropriate assessment, if required) will consider the implications of the Master Plan in view of the site's conservation objectives.

### River Avon SAC (UK0013016) Conservation Objectives

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its qualifying features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The populations of qualifying species; and
- The distribution of qualifying species within the site.

#### Taken from:

<http://publications.naturalengland.org.uk/publication/6048472272732160?category=6528471664689152>.

Publication date 27<sup>th</sup> November 2018 (version 3).

Further information is provided in the River Avon SAC Conservation Objectives Supplementary Advice. This can be found from the Natural England publication 'European Site Conservation Objectives for River Avon SAC (UK0013016)

(<http://publications.naturalengland.org.uk/publication/6048472272732160?category=6528471664689152>)

## 7. Risks (pressures) relevant to the type of PPP being assessed

The following list of risks (pressures) are those relevant to the qualifying features of the River Avon SAC, taken from the Environment Agency database. Where additional risks have been added, this is highlighted in the text provided below and relates to 'habitat fragmentation/modification', 'increased recreation', 'natural function' and 'invasive species' only.

**Acidification** – No effect pathway; the Master Plan will not result in long-term changes to the climate. Therefore, this has been screened out of this assessment.

**Change in salinity regime** – No effect pathway; the Master Plan is located outside of any tidal influence and will therefore not introduce saline water into the area. This has been screened out of this assessment.

**Changes in thermal regime** – No effect pathway as there is no standing water body within the study area and the Master plan will maintain flows within the existing channels. Therefore, this has been screened out of this assessment.

**Entrapment/impingement** – No effect pathway from the Master Plan that have the potential to trap or impinge on fish. Therefore, this has been screened out of this assessment.

**Habitat loss** – Potential effect pathway and consequently screened into this assessment.

**Habitat fragmentation/modification** – This has been added to the list of risk (pressures) that the Master Plan may have on qualifying features and includes physical modifications including barriers to fish movement, noise and vibrations. Potential effect pathway and consequently screened into this assessment.

**Increased recreation** – This has been added to the list of risk (pressures) that the Master Plan may have on qualifying features (based on advice received from Natural England) and includes changes that may affect the qualifying features through increased recreational use of the River Avon.

**Invasive species** – This has been added to the list of risk (pressures) that the Master Plan may have on qualifying features. Potential effect pathway and consequently screened into this assessment.

**Natural function** – This has been added to the list of risk (pressures) that the Master Plan may have on qualifying features and includes changes that may affect the natural functioning of the qualifying features.

**Nutrient enrichment** – No effect pathway; the Master Plan will not result in any land use changes nor change of use of buildings that could increase nutrient enrichment and will not affect waste-water or abstractions. It is not considered that the Master Plan will compromise delivery of the Avon SAC Phosphate Neutral Development interim delivery plan but does offer some minor contributions to reducing phosphate through its small-scale river restoration proposals. Therefore, this has been screened out of this assessment.

**Physical damage** – This includes vibration impacts (harm to fish). Potential effect pathway and consequently screened into this assessment.

**Siltation** – Potential effect pathway and consequently screened into this assessment.

**Smothering** – Potential effect pathway and consequently screened into this assessment.

**Turbidity** – Potential effect pathway and consequently screened into this assessment.

**Toxic contamination** – Potential effect pathway and consequently screened into this assessment.



## **8. HRA Stage 1 Screening**

The HRA screening assessment for the relevant European site is provided in below.

Following the Court of Justice of the European Union's decision in 'People Over Wind and Sweetman v Coillte Teoranta' (C-323/17), Likely Significant Effect (LSE) cannot be discounted if the screening relies on control measures. This screening assessment therefore does not take into account avoidance and/or mitigation measures.

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## 8.1 Phase 2: Area 2A Summerlock Bridge and Area 2B Fisherton Bridge

The Phase 2A and 2B modifications to Summerlock Bridge and Fisherton Bridge are within the current footprint of the bridge and consist of activities to narrow the carriageway and assign a greater proportion of space to increase the pedestrian area. It is considered there are no pathways to impact on the qualifying features of the River Avon SAC (please see Table 2.1).

## 8.2 Phase 3: Area 3A Riverside footpath between Ashley Road and Central Car Park

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
Water courses of plain to montane levels with <i>Ranuncion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation	Habitat loss from in-channel works	<ul style="list-style-type: none"> <li>Water crowfoot habitat is present in this reach of the River Avon. Any in-channel works have the potential to impact on the local habitats, although this would be highly localised and it is considered to be a temporary effect. Although the proposed in-channel works are to improve ecology of the river and reduce flood risk (which is being addressed through the proposal of a two-staged channel with marginal and wetland habitats), there remains a pathway to effect during the construction phase.</li> </ul> <p><b>During operation, there is no pathway to negative effect but there will be positive LSE.</b></p> <p><b>Potential of LSE during construction.</b></p>	Yes
	Habitat fragmentation caused by works to channel, bank and riparian areas.	<ul style="list-style-type: none"> <li>The continuity of habitat in the study reach may be affected by changes in channel form, water levels, flows and substrate during construction. Any habitat fragmentation may affect the structure, function and quality of the habitat and its ability to support the site's distinctive species (e.g. fish, invertebrate assemblages, otter and water vole).</li> <li>In-channel improvements may reduce existing fragmentation.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation.</b></p>	Yes
	Increased recreational use of area through potential widening of paths for pedestrian and cycle use, enhanced seating areas and lighting.	<ul style="list-style-type: none"> <li>Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> <li>Any changes to existing lighting and/or new lighting may encourage a greater footfall to the area after dusk, with a potential pathway to effect as described above.</li> <li>It is considered artificial light has no direct effect on water crowfoot habitat, but may impact species which utilise the habitat.</li> <li>Otters and water voles, distinctive species of the SAC, present in the area may be impacted by changes to existing artificial lighting throughout Salisbury.</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Invasive species from plant machinery	<ul style="list-style-type: none"> <li>Invasive plant species have the potential to alter the hydromorphological condition of watercourses and thus impact on their distinctive plant communities (including <i>Ranunculus</i> spp.) through competition for light, space and habitat resource.</li> <li>Pathway to effect is from any in-channel activities.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Changes to natural function resulting from modifications to in-channel and riparian habitat	<ul style="list-style-type: none"> <li>During operation, there is no pathway to effect for loss of natural functioning within the River Avon SAC. At present, the river is disconnected from the riparian zone by the footpath. It is therefore considered any widening of the footpath will not have significant effects beyond the current condition of lateral connectivity of the river and its riparian zone.</li> </ul>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
	(including potential footpath widening in riparian area).	<ul style="list-style-type: none"> <li>▪ Riparian inputs and connectivity to the watercourse will be improved through additional planting of native trees and shrubs, species-rich grassland.</li> <li>▪ Marginal enhancements have the potential to improve marginal/riparian vegetation and lateral connectivity of the River Avon.</li> <li>▪ This phase of the Master Plan may result in temporary changes to the natural functioning of the watercourses and their hydromorphology during the construction phase. Any in-channel works/plant machinery in-channel has the potential to impact the natural functioning of the River Avon SAC; water crowfoot communities play an important role in the functioning of the river system, affecting sedimentation features, flow types as well as habitat for other freshwater species (macro-invertebrates, water voles). Although localised and temporary, there remains a pathway to effect.</li> <li>▪ During operation, it is considered there will be no pathway to impact of design elements within this phase that would significantly impact the <i>Ranunculus</i> communities of the SAC.</li> <li>▪ Bank and marginal enhancements have the potential to increase the accessibility of wildlife to the river corridor. This has the potential to increase the risk of cats and foxes accessing the marginal areas and affect water vole. However it is considered that the Master Plan will promote lateral and longitudinal connectivity for water vole and improve their environment within the River Avon corridor, thereby reducing overall impact.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	
	Physical damage from construction plant	<ul style="list-style-type: none"> <li>▪ Although bank naturalisation and marginal planting are to be undertaken from the bank, the potential for limited in-channel construction works from the realignment of the flood wall have the potential for physical damage of water crowfoot communities, through any in-channel machinery and mechanical removal.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes
	Siltation/smothering/turbidity from any in-channel and riparian works	<ul style="list-style-type: none"> <li>▪ Sources of increased siltation and turbidity include any riparian works (run-off) and changes to channel beds, banks and flows. These impacts will be temporary and localised. However, a (low) risk remains that any increase in suspended sediment has the potential to affect light penetration and alter bed substrate during construction.</li> <li>▪ There will be no changes to turbidity and siltation during operation of this phase of the Master Plan.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ The distinctive plant communities (including <i>Ranunculus</i> species) are susceptible to poor water quality and pollution.</li> <li>▪ Toxic pollutants such as oil, fuel and hydraulic fluid could accidentally be released into the watercourse during construction when working in riparian and in-channel areas.</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
Atlantic salmon Brook lamprey Bullhead	Habitat loss from in-channel works	<p><b>Potential for LSE during construction.</b></p> <ul style="list-style-type: none"> <li>▪ The habitat in this reach is considered sub-optimal for Atlantic salmon and bullhead; the channel lacks any riffle-run sequences, being characterised by a typical slow glide habitat and a distinct lack of clean coarse substrates for spawning. Deep silt beds were also absent indicating sub-optimal habitat for brook lamprey. The in-channel improvements will help to provide better marginal habitat conditions for fish.</li> <li>▪ Due to the urban nature of the reach and sub-optimal habitat for qualifying fish species, it is considered there would be no loss of distinctive habitat that supports these. Additionally, as fish are mobile and will move away from areas of temporary disturbance they will not be impacted by any temporary habitat loss resulting from construction.</li> </ul> <p><b>No LSE during construction, positive LSE during operation</b></p>	No
	Habitat fragmentation caused by works to channel	<ul style="list-style-type: none"> <li>▪ Although temporary, construction plant and works may cause a barrier to Atlantic salmon and brook lamprey movement in the watercourse and could potentially result in population fragmentation. Bullhead are a non-migratory fish species, residing in freshwater habitats for their entire life-cycle. Any barrier to their movement during construction is not considered to result in any likely significant impact on the species.</li> <li>▪ Channel connectivity will be maintained during operation.</li> </ul> <p><b>Potential LSE on Atlantic salmon and brook lamprey during construction.</b></p>	Yes
	Increased recreational use of area through potential widening of paths for pedestrian and cycle use, enhanced seating areas and lighting.	<ul style="list-style-type: none"> <li>▪ Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> <li>▪ Any changes to existing lighting and/or new lighting has the potential to affect migratory fish species (Atlantic salmon) .</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Invasive species through in-channel plant and equipment	<ul style="list-style-type: none"> <li>▪ Invasive species may be introduced to the River Avon SAC through construction plant and works equipment in-channel. Invasive species such as signal crayfish have the potential to impact the qualifying fish populations through predation on eggs and juveniles, displacement of juveniles from shelter, modification of habitats and competition for food.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Changes to natural function resulting from modifications to in-channel and riparian habitat.	<ul style="list-style-type: none"> <li>▪ The physical changes associated with the in-channel habitat enhancements are considered to have temporary localised effects on the current condition of the river corridor during the construction phase through in-channel activities. These temporary changes include changes to habitat mosaics of the river, coarse sediment supply and the flow regime of the watercourses. These impacts are considered to occur during the construction phases of the phase.</li> <li>▪ During operation the in-channel enhancements should promote a more natural function through this reach.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation.</b></p>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
	Physical damage from construction plant in-channel	<ul style="list-style-type: none"> <li>▪ Atlantic salmon and bullhead are highly mobile species and sensitive to disturbance, therefore are able to move away from areas of vibration. However, bullhead have a high fidelity to their habitat and in-channel constructional works, although temporary and limited, have the potential to cause harm to individuals unwilling to leave preferential habitats.</li> <li>▪ Brook lamprey have specific habitat requirements during their life-cycle. The specificity for silt beds during their larval developmental stages inhibits their movement within the aquatic environment to areas of other habitat, such as fast flowing, clean gravels. There is the potential for physical damage to juvenile brook lamprey during construction.</li> <li>▪ In-stream works in the watercourses will cause vibrations within the aquatic environment, which can harm fish or impact on their behaviour.. Any impacts would be localised and temporary, during construction only.</li> <li>▪ There would be no pathway to effect for physical damage to the qualifying fish species during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Siltation/smothering/turbidity from any in-channel and riparian works	<ul style="list-style-type: none"> <li>▪ A temporary increase in suspended sediments and high turbidity in the SAC during construction of the phase (from changes to marginal habitat where increased planting is proposed and the modifications of the flood wall) have the potential to negatively affect Atlantic salmon and bullhead by reducing their ability to feed. Brook lamprey do not feed as adults so turbidity will not impact their feeding ability. Brook lamprey utilise silt dominated habitats until spawning where clean stones and gravels are sought.</li> <li>▪ Increased sediment deposition in the watercourses, generated from in-channel works or riparian run off, has the potential to smother clean gravels required for spawning habitat and egg/larval survival, block gills and disrupt respiratory function, and reduce the availability of prey species for all qualifying fish species.</li> <li>▪ Any deposition of sediments from construction may form discrete units that could be utilised by juvenile lamprey in the future.</li> <li>▪ There is no pathway to effect from turbidity and siltation during operation for the qualifying fish species.</li> </ul> <p><b>Potential for LSE on Atlantic Salmon and bullhead from turbidity and on all qualifying species from siltation during construction.</b></p>	Yes
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ Sources of toxic pollutants include substances such as oil, fuel and hydraulic fluid from construction plant. The accidental release of pollutants during construction could impact fish populations directly or indirectly.</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes

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### 8.3 Phase 4: Area 4A Land at Maltings Central Car Park (south)

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
Water courses of plain to montane levels with <i>Ranuncion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation	Habitat loss	<ul style="list-style-type: none"> <li>Temporary habitat loss during construction works in-channel has the potential to impact water crowfoot communities, and their associated processes within the river system and those species which utilise water crowfoot (fish, macro-invertebrates, water voles).</li> <li>During operation, the in-channel works will enhance the habitat within the river corridor.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes
	Habitat fragmentation from in-channel and bankside works	<ul style="list-style-type: none"> <li>Potential for disruption of river continuity during construction works through disturbance of channel form and bed substrates including loss of seed bank within the river bed. Design to enhance in-channel and bankside habitat aims to improve biodiversity and may provide better connection between upstream and downstream habitats.</li> </ul> <p><b>Potential for LSE during construction and positive LSE during operation</b></p>	Yes
	Changes to natural function resulting from modifications to in-channel and riparian habitat (including addition of riverside footpath and improved informal public seating areas).	<ul style="list-style-type: none"> <li>It is considered the improved informal public seating areas within the riparian area of the river would have no significant effect on the water crowfoot habitat or the functioning of the SAC: the location of Phase 4A is in a reach through the Maltings, where the riparian zone is already heavily modified.</li> <li>During operation the works will provide continuation of the river corridor from Phase 1 works through habitat enhancements in-channel and bankside and improve connectivity to bankside areas.</li> <li>Bank and marginal enhancements have the potential to increase the accessibility of wildlife to the river corridor. This has the potential to increase the risk of cats and foxes accessing the marginal areas and affecting water vole. However it is considered that the Master Plan will promote lateral and longitudinal connectivity for water vole and improve their environment within the River Avon corridor beyond the current environment, thereby reducing overall impact.</li> <li>During construction, lateral connectivity within the reach may be impacted temporarily from in-channel and bankside works.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes
	Changes to siltation, smothering and turbidity from in-channel and riparian modifications.	<ul style="list-style-type: none"> <li>During in-channel works to enhance habitat, disturbance of the river bed has the potential to mobilise silt deposits. Silt deposits mobilised in the water column have the potential to change turbidity levels and smother water crowfoot communities and their habitat. This has knock-on effects for biological receptors which utilise crowfoot communities, including fish, macro-invertebrates and water voles.</li> <li>Constructional activities to the riparian areas, namely installation of terraced seating, pedestrianised routes and renovation of the play area and open space have the potential for soil mobilisation and subsequent run-off into the watercourses.</li> <li>There will be no changes to turbidity and siltation during operation of this phase of the Master Plan.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ The distinctive plant communities (including <i>Ranunculus</i> species) are susceptible to poor water quality and pollution.</li> <li>▪ Toxic pollutants such as oil, fuel and hydraulic fluid could accidentally be released into the watercourse during construction when working in riparian and in-channel areas.</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Invasive species from plant machinery	<ul style="list-style-type: none"> <li>▪ Invasive plant species have the potential to alter the hydromorphological condition of watercourses and thus impact on their distinctive plant communities (including <i>Ranunculus</i> spp.) through competition for light, space and habitat resource.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Increased recreational use of area by addition of informal seating areas, open space and play area renovations, space for public events, footpath and any associated lighting.	<ul style="list-style-type: none"> <li>▪ Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> <li>▪ Phase 4A is located in a reach of the River Avon which flows through the Maltings, which is already subject to artificial lighting. It is therefore considered that any associated footpath lighting will have negligible effects on the qualifying habitats and species of the SAC, or other distinctive species (otters and water voles) beyond the existing baseline.</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Physical damage from construction plant	<ul style="list-style-type: none"> <li>▪ Construction plant, although temporary, have the potential to cause physical damage to this qualifying habitat including <i>Ranunculus</i> species. Any working in-channel has the potential to affect the structure of the watercourses and associated riparian habitat mosaics and physically remove <i>Ranunculus</i> communities.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes
Atlantic salmon Brook lamprey Bullhead	Habitat loss from in-channel works	<ul style="list-style-type: none"> <li>▪ Areas of clean gravels are utilised by Atlantic salmon, bullhead and adult brook lamprey for spawning. Although temporary, potential for direct disturbance through loss of habitat during construction of terraced seating and any in-channel improvements.</li> <li>▪ Potential for disturbance of silt beds during construction. Silt beds are optimum habitat for juvenile brook lamprey.</li> <li>▪ Indirect impacts include temporary changes to riparian/bank habitat which provide vegetation/shade and inputs such as woody debris.</li> <li>▪ On completion of in-channel and riparian works, the Master Plan will improve aquatic and riparian habitats.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes
	Habitat fragmentation caused by in-channel works and works to bank and riparian areas.	<ul style="list-style-type: none"> <li>▪ Although temporary, construction plant and works may cause a barrier to Atlantic salmon and brook lamprey movement in the watercourse and could potentially result in population fragmentation. Bullhead are a non-migratory fish species, residing in freshwater habitats for their entire life-cycle. Any barrier to their movement during construction is not considered to result in any likely significant impact on the species.</li> </ul>	Yes



Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
		<ul style="list-style-type: none"> <li>Channel connectivity will be maintained during operation and the in-channel works may improve connectivity allowing greater movement of fish through this reach.</li> </ul> <p><b>Potential negative LSE on Atlantic salmon and brook lamprey during construction and positive LSE on all species during operation</b></p>	
	Increased recreational use of area by improved informal seating, open space and play area renovations and space for public events including any associated lighting.	<ul style="list-style-type: none"> <li>Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> <li>Phase 4A is through a reach of the River Avon which flows through the Maltings which is already subject to artificial lighting. It is considered any associated footpath lighting will have negligible effects on the SAC beyond the existing baseline.</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Invasive species through in-channel plant and equipment	<ul style="list-style-type: none"> <li>Invasive species may be introduced to the River Avon SAC through construction plant and works equipment in-channel. Invasive species such as signal crayfish have the potential to impact the qualifying fish populations through predation on eggs and juveniles, displacement of juveniles from shelter, modification of habitats and competition for food.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Changes to natural function resulting from modifications to in-channel and riparian habitat.	<ul style="list-style-type: none"> <li>The physical changes associated with the in-channel habitat enhancements and modifications to the channel are considered to have temporary localised effects on the current condition of the river corridor during the construction phase through in-channel activities. These temporary changes include. changes to habitat mosaics of the river, coarse sediment supply and the flow regime of the watercourses. These impacts are considered to occur during the construction phase.</li> <li>Consideration of the addition of a public footpath is provided above (see Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation).</li> <li>During operation the in-channel habitat enhancements should improve natural functioning in this reach.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes
	Physical damage from construction plant	<ul style="list-style-type: none"> <li>Atlantic salmon and bullhead are highly mobile species and sensitive to disturbance, therefore are able to move away from areas of vibration. However, bullhead have a high fidelity to their habitat and in-channel constructional works, although temporary, have the potential to cause harm to individuals unwilling to leave preferential habitats.</li> <li>Brook lamprey have specific habitat requirements during their life-cycle. The specificity for silt beds during their larval developmental stages inhibits their movement within the aquatic environment to areas of other habitat, such as fast flowing, clean gravels. There is the potential for physical damage to juvenile brook lamprey during construction.</li> <li>In-stream works such as dewatering, over-pumping and machinery in the watercourses will cause vibrations within the aquatic environment, which can harm fish and impact on behaviour.</li> </ul>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
		<ul style="list-style-type: none"> <li>▪ There would be no pathway to effect for physical damage to the qualifying fish species during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	
	Siltation/smothering/turbidity from any in-channel and riparian works	<ul style="list-style-type: none"> <li>▪ A temporary increase in suspended sediments and high turbidity in the SAC during construction (from changes to marginal habitat where bankside improvements are proposed) have the potential to negatively affect Atlantic salmon and bullhead by reducing their ability to feed. Brook lamprey do not feed as adults so turbidity will not impact their feeding ability. Brook lamprey utilise silt dominated habitats until spawning where clean stones and gravels are sought.</li> <li>▪ Increased sediment deposition in the watercourses, generated from in-channel works or riparian run off, has the potential to smother clean gravels required for spawning habitat and egg/larval survival, block gills and disrupt respiratory function, and reduce the availability of prey species for all qualifying fish species.</li> <li>▪ Any deposition of sediments from construction may form discrete units that could be utilised by juvenile lamprey in the future.</li> <li>▪ There is no pathway to effect from turbidity and siltation during operation for the qualifying fish species.</li> </ul> <p><b>Potential for LSE on Atlantic Salmon and bullhead from turbidity and on all qualifying species from siltation during construction.</b></p>	Yes
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ Sources of toxic pollutants include substances such as oil, fuel and hydraulic fluid from construction plant. The accidental release of pollutants during construction could impact fish populations directly or indirectly</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes

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### 8.4 Phase 5: Area 5A Rivers edge and riverside walk to rear of High Street

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
Water courses of plain to montane levels with <i>Ranuncion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation	Habitat loss from naturalising marginal areas	<ul style="list-style-type: none"> <li>There may be some locations within the reach which may require minor in-channel works to naturalise marginal areas.</li> <li>Any activities within the river have the potential to cause disturbance to habitat and temporary loss of habitat.</li> <li>During operation, there is no pathway to negative effect, but there should be some habitat gain resulting from the in-channel improvements.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation.</b></p>	Yes
	Habitat fragmentation from naturalising marginal areas.	<ul style="list-style-type: none"> <li>The continuity of habitat in the reach may be affected by changes in channel form, water levels, flows and substrate during any in-channel construction activities.</li> <li>Any habitat fragmentation may affect the structure, function and quality of the habitat and its ability to support the site's distinctive species (e.g. fish, invertebrate assemblages, otter and water vole).</li> <li>During operation, there is no pathway to negative effect, but there should be some reduced fragmentation resulting from the in-channel improvements.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation.</b></p>	Yes
	Increased recreational use of area through a linear park with natural planting and footpath/seating, informal lawn area and any changes/additional lighting.	<ul style="list-style-type: none"> <li>Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> <li>The watercourse will remain inaccessible to the public, preventing any in-channel disturbance from public/dog walkers entering the stream.</li> <li>Phase 5A is through a reach of the River Avon which flows through an urbanised area of Salisbury, which is already subject to artificial lighting. It is therefore considered that any associated footpath lighting will have negligible effects on the qualifying habitats and species of the SAC, or other distinctive species which may utilise the river (otters and water voles) beyond the existing baseline. .</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Invasive species introduction and/or spread	<ul style="list-style-type: none"> <li>Invasive plant species have the potential to alter the hydromorphological condition of watercourses and thus impact on their distinctive plant communities (including <i>Ranunculus</i> spp.) through competition for light, space and habitat resource.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
	Changes to natural function resulting from modifications to marginal habitat.	<ul style="list-style-type: none"> <li>▪ During operation, there is no pathway to effect for loss of natural functioning within the River Avon SAC.</li> <li>▪ The banks within this reach are artificially and heavily modified vertical structures with no connectivity to the river. The proposed stone-stepped seating is considered to not detrimentally impact the connectivity of the SAC (connectivity of the river to the riparian zone and to the underlying aquifer), nor the functioning of the water crowfoot community.</li> <li>▪ Riparian inputs and connectivity to the watercourse will be improved through additional planting adjacent to the SAC and through marginal vegetation enhancements (positive LSE).</li> <li>▪ However, the activity may result in temporary changes to the natural functioning of the watercourse and its hydromorphology during construction.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes
	Physical damage from any in-channel construction plant required for naturalisation of river margins	<ul style="list-style-type: none"> <li>▪ Construction plant, although temporary, have the potential to cause physical damage to this qualifying habitat including <i>Ranunculus</i> species.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes
	Siltation/smothering/turbidity from any in-channel and riparian works	<ul style="list-style-type: none"> <li>▪ Increased suspended sediment and siltation in the River Avon has the potential to alter bed substrate in the watercourses and to smother <i>Ranunculus</i> communities during construction. Sources of increased turbidity and siltation include any riparian works (run-off) and changes to channel beds, banks and flows.</li> <li>▪ Additionally, a substantial increase in suspended load which is deposited onto the river bed has the potential to smother water crowfoot communities and affect establishment. This also has the potential to temporarily impact on the typical wildlife associated with the habitat; fish and freshwater macro-invertebrates.</li> <li>▪ There will be no changes to turbidity and siltation during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ The distinctive plant communities (including <i>Ranunculus</i> species) are susceptible to poor water quality and pollution.</li> <li>▪ Toxic pollutants such as oil, fuel and hydraulic fluid could accidentally be released into the watercourse during construction when working in riparian and in-channel areas</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
Atlantic salmon Brook lamprey	Habitat loss from naturalising margins.	<ul style="list-style-type: none"> <li>▪ Areas of clean gravels are utilised by Atlantic salmon, bullhead and adult brook lamprey for spawning. Although temporary, there is the potential for direct disturbance through loss of habitat during construction activities associated with naturalising the river's edge.</li> </ul>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
Bullhead		<ul style="list-style-type: none"> <li>▪ Potential for disturbance of silt beds during construction. Silt beds are optimum habitat for juvenile brook lamprey. Habitat mapping during assessment of water crowfoot communities suggests sub-optimum habitat for brook lamprey.</li> <li>▪ Indirect impacts include temporary changes to riparian/bank habitat which provide vegetation/shade and inputs such as woody debris.</li> <li>▪ During operation there should be some habitat gain resulting from the in-channel improvements, benefitting local fish communities.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	
	Habitat fragmentation from works to improve marginal areas	<ul style="list-style-type: none"> <li>▪ Although temporary, construction plant and works may cause a barrier to Atlantic salmon and brook lamprey movement in the watercourse and could potentially result in population fragmentation. Bullhead are a non-migratory fish species, residing in freshwater habitats for their entire life-cycle. Any barrier to their movement during construction is not considered to result in any likely significant impact on the species.</li> <li>▪ Channel connectivity will be maintained during operation. Additionally there should be improved linkage between upstream and downstream habitats resulting from the in-channel improvements, providing better longitudinal connectivity for fish.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes
	Increased recreational use of area through a linear park with natural planting and footpath/seating, informal lawn area associated addition of artificial lighting.	<ul style="list-style-type: none"> <li>▪ Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> <li>▪ Phase 5A is through a reach of the River Avon which flows through an urbanised area of Salisbury, which is already subject to artificial lighting. It is considered any associated footpath lighting will have negligible effects on the SAC beyond the existing baseline.</li> <li>▪ The watercourse will remain inaccessible to the public, preventing any in-channel disturbance from public/dog walkers entering the stream.</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Invasive species introduction and/or spread from any in-channel works	<ul style="list-style-type: none"> <li>▪ Invasive species may be introduced to the River Avon SAC through construction plant and works equipment in-channel.</li> <li>▪ Invasive species have the potential to impact the qualifying fish populations through predation on eggs and juveniles, displacement of juveniles from shelter, modification of habitats and competition for food.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Changes to natural function resulting from modifications to marginal habitat.	<ul style="list-style-type: none"> <li>▪ This reach of the River Avon shows evidence of historic artificial naturalisation of marginal areas.</li> <li>▪ Marginal habitat enhancement aims to improve natural function further, enhancing the mosaic of habitats and improving lateral and longitudinal connectivity.</li> <li>▪ The activities may result in temporary changes to the natural functioning of the watercourse and its hydromorphology during in-channel works during the construction phase.</li> </ul> <p><b>Potential for negative LSE during construction and positive LSE during operation</b></p>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
	Physical damage	<ul style="list-style-type: none"> <li>▪ Atlantic salmon and bullhead are highly mobile species and sensitive to disturbance, therefore are able to move away from areas of vibration. However, bullhead have a high fidelity to their habitat and in-channel constructional works, although temporary, have the potential to cause harm to individuals unwilling to leave preferential habitats.</li> <li>▪ Brook lamprey have specific habitat requirements during their life-cycle. The specificity for silt beds during their larval developmental stages inhibits their movement within the aquatic environment to areas of other habitat, such as fast flowing, clean gravels. Habitat mapping during water crowfoot surveys suggest sub-optimum habitat for juvenile brook lamprey. LSE cannot be ruled out, therefore there is the potential for physical damage to juvenile brook lamprey during construction.</li> <li>▪ In-stream works in the watercourse will cause vibrations within the aquatic environment, which can harm fish.</li> <li>▪ There would be no pathway to effect for physical damage to the qualifying fish species during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes
	Siltation/smothering/turbidity from any in-channel and riparian works	<ul style="list-style-type: none"> <li>▪ A temporary increase in suspended sediments and high turbidity in the SAC during construction (from changes to marginal habitat where increased planting is proposed to naturalise marginal areas) have the potential to negatively affect Atlantic salmon and bullhead by reducing their ability to feed. Brook lamprey do not feed as adults so turbidity will not impact their feeding ability. Brook lamprey utilise silt dominated habitats until spawning where clean stones and gravels are sought.</li> <li>▪ Increased sediment deposition in the watercourses, generated from in-channel works or riparian run off, has the potential to smother clean gravels required for spawning habitat and egg/larval survival, block gills and disrupt respiratory function, and reduce the availability of prey species for all qualifying fish species.</li> <li>▪ Any deposition of sediments from construction may form discrete units that could be utilised by juvenile lamprey in the future.</li> <li>▪ There is no pathway to effect from turbidity and siltation during operation for the qualifying fish species.</li> </ul> <p><b>Potential for LSE on Atlantic Salmon and bullhead from turbidity and on all qualifying species from siltation during construction.</b></p>	Yes
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ Sources of toxic pollutants include substances such as oil, fuel and hydraulic fluid from construction plant. The accidental release of pollutants during construction could impact fish populations directly or indirectly.</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul> <p><b>Potential for LSE during construction.</b></p>	Yes

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## 8.5 Phase 6: Area 6A and Area 6B

### Area 6A: NHS buildings and Tesco service yard and Area 6B: The Maltings parade/Bishop's Mill

- Due to the nature of the Area 6A and Area 6B design and similar associated risks to qualifying features of the River Avon SAC (water crowfoot communities, Atlantic salmon, bullhead and brook lamprey), these features have been considered together. This has avoided repetition within the table for each qualifying feature and risk.
- Physical damage has been screened out of this assessment as there is no pathway to effect. There will be no in-channel works or activities during construction or operation that could impact the SAC features.

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation Atlantic salmon Brook lamprey Bullhead	Habitat loss and fragmentation from replacement/strengthening of the footbridge.	<ul style="list-style-type: none"> <li>The proposed works will not change the footprint of the bridge. It is considered to have no detrimental impact on habitat or habitat fragmentation of qualifying features from the current baseline.</li> <li>It is considered if at a later date the design changes and the bridge is to be replaced any scheme level HRA will need to re-consider the proposal and the effect of the replacement structure on the qualifying features and habitat of the River Avon SAC.</li> </ul> <p><b>No LSE during construction or operation</b></p>	No
	Increased recreational use from enhanced seating areas	<ul style="list-style-type: none"> <li>Increased footfall alongside the river presents a new risk of accidental (e.g. littering) or deliberate (e.g. vandalism) disturbance of the river compared to the present situation.</li> </ul> <p><b>Potential for LSE during operation</b></p>	Yes
	Changes to natural function from increased riparian planting/screening	<ul style="list-style-type: none"> <li>Addition of planting to screen and green the appearance of the existing service yard, and planting to riparian areas has the potential to benefit aquatic communities within the River Avon. Naturalising riparian areas has the potential to promote connectivity of the main channel to bank to riparian areas through improving detrital and vegetative inputs.</li> </ul> <p><b>No negative LSE during construction or operation but positive LSE during operation</b></p> <ul style="list-style-type: none"> <li>A longer-term ambition is to extend the public open space that sits between the two river channels delivered in Phase 4A into private surface level car parking, to further open out the river frontage and improve public realm. It is considered if in the future this proposal moves forward, it will require a scheme level HRA.</li> </ul>	No
	Soil mobilisation, smothering and turbidity during construction of the addition of riparian planting	<ul style="list-style-type: none"> <li>Physical works to plant the riparian areas may result in soil mobilisation entering the watercourse. This has the potential to smother water crowfoot communities and available coarse substrates utilised by fish.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes

Qualifying feature	Risk (pressure)	Likely significant effect alone	Yes or No
	Toxic contamination from pollution incident	<ul style="list-style-type: none"> <li>▪ No heavy plant will be required for the planting / screening of public areas or the setting of new seating facilities.</li> <li>▪ Strengthening or replacement of the footbridge may require use of plant machinery. Sources of toxic pollutants include substances such as oil, fuel and hydraulic fluid from construction plant. The accidental release of pollutants during construction could impact fish populations directly or indirectly.</li> <li>▪ There is no pathway to effect from toxic contamination during operation.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes
	Invasive species from plant and machinery	<ul style="list-style-type: none"> <li>▪ Invasive plant species have the potential to alter the hydromorphological condition of watercourses and thus impact on their distinctive plant communities (including <i>Ranunculus</i> sp) and fish communities through competition for light, space and habitat resource.</li> <li>▪ Although no in-channel works are proposed, there is potential for a pathway to impact for construction activities over the channel.</li> </ul> <p><b>Potential for LSE during construction</b></p>	Yes

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## **9. Alone assessment (further details)**

A summary of the Stage 1 screening for Likely Significant Effects on the qualifying features of the River Avon SAC is provided in Table 9.1. This table has omitted those risk (pressures) which were assessed as not relevant to this Master Plan proposal (see Section 7).

The Stage 1 screening assessment has concluded that the Master Plan has the potential for Likely Significant Effects.

It is therefore concluded from this Stage 1 Screening Assessment of the Master Plan that a Stage 2 Appropriate Assessment is required. The Appropriate Assessment will consider any mitigation work which may be required due to the development.

Table 9.1: Summary of the risks to qualifying features of the River Avon SAC for the SRPMP.

Master Plan Phase	Qualifying feature	Habitat loss	Habitat fragmentation	Natural function	Siltation, turbidity, smothering	Toxic contamination	Invasive species	Increased recreational use	Physical damage
3A	Water courses of plain to montane levels with <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> vegetation	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Operation	Yes Construction
	Atlantic salmon, brook lamprey, bullhead	No	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Operation	Yes Construction
4A	Water courses of plain to montane levels with <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> vegetation	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Operation	Yes Construction
	Atlantic salmon, brook lamprey, bullhead	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Operation	Yes Construction
5A	Water courses of plain to montane levels with <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> vegetation	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Operation	Yes Construction
	Atlantic salmon, brook lamprey, bullhead	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Construction	Yes Operation	Yes Construction
6A, 6B	Water courses of plain to montane	No	No	No	Yes Construction	Yes Construction	Yes Construction	Yes Operation	No

Master Plan Phase	Qualifying feature	Habitat loss	Habitat fragmentation	Natural function	Siltation, turbidity, smothering	Toxic contamination	Invasive species	Increased recreational use	Physical damage
	levels with <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> vegetation								
	Atlantic salmon, brook lamprey, bullhead	No	No	No	Yes Construction	Yes Construction	Yes Construction	Yes Operation	No

## 10. In-combination assessment

Other plans, strategies and projects have been identified, which may have potential to affect the European site, in-combination with the Master Plan. These are listed below:

- Salisbury River Park Master Plan Phase 1: River Corridor Improvements Scheme – the scheme comprises construction of flood defence embankments and walls, flood control measures and river channel modifications including river widening and rock weirs in the ‘Ashley Road’ and the ‘Maltings and Central Car Park’ areas of Salisbury. These are designed to provide improved flood defence and to increase channel capacity and flood flow conveyance. Phase 1 of the scheme (and Phase 1 of the Master Plan) will comprise:
  - Ashley Road area - construction of a new flood defence embankment along the southern boundary of Fisherton Recreation Ground, channel infilling, new flow control structures, creation of a new offtake channel with new wetland habitat, amenity improvements and localised ground raising or flood wall in a private garden and,
  - Maltings and Central Car Park area – creation of a two-staged channel with wetland habitat by widening the corridor of the River Avon main channel, removal of Swimming Pool Gate structure, channel bed reprofiling, new, or extension of existing, culverts, modified layout of fish pass weirs, in-channel works to Mill Stream, removal of hatches, small length of new flood wall, replacement of Millstream Approach road bridge, localised ground raising at Coach Park and amenity improvements.
- Maltings Central Car Park Master Plan: redevelopment of the Maltings and Central Car Park in Salisbury. Five areas have been identified; Market Walk and The Maltings, Cultural Quarter, Commercial and Residential Core, Riverside and Salisbury Coach Park welcome and Land between Fisherton Street and the railway lane. A number of redevelopments are proposed including public realm enhancement, new pedestrian routes, enhanced streetscape, and increased active frontages for shops/bars etc. Some of the riverside enhancements associated with land adjacent to the River Avon and its tributaries within the Maltings and Central Car Park Area are considered as part of the Master Plan (Phases 2-6). The activities further afield from the River Avon, within the car park, commercial, cultural and residential areas have the potential to interact with the River Avon SAC through surface water drainage.
- Hydropower scheme under consideration at Bishop’s Mill site at the Maltings by Salisbury Community Energy: possible future proposal for a water wheel on the Bishop’s Mill site to generate electricity. As a planning application for this project has not been submitted, no further details are available at the current time. However, it is considered that any hydropower scheme will need guaranteed flow, and there is potential for changes to sediment transport from alterations to flow/velocity brought about by the nature of hydropower. Therefore, potential in-combination impacts are considered.
- An application for change of use from offices to flats has been submitted at 141 Castle Street. This is the building adjacent to the River Avon (left bank) before the River Avon splits at Swimming Pool Gate and lies within Phase 1 of the River Park Master Plan. The planning application is for demolition of existing office building and redevelopment of site as 66 number purposed built flats in two blocks, with associated parking, landscaping, amenity space and dedicated site access. Although this development has no interaction with the channel or banks, there is potential to interact with the River Avon SAC and its features through surface water drainage.

Table 10.1 identifies the potential pressures which may cause significant in-combination and cumulative impacts on the River Avon SAC features; Atlantic salmon, brook lamprey and bullhead populations and Water courses of plain to montane levels with *Ranunculus fluitantis* and *Callitriche-Batrachion* vegetation.

These can be summarised as follows:

- Potential in-combination effects of different phases of the Master Plan (include Phase 1 river corridor improvements);
- Potential in-combination effects of the Maltings Central Car Park Master Plan;
- Potential in-combination effects with the Hydropower scheme, and
- Potential in-combination effects of the Castle Street Development.

Table 10.1: Potential in-combination effects from the multiple phases of the Master Plan: 'P' denotes Phase of the Master Plan, 'MCCP' denotes Maltings Central Car Park Master Plan, 'HP' denotes hydropower scheme and 'CSD' denotes Castle Street Development.

Master Plan Phase	Qualifying feature	Habitat loss	Habitat fragmentation	Natural function	Siltation, turbidity, smotherin	Toxic contamination	Invasive species	Increased recreational use	Physical damage
3A	Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation	P1, 4-5	P1, 5	P1, 4-5	P1, 3-6 MCCP CSD HP	P1, 4-5	P1, 4-5	P1, 3-6	P1, 4-5
	Atlantic salmon, brook lamprey, bullhead	No	P1, 4	P1, 4-5	P1, 4-6 MCCP CSD HP	P1, 4-5	P1, 4-5	P1, 3-6	P1, 4-5
4A	Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation	P1, 3-5	No	P1, 3-5	P1, 3-6 MCCP CSD HP	P1, 3-5	P1, 3-5	P1, 3-6	P1, 3-5
	Atlantic salmon, brook lamprey, bullhead	P1, 5	P1, 3	P1, 3-5	P1, 3, 5-6 MCCP CSD HP	P1, 3-5	P1, 3-5	P1, 3-6	P1, 3-5
5A	Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation	P1, 3-5	P1, 3	P1, 3-5	P1, 3-6 MCCP CSD HP	P1, 3-5	P1, 3-5	P1, 3-6	P1, 3-5
	Atlantic salmon, brook lamprey, bullhead	P1, 4	No	P1, 3-4	P1, 3-4, 6 MCCP CSD HP	P1, 3-5	P1, 3-5	P1, 3-6	P1, 3-5
6A, 6B	Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation	No	No	No	P1, 3-5 MCCP CSD HP	No	No	P1-6	No
	Atlantic salmon, brook lamprey, bullhead	No	No	No	P1, 2A, 3-5 MCCP CSD HP	No	No	P1-6	No

## **11. Information and/or advice**

### **Natural England, Environment Agency, Wiltshire Council**

Correspondence to date:

- Environmental Impact Assessment Scoping consultation: Natural England feedback on proposals for the River Park Master Plan and EIA Scoping Opinion (29<sup>th</sup> June 2020) on Phase 1 planning application.
- Meeting with Jacobs, Natural England, Wiltshire Council and the Environment Agency to discuss the approach to the Master Plan HRA for the Salisbury River Park Scheme – 11<sup>th</sup> September 2020 (Appendix A).
- Follow-up meeting with Jacobs, Wiltshire Council and the Environment Agency to discuss HRA specifics – 22<sup>nd</sup> September 2020.

## 12. Decision

Jacobs carried out the HRA Stage 1 screening on behalf of Wiltshire Council and conclude that there is potential for likely significant effects alone and in-combination on Atlantic salmon, brook lamprey, bullhead and Water courses of plain to montane levels with *Ranunculion fluitantis* and *Callitriche-Batrachion* vegetation within the River Avon SAC from delivery of the Salisbury River Park Master Plan.

An Appropriate Assessment will be required for the Salisbury River Park Master Plan.

## Appendix A. Meeting Minutes

Meeting with Jacobs, Natural England, Wiltshire Council and the Environment Agency to discuss the approach to the Master Plan HRA for the Salisbury River Park Scheme – 11<sup>th</sup> September 2020 (Appendix A). Minutes provided below.

### Meeting Minutes

**Project:** Salisbury River Park Master Plan

**Subject:** Habitats Regulations Assessment for the Master Plan

**Date and time:** 11 September at 1100-1200.

**Attendees:** Corinna Morgan (CM) Jessica Dunston (JD)  
 Alice Shoebridge (AS) Andy Wallis (AW)  
 Dianne Matthews (DM) Louisa Kilgallen (LK)  
 James Hughes (JH) Natasha Styles (NS)

**Apologies:** Mike Porter (MP)

### Meeting Minutes:

Item Number	Subject	Minutes
1	Welcome and introductions	
2	Approach to HRA of Master Plan	<ul style="list-style-type: none"> <li>▪ A description will be provided up front in the HRA to explain the different phases of the Master Plan and what is being assessed, as well as the interactions between the Salisbury River Park Master Plan and both the Maltings and Central Car Park Master Plan and the Phase 1 scheme.</li> <li>▪ It was agreed that the Master Plan HRA will focus on Phases 2-6 alone, as indicated in the document provided by Wiltshire Council (figure 1; hereby known as 'the Master Plan').</li> <li>▪ It was discussed and decided that each sub-phase of the Master Plan would be considered as a separate entity within the HRA (alone and in-combination).</li> <li>▪ Phase 1 (the river corridor improvements at Ashley Road/Fisherton recreation ground) has undergone a separate HRA. This will not be included in the Master Plan HRA to avoid 'double counting'. However, Phase 1 will be included in the in-combination assessment of the Master Plan HRA.</li> <li>▪ Both Stage 1 Screening and Stage 2 Appropriate Assessment (AA) will be carried out for the Master Plan HRA. Stage 1 screening will be undertaken to help formalise thoughts on risks and present the decision making to ensure appropriate consideration in the AA.</li> <li>▪ Template to use same format as Phase 1 HRA screening.</li> <li>▪ It was agreed the HRA will not assess policies or objectives.</li> <li>▪ It was agreed that Desmoulin's whorl snail and sea lamprey will be screened out.</li> </ul>



Item Number	Subject	Minutes
3	Programme for Master Plan – level of detail to assess	<ul style="list-style-type: none"> <li>▪ Further information is required on the specific activities of the construction phases and any works that fall under Phase 1 of the Master Plan that may not be assessed separately under the Phase 1 scheme. <b>AW/LK/NS to provide further details.</b></li> <li>▪ EA carrying out e-fish survey for Phase 1 scheme – to provide update on current fish communities. A macrophyte survey for the Phase 1 scheme has already been undertaken. Data will be useful to inform the HRA.</li> <li>▪ A number of risks were highlighted and discussed, to be included in the HRA assessment, additional to those identified in the EIA screening opinion by Natural England. The most pertinent were; increased recreational use, night-life economy, temporary access routes and lighting, as well as risks around the decking area at Water Lane.</li> <li>▪ Although not qualifying species, consideration of water voles and otters within the HRA.</li> <li>▪ In-combination effects: consideration of other developments such as the Maltings Car Park.</li> </ul>
4	Phase 1 and the Master Plan HRA	As discussed in Item Number 2, bullet point 2.
5	Next steps and actions	<ul style="list-style-type: none"> <li>▪ Master Plan to go to public consultation in November 2020.</li> <li>▪ Looking to obtain comment from Natural England for an 'agreement to proceeding' or letter of comfort for the HRA Screening by November.</li> </ul>
6	AOB	



Figure 1: River Park Master Plan. An HRA for Phase 1 has been completed separately (the River Corridor Improvement Scheme). The Master Plan HRA, discussed in this meeting will focus on phases 2-6.



## Salisbury River Park Master Plan

Habitats Regulations Assessment: Appropriate Assessment

HRA AA | 5

27 May 2021 Wiltshire Council

## Salisbury River Park Master Plan

Project No: B2368200  
 Document Title: Habitats Regulations Assessment: Appropriate Assessment  
 Document No.: HRA AA  
 Revision: 5  
 Date: 27 May 2021  
 Client Name: Wiltshire Council  
 Client No: ENVIMSW002033  
 Project Manager: Emma Allan  
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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	17.03.21	HRA Appropriate Assessment	Alice Shoebridge	Jon Barnes	Stuart Hedgecott	PS Rayner
2	31.03.21	HRA Appropriate Assessment	Alice Shoebridge	Corinna Morgan	Updated with Wiltshire Council's Major Project Team's comments	
3	29.04.21	HRA Appropriate Assessment, updated following meeting with NE	Alice Shoebridge	Updated with Wiltshire Council's Major Project Team and Ecology Team comments		
4	17.05.21	Formal response from NE received and HRA updated	Alice Shoebridge	Updated with Wiltshire Council's Major Project Team's comments.		
5	27.05.21	Formal response received from NE permitting Master Plan HRA.				

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**Appendix A. Update on Master Plan design**

## 1. Record of Appropriate Assessment

The Salisbury River Park Master Plan (SRPMP) has been developed by Wiltshire Council to present the council's vision for a river park; a green infrastructure link that connects and enhances the linear riverside route through the centre of Salisbury. The plan comprises a series of modifications to the River Avon, Summerlock Stream and Mill Stream in Salisbury to increase flood resilience whilst also improving wildlife and biodiversity as well as public amenities. These watercourses form part of the River Avon Special Area of Conservation (SAC).

There are six phases to the SRPMP, with each phase corresponding to a different reach of the River Avon SAC through Salisbury. Phase 1 of the SRPMP (the River Corridor Improvement Scheme Phase 1) has undergone a separate HRA Screening and Appropriate Assessment which has concluded no impact on site integrity<sup>1</sup>.

This HRA Appropriate Assessment focusses on Phases 2-6, which will be treated alone and in-combination with the other phases (including Phase 1). Phases 2-6 of the SRPMP are referred to as the 'Master Plan'.

Jacobs have been commissioned to undertake the Habitats Regulations Assessment (HRA) for the Salisbury River Park Master Plan on behalf of Wiltshire Council.

The HRA Stage 1 Screening assessment concluded there is potential for Likely Significant Effects (LSE) alone and in-combination on the qualifying features of the River Avon SAC; Atlantic salmon, brook lamprey, bullhead and water courses of plain to montane levels with *Ranunculus fluitantis* and *Callitriche-Batrachion* vegetation. Natural England were consulted and agreed with the conclusions of the HRA Screening and requirement for Appropriate Assessment.

This is a record of the Appropriate Assessment required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended), undertaken by Jacobs on behalf of Wiltshire Council in respect of the permission, plan or project (PPP) detailed in Section 14 for the following relevant sites:

- River Avon SAC (UK0013016)<sup>2</sup>

This Appropriate Assessment will consider the implications of the Master Plan in view of the River Avon SAC Conservation Objectives.

### River Avon SAC (UK0013016) Conservation Objectives

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its qualifying features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The populations of qualifying species and,
- The distribution of qualifying species within the site.

Further information is provided in the River Avon SAC Conservation Objectives Supplementary Advice. This can be found from the Natural England publication 'European Site Conservation Objectives for River Avon SAC (UK0013016) (<http://publications.naturalengland.org.uk/publication/6048472272732160?category=6528471664689152>).

<sup>1</sup> Environment Agency (2021). River Corridor Improvement Scheme (Phase 1) HRA Screening and Appropriate Assessment.

<sup>2</sup> Protected area under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017

## 2. Summary of Stage 1 Screening

The Stage 1 Screening identified the proposed developments in the Master Plan which have potential pathways to effect on the River Avon SAC qualifying features.

The River Avon SAC is designated for the following qualifying features; water courses of plain montane levels with *Ranunculus fluitantis* and *Callitriche-Batrachion* vegetation, Atlantic salmon (*Salmo salar*), brook lamprey (*Lampetra planeri*), bullhead (*Cottus gobio*), Desmoulin's whorl snail (*Vertigo moulinsiana*) and sea lamprey (*Petromyzon marinus*). Natural England has confirmed<sup>3</sup> that Desmoulin's whorl snail is no longer present in this part of the Avon catchment and was therefore *screened out of the HRA assessment*. Fisheries surveys have been undertaken by the Environment Agency for over 20 years at many sites within the River Avon and its tributaries<sup>4</sup>; only two sea lamprey have been identified from the catchment in 2005 and 2011, near Christchurch, approximately 40km downstream of the plan area. As such, sea lamprey have been *screened out of the assessment*.

The permanent long-term enhancements through habitat and biodiversity improvements as a result of the Master Plan will result in a number of positive likely significant effects on the qualifying features of the SAC. In-channel, bankside and riparian improvements, including naturalisation of existing modified margins with planting will improve the aquatic habitat and functioning within the River Avon SAC for its qualifying features and other species which utilise the corridor. A full description of positive LSE of the Master Plan is provided in Section 4.6.

A summary of the potential pathways to effect which may result in negative likely significant effect is presented in Table 2.1.

Table 2.1: Summary of proposed developments of the Master Plan and pathways to effect on the River Avon SAC features.

Qualifying feature	Risk (pressure)	Proposed development (Master Plan Phase)	Likely Significant Effect alone	Likely significant effect in-combination
Water courses of plain to montane levels with <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)	Habitat loss	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A)	Yes (construction)	Yes
Atlantic salmon Brook lamprey Bullhead		River channel improvements (including de-culverting) (Phase 4A) River margin naturalisation & river bank landscape planting (Phase 4A, 5A) Landscaping on banks of river corridor enhancing public access (Phase 4A)	Yes (construction)	Yes

<sup>3</sup> through telephone communications between the biodiversity officer at the Environment Agency and Natural England on 16/1/20.

<sup>4</sup> Environment Agency Ecology and Fish Data Explorer - <https://environment.data.gov.uk/ecology-fish/>

Qualifying feature	Risk (pressure)	Proposed development (Master Plan Phase)	Likely Significant Effect alone	Likely significant effect in-combination
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)  Atlantic salmon Brook lamprey Bullhead	Habitat fragmentation	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A)	Yes (construction)	Yes
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)  Atlantic salmon Brook lamprey Bullhead	Natural function	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A)	Yes (construction)	Yes
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)Atlantic salmon Brook lamprey Bullhead	Siltation, smothering, turbidity	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A; riparian planting Phase 6A/B)	Yes (construction)	Yes
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)  Atlantic salmon Brook lamprey Bullhead	Increased recreational use	Reconfiguration and/or changes to pedestrian footpaths (including associated lighting) (Phase 3A, 4A, 5A, 6A, 6B) Landscaping on banks of river corridor enhancing public areas (including stone-stepped seating, Phases 4A, 5A) New/encouraged commercial activity (retail, entertainment, food) not impinging on river bank (Phases 4A, 5A, 6A)	Yes (operation)	Yes
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)  Atlantic salmon Brook lamprey Bullhead	Physical damage	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A)	Yes (construction)	Yes



Qualifying feature	Risk (pressure)	Proposed development (Master Plan Phase)	Likely Significant Effect alone	Likely significant effect in-combination
<p>Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)</p> <p>Atlantic salmon Brook lamprey Bullhead</p>	<p>Toxic contamination</p>	<p>All phases. Risk of accidental release from construction plant in-channel and risk of run-off from areas of riparian construction activities.</p>	<p>Yes (construction)</p>	<p>Yes</p>
<p>Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)</p> <p>Atlantic salmon Brook lamprey Bullhead</p>	<p>Invasive species</p>	<p>Landscaping on banks of river corridor enhancing public areas (Phase 4A) River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation &amp; river bank landscape planting (Phase 3A, 4A, 5A) Replacement bridge (Phase 6B)</p>	<p>Yes (construction)</p>	<p>Yes</p>

### **3. Further information about the proposal**

Prior to public consultation in November 2020, Wiltshire Council updated the draft Master Plan by removing the pavement lighting and floating garden proposals from Phase 3A and the riverside beach from Phase 4A. Post consultation in February 2021, Phase 2A was amended to remove the decking for public/café seating platform over Summerlock stream. Further clarification was also provided on some of the design aspects for each Phase. These are provided in Appendix A. This Appropriate Assessment considers these current Master Plan proposals.

## 4. Appropriate Assessment: assessing the effects alone

The Stage 1 Screening identified that the Salisbury Master Plan has the potential for LSE on the qualifying habitat feature 'Water courses of plain to montane levels with *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation' and qualifying fish species (Atlantic salmon, bullhead, brook lamprey).

These effects are assessed further below for each risk (pressure). Section 4.6 provides an assessment in view of the River Avon SAC's Conservation Objectives.

### 4.1 Habitat loss, habitat fragmentation and natural function

The risk of habitat loss and habitat fragmentation from the Master Plan on the characteristic habitats and qualifying fish species of the River Avon SAC, as well as risks to natural functioning, are considered together in this section of the Appropriate Assessment; this is due to their inter-connected nature. Also, the mitigation measures identified are considered to reduce effect of all risks (habitat loss, habitat fragmentation and natural function).

Table 4.1 provides a summary of the Stage 1 Screening which identified LSE of habitat loss, fragmentation and natural functioning from the associated work elements of the Master Plan.

Table 4.1: Summary of Master Plan Stage 1 Screening; LSE and pathways to effect on the River Avon SAC features.

Qualifying feature	Risk (pressure)	Proposed work element (Master Plan Phase)	Likely Significant Effect alone
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)	Habitat loss	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A)	Yes (construction)
Atlantic salmon Brook lamprey Bullhead		River channel improvements (including de-culverting) (Phase 4A) River margin naturalisation & river bank landscape planting (Phase 4A, 5A) Landscaping on banks of river corridor enhancing public access (Phase 4A)	Yes (construction)
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)	Habitat fragmentation	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A)	Yes (construction)
Atlantic salmon Brook lamprey Bullhead			
Water courses of plain to montane levels with <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation (rivers with floating vegetation often dominated by water crowfoot)	Natural function	River channel improvements (including de-culverting) (Phase 3A, 4A) River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A)	Yes (construction)
Atlantic salmon Brook lamprey			

Qualifying feature	Risk (pressure)	Proposed work element (Master Plan Phase)	Likely Significant Effect alone
Bullhead			

The proposed work elements which act as a potential pathway to effect on habitat loss, habitat fragmentation and natural functioning of the River Avon SAC features are identified in the construction phase (Table 4.1) and an assessment is provided below.

Water crowfoot and other vegetated in-channel communities provide habitat, refuge and food for other species (macro-invertebrates, fish, water vole) and also play an integral role in ecosystem processes including sedimentation and flow diversity. Disturbance to these habitats during any in-channel improvements, marginal naturalisation, landscaping of banks or flood defence changes as part of the Master Plan has the potential to cause changes to the characteristic habitat of the River Avon SAC through direct habitat loss, discontinuity of the habitat and changes to lateral and longitudinal connectivity. The Stage 1 Screening identified these work elements to have a potential LSE during the temporary construction phase of the Master Plan.

Fish are mobile species and will move away from in-channel disturbance and seek out alternative habitat. Barriers within the watercourse caused by in-channel works (physical barriers, vibrations from plant machinery) will restrict their ability to do this temporarily, and cause fragmentation of habitat. This is specifically pertinent for Atlantic salmon which are known to transit through Salisbury to reach spawning habitat in the River Avon in Salisbury town centre<sup>5</sup> and the upper reaches of the River Avon (November to April). Atlantic salmon, brook lamprey and bullhead select specific habitat based on substrate type and flow for spawning and juvenile life stages. Direct loss of habitat and restricting the ability of individuals to reach habitat from in-channel works could result in a decline in spawning success and a loss of developmental habitat for earlier life stages of these qualifying features of the SAC. The physical changes associated with the in-channel habitat enhancements and modifications to the concrete flood wall are considered to have temporary localised effects on the current condition of the river corridor during the construction phase through in-channel activities.

The Stage 1 Screening identified potential LSE on qualifying habitat (habitat loss, fragmentation, natural function) and fish species; Atlantic salmon, bullhead and brook lamprey (habitat fragmentation and natural function) during the temporary construction phase.

The reach of the River Avon at the location of Phase 3A is heavily modified with concrete banks along the majority of the left bank and sections of the right bank. The river is deep (> 1m), wide (10m) and slow flowing and substrates are smothered by overlying silt. Macrophyte surveys undertaken within this reach indicate 15% total cover of macrophytes, with water crowfoot communities representing 1% - 2.5% of this, within the 100m survey length<sup>6</sup>. It is considered sub-optimal habitat for characteristic plant communities. It is also considered sub-optimal spawning habitat for qualifying fish species and juvenile habitat for brook lamprey, comprising slow flows and coarse substrates covered with overlying silt.

The reach at Phase 3A totals approximately 0.07% of the entire River Avon SAC, and although it is identified that only short sections of the river channel within this reach will require in-channel and bankside works, predominantly to the west bank, it is noted the Conservation Objective of the River Avon SAC is to restore the total extent of the feature. Considering the amount of sub-optimal habitat lost, the temporary nature of the works and the availability of mitigation measures (outlined below), Phase 3A of the Master Plan is considered to have no long term adverse impact on the extent and distribution of the SAC habitat or the qualifying features of the SAC. During operation the enhancements made to the River Avon corridor through re-naturalisation of the river corridor, improving in-channel and marginal diversity (including the two-stepped channel) as well as connectivity to improved riparian areas will promote a mosaic of habitats within the river corridor. This will

<sup>5</sup> Environment Agency, 2012, Hampshire Avon Salmon redd count report.

<sup>6</sup> Environment Agency, 2020. Salisbury River Corridor Improvement Scheme (Phase 1) Macrophyte Survey Report.

benefit fish communities and water crowfoot habitat, thus supporting other distinctive species of the River Avon SAC.

In Phase 4A of the Master Plan, an improved public area which engages with the river is proposed. Creation of seating in an informal park-like environment (with grass, tree and shrub planting) will improve public amenity and enable the public to enjoy the river views and enhanced natural environment. Phase 5A proposes stone-stepped seating as part of the creation of a linear park with natural planting. The River Avon at these locations is heavily modified with artificial vertical banks and riparian areas are heavily urbanised. It is considered that the creation of any seating with the addition of vegetation planting ('greening-up') will enhance the current riparian environment from the existing heavily modified nature, providing most existing trees are maintained.

In addition to the seating in Phase 4A and 5A, Phase 4A proposes improvements to enhance biodiversity on the banks of the River Avon as well as in-channel ecological improvements and potential de-culverting of a section of the River Avon where opportunities arise if in agreement with interested parties. Phase 5A also proposes enhancement of the marginal area through planting. The Stage 1 Screening identified these reaches may be impacted temporarily during the construction period through loss of habitat and fragmentation of habitat as well as changes to natural functioning.

The River Avon in the location of Phase 4A and Phase 5A flows through an urbanised area of Salisbury. The reach at Phase 4A and Phase 5A is heavily modified, with vertical hard engineered banks and a straightened channel, lacking any prevalent marginal communities. The current conditions lack lateral connectivity between the channel and its marginal/bank/riparian areas. However, in channel habitat within these two reaches is optimal for both water crowfoot and spawning habitat for qualifying SAC fish species, comprising a diverse substrate complexity dominated by gravels and pebbles and riffle-run-glide sequences. Water crowfoot has been identified to be dominant within the Phase 4A reach and covering 50%-75% of the macrophyte survey area in the Phase 5A reach<sup>7</sup>.

Phases 4A and 5A represents approximately 0.05% of the total area of the River Avon SAC, if in-channel works were undertaken throughout the entire reach. In reality, this figure would be significantly reduced as in-channel works in Phase 5A will be restricted to localised sections of marginal areas on both banks of the River Avon.

In all phases of the Master Plan during construction, there will be no barriers restricting movement in the channel. Maintaining longitudinal connectivity during and after in-channel works will aid downstream drift of seed propagules from vegetation communities upstream to re-establish in those areas where in-channel works have disturbed the habitat. Maintaining connectivity will also allow fish passage for transient species and movement of macro-invertebrates.

The methods of construction delivery will include mitigation to protect the qualifying features. Restricting in-channel works to summer months will protect the salmon migration season (October to December) and the salmon (November to April) and bullhead (March to May) spawning seasons. Ensuring works are undertaken during daylight hours will enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species.

During operation, Phases 3A, 4A and 5A will provide permanent long-term enhancements to the river corridor and riparian areas through habitat and biodiversity enhancement within the River Avon SAC. The enhancements include improving in-channel habitat and bank habitat, creation of wetland habitat on the west bank and vegetation planting in the riparian area (Phase 3A), in-channel and bankside improvements (Phase 4A) and enhancement/creation of marginal areas and vegetation planting in riparian areas (Phase 5A). The works will also provide a continuation of the river corridor improvements delivered by Phase 1, and specifically its in-channel and bankside enhancements and removal of Swimming Pool Gate promoting lateral and longitudinal connectivity. It is considered these enhancements will have a long-term positive effect on the qualifying features of the River Avon SAC above the existing baseline condition.

<sup>7</sup> Environment Agency, 2020. Salisbury River Corridor Improvement Scheme (Phase 5) Macrophyte Survey Report.

A five-year monitoring plan, which will include monitoring of recreational use will be developed with Natural England prior to construction of the Master Plan phases to monitor changes to the qualifying features of the SAC within the Master Plan scheme area, including recreational use. The monitoring plan will include triggers for action, should they be needed.

Assessment of the Master Plan in view of the Conservation Objectives is provided in Section 4.6. An assessment of any adverse impact on site integrity is also provided.

As part of Phase 3A, enhancements to the river corridor include creation of wetland on the west bank which will improve lateral connectivity and access for wildlife to the river corridor. The Stage 1 Screening identified potentially significant effects of the increase in risk of cats and foxes accessing the marginal areas (gentler bank profiles) and affecting water vole populations. However, to completely understand this risk, a water vole survey will be undertaken to determine the presence and extent of water voles within the area and presence of any burrows. An appraisal of the results of the survey will be carried out, alongside any mitigation and discussed with Natural England prior to planning application.

## 4.2 Siltation, smothering, turbidity

The Stage 1 Screening of the Master Plan identified the potential for LSE of siltation/smothering/turbidity on the qualifying features of the River Avon SAC (fish and water crowfoot communities) during the construction of the Master Plan:

- River channel improvements (including de-culverting) (Phase 3A, 4A, 5A) and,
- River margin naturalisation and river bank landscape planting (Phase 3A, 4A, 5A and riparian planting Phase 6A/B).

It is considered silt mobilisation caused by riparian works (run-off) and in-channel works resulting in changes to channel bed, banks and flows has the potential to increase silt deposition, smothering *Ranunculus* and other vegetation communities and clean gravels utilised by Atlantic salmon, bullhead and brook lamprey for spawning, and changes to turbidity which may impact behaviour in Atlantic salmon and bullhead. These impacts would be temporary, during the construction phase only and wholly addressed by mitigation measures outlined below.

- Construction Environmental Management Plans (CEMP) will be prepared to accompany any environmental assessments for consenting of individual schemes arising from the Master Plan and will include all measures agreed with Natural England to mitigate the identified effects of the Master Plan works on water turbidity and sediment movement and to ensure overall environmental protection and management during the works. The CEMPs will be developed with Natural England prior to construction of individual schemes. Individual method statements will be prepared by the Contractor that will outline working practices that target specific elements of construction work at specific locations. These will include, *inter alia*, site-specific measures to remove sediment or minimise its mobilisation, to control down-drift where essential to prevent smothering of particularly sensitive habitats/reaches, and to plan, practice and if necessary, implement incident response measures in the event of a potentially impacting sediment plume.
- The Contractor will follow best practice (such as the Environment Agency's former Pollution Prevention Guidelines (PPG 5: *Works and maintenance in or near water*<sup>8</sup>)) to reduce the risk of silt mobilisation during the construction phase.
- Construction works will be undertaken in accordance with a Soil Management Plan which will follow Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites and require working areas to be stripped of both topsoil and subsoil down to a firm base and the soils stored appropriately for re-use, with method statements in place to protect watercourses from water quality issues. Further guidance can be found at Defra's Good practice guide for handling soils<sup>9</sup>.
- An Ecological Clerk of Works (ECW) who is a suitably qualified aquatic ecologist will be present during construction works that are undertaken within or adjacent to the rivers. Toolbox talks will be given by the ECW prior to and during the construction works as necessary to ensure that the risk of pollution incidents is

<sup>8</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/485199/pmho1107bnkg-e-e.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/485199/pmho1107bnkg-e-e.pdf)

<sup>9</sup> [\[ARCHIVED CONTENT\] Defra, UK - Farming - Land use planning - Good practice guide for handling soils \(nationalarchives.gov.uk\)](#)

minimised. The talks will ensure that construction staff are aware of the site's ecological sensitives, the aims of environmental management practices and relevant working methods.

Assessment of the Master Plan in view of the Conservation Objectives is provided in Section 4.6. An assessment of any adverse impact on site integrity is also provided.

### 4.3 Increased recreational use

The aim of the Salisbury River Park Master Plan is to provide *'a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future...while delivering essential flood risk mitigation'<sup>10</sup>*. It is therefore evident that increased recreational use of the River Avon corridor will be a direct result of the Master Plan and intended outcome.

Increased recreational use of the River Avon corridor in the Master Plan was identified in the HRA Screening as having a potential for LSE on the qualifying features (fish, water crowfoot habitat) of the River Avon SAC during the operational phase as a result of increased footfall from the following elements:

- Reconfiguration and/or changes to pedestrian footpaths (Phase 3A, 4A, 5A), which could bring more people and dogs into indirect contact with the river (no creation of direct access is proposed);
- Landscaping on banks of river corridor enhancing public access (seating; Phase 4A, 5A), which could introduce new and potentially damaging (e.g. erosion from footfall access to the water's edge/dogs, littering) activities alongside the river, and,
- New/encouraged commercial activity (retail, entertainment, food; not impinging on river bank; Phases 4A, 5A, 6A), with similar risks as above, e.g. wind-blown 'event' litter.

Improvements to the watercourses at 3A, 4A, 5A and 6A will be designed to not actively encourage the public or their dogs to enter the water. However, such access is already possible along the river corridor throughout Salisbury due to the pedestrian walkway which exists adjacent to the River Avon. The development extends this walkway by the river and may therefore bring an increased risk of people/dogs walking off the footpaths and along the water's edge and/or entering the water due to increased footfall; this may cause local damage to the bank, marginal and gravel substrate habitats. In addition, it is considered that an increase in footfall to the area, together with food outlets and attractions which encourage people to linger, may result in greater risks for affecting qualifying features through littering of the area, beyond the current condition/baseline.

Increased risk of litter becoming trapped within the river system and polluting riparian areas has the potential to affect the structure and function of the qualifying habitat and features of the River Avon SAC. Provision of litter bins and signage/information boards alongside a focus on the environmental and flood benefits will reduce the likelihood of this impact by increasing the awareness of the natural environment in public consciousness. Other facilities to improve awareness and provide educational opportunities will be considered and developed where appropriate in discussion with Natural England during the detailed design stage of the Master Plan, as well as other stakeholders. Vandalism of the river corridor environment is also a potential pathway to effect on qualifying features from increased use of the river corridor.

Active management by Wiltshire Council will include setting out specific requirements for new commercial premises/pop-ups and events, and commitment to managing littering and other anti-social behaviours.

Although the Master Plan does not propose any direct access to the River Avon, it must be noted that the actions of the general public cannot be controlled (such as dogs entering the river). Management of this will be considered at the detailed design stage and examples of methods to reduce this risk include strategic planting in the riparian areas and signposting to locations where focussed access are present. These focussed areas currently exist upstream on the River Avon, within the Fisherton Recreation Ground/Avon Valley Nature Reserve. Focussed areas and access points are also included as part of the Salisbury River Park Phase 1 Scheme, the locations of which will be discussed and agreed with Natural England during the detailed design.

<sup>10</sup> Salisbury River Park Master Plan, Wiltshire Council, draft July 2018

The Screening identified any modified or additional artificial lighting associated with the widening of pedestrian and cycle paths along the River Avon at Phase 3A has the potential to affect fish populations, specifically those migratory species which are features of the SAC, and other distinctive species of the SAC, namely water vole and otter. An appraisal of lighting will be carried out, discussed and agreed with NE, in pre-planning application stages, to avoid any risk of significant effects to wildlife along the river corridor.

Part of the Salisbury River Park Phase 1 Scheme comprises modifications of the river corridor, including river widening, removal of impoundment (replacement with rock weirs) and a new offtake channel from the River Avon at Ashley Road/Fisherton Recreation Ground. Phase 1 is expected to be complete in 2024, with subsequent phases of the Master Plan to begin post-Phase 1 completion. It is considered as part of the future design phases of the Master Plan a review of the implementation of the Phase 1 Scheme is to be undertaken, relating specifically to the use of the river corridor by the public and whether this has been received as expected. This evidence should be used to inform the future design phases of the Master Plan with respect to avoiding adverse effects of increased recreational use of the river corridor.

Assessment of the Master Plan in view of the Conservation Objectives is provided in Section 4.6. An assessment of any adverse impact on site integrity is also provided.

#### **4.4 Physical damage**

The HRA Screening identified the potential for physical damage to water crowfoot and other vegetated habitat and to fish species from any in-stream or bank works during the construction of the Master Plan:

- River channel improvements (including de-culverting) (Phase 3A, 4A) and,
- River margin naturalisation and river bank landscape planting (Phase 3A, 4A, 5A).

The impact of physical damage/removal of designated vegetated habitat has the potential to disrupt the structure and function of the SAC and its supporting distinct species (fish, macro-invertebrate, water vole, otter). The presence of water crowfoot and other vegetated habitat varies throughout Phase 3A, 4A and 5A locations along the River Avon SAC.

The reach of the River Avon at the location of Phase 3A is considered sub-optimal for water crowfoot and other macrophyte communities, as well as other distinct species of the SAC (fish, macro-invertebrates, water vole); macrophyte and geomorphology surveys<sup>11</sup> identified the reach to be artificially modified, with homogenous habitat and flow types. Although there is potential for physical damage, it is considered any in-channel impacts caused by construction works would not cause adverse impact on site integrity from the current baseline, however mitigation measures outlined below will also be applied.

Any in-channel works in the River Avon during Phase 4A and Phase 5A of the Master Plan has the potential to affect the structure of the watercourse though physical damage of macrophyte communities; water crowfoot habitat was identified to be prevalent at these locations. The proposed working period during the summer months coincides with the primary growing and flowering period for water crowfoot and consequently risks physical damage (and removal). Effects will be mitigated by reducing disturbance to the accumulated seed bank in sediments and maintaining connectivity to populations upstream, from which communities will repopulate through natural drift. Completion of works in the autumn provides opportunity for the water crowfoot to establish through dispersal of seeds from upstream communities during the following spring/summer months. Any effect from physical damage will be localised and temporary and will re-establish upon completion of the scheme. Where water crowfoot and its sediments are removed, this will be placed elsewhere in the watercourse to retain invertebrate life and seed bank for recolonisation.

Fish species are mobile and able to move away from disturbance caused by in-channel plant and machinery to avoid physical damage. In-stream works such as dewatering, over pumping and machinery in the watercourse will cause vibrations that have the potential to harm fish and impact behaviour. Piling methods will be specified during detailed design, in agreement with Natural England and Environment Agency fisheries, to minimise the risk of adverse effects on qualifying fish species, including physical harm and behavioural disturbance. Percussive

<sup>11</sup> Environment Agency, 2020. Salisbury River Corridor Improvement Scheme (Phase 1) Macrophyte Survey Report.



piling presents the greatest risk of harm to fish and will be avoided (assuming not essential due to the geological conditions). Salmonids in particular are considered 'poor hearers' and as such are unlikely to be affected by short duration, bank-based piling using non-percussive piling methods. If percussive piling is required in or alongside the watercourse, a piling impact assessment to identify other management methods will be undertaken. Any percussive piling activities will be undertaken outside of sensitive spawning or migratory periods, be undertaken non-continuously to allow fish to move past the site and will be required to initiate a soft, or ramped start to allow mobile species to move away from the source of vibration before harmful levels are reached.

It should be noted that a more detailed HRA(s) will be undertaken in consultation with Natural England when specific details of the scale and nature of the works are known.

Mitigation to reduce the risk of in-stream works impacting on fish species includes,

- Restricting riverside construction activities to daylight hours (to be confirmed during the detailed HRA for each Phase), which will provide a large proportion of any 24-hour period available to Atlantic salmon and other fish species to move in the absence of acoustic deterrents and,
- Scheduling in-channel works for June to September outside of the migration period for salmon (October to December) and the spawning and egg incubation seasons for salmon (October to April) and bullhead (March to May).

Avoidance of potentially harmful construction methods and key sensitive seasons will therefore ensure no adverse effect on the qualifying fish populations and no significant risk of physical harm to individuals.

Assessment of the Master Plan in view of the Conservation Objectives is provided in Section 4.6. An assessment of any adverse impact on site integrity is also provided.

#### **4.5 Toxic contamination and invasive species**

The Master Plan has been assessed to have the potential for LSE on qualifying features of the River Avon SAC (fish and water crowfoot communities) from the accidental release of toxic pollutants and invasive species during construction. The work elements associated with the potential for toxic contamination and invasive species are:

- Landscaping on banks of river corridor enhancing public areas (Phase 4A);
- River channel improvements (including de-culverting) (Phase 3A, 4A);
- River margin naturalisation & river bank landscape planting (Phase 3A, 4A, 5A) and,
- Replacement bridge, if required (Phase 6B).

The potential risks of pollution incident and invasive species on the qualifying features of the SAC caused by the work elements are considered together. This is because the impact to pathway and associated risk is considered the same.

The construction of Phases 3A, 4A and 5A have the potential to adversely affect the water quality of the qualifying watercourses and its characteristic plant communities including water crowfoot populations, as well as qualifying fish species (which are susceptible to poor water quality) through a pollution incident, should it occur. The presence of construction plant and equipment in-channel and in riparian areas similarly has the potential for introduction (and/or spread, see below) of invasive species to the river corridor.

There is also a risk of creating a pathway to effect from any riparian/bank excavations/groundworks (run-off) since soils and/or silts may contain contaminants that have the potential to be released during construction.

The Environment Agency has carried out invasive non-native species survey as part of the Phase 1 Scheme, which covered a large proportion of the Master Plan area. A further invasive species survey will be carried out to identify any known populations of invasive non-native species within the additional areas of the Master Plan not previously assessed, to prevent the spread during the construction phase of works. This will be used to inform

the Construction Environmental Management Plan (CEMP). A separate chapter on INNS will be provided where necessary.

A CEMP will be prepared and will include all measures agreed with Natural England to mitigate the identified effects of the Master Plan works on the SAC and to ensure overall environmental protection and management during the works. The CEMP will be developed with Natural England prior to construction of the scheme. Individual method statements will be prepared by the Contractor that will outline working practices that target specific elements of construction work. These will include (i) measures to ensure that any pollution risk is minimised, (ii) incident response details are consistent with the best practice prevention guidelines and (iii) invasive non-native species (INNS) hygiene methods are adopted to prevent their introduction and/or spread on construction equipment.

Works will be undertaken in accordance with best practice to reduce the risk of contamination of the watercourse arising through pollution incidents and INNS from plant machinery and equipment. Best practice includes the Environment Agency's former Pollution Prevention Guidelines (PPG 5: *Works and maintenance in or near water*<sup>12</sup>) and SEPAs Temporary Construction Methods.<sup>13</sup>

All works will be restricted to defined working areas and works compounds and material storage areas will be sited on hard-standing and/or avoid areas of known ecological interest. These areas will be appropriately mapped and agreed with Wiltshire Council.

Strict adherence to the best practice guidelines, assigning site responsibility to ensure this and client commitment to accepting the implications is necessary to ensure appropriate environmental management of the SAC. An Ecological Clerk of Works (ECW) who is a suitably qualified ecologist will be present to ensure environmental management is strictly adhered to throughout the construction phase. This will include toolbox talks given by the ECW prior to and during the construction works as necessary to ensure that the risk of pollution incidents is minimised, and the spread of INNS is avoided. The talks will ensure that construction staff are aware of the site's ecological sensitives, the aims of environmental management practices and relevant working methods.

Schedule 9 Part II of the Wildlife and Countryside Act 1981 (as amended) (WCA) lists a number of INNS plant species that are established in England and Wales. This legislation makes it an offence to cause Schedule 9 plant species to grow in the wild and, if transported off-site, there is a duty of care with regard to the disposal of any part of the plant that may facilitate establishment in the wild and cause environmental harm, including, whole plants, seeds, rhizomes, bulbs, corms and cuttings.

The Infrastructure Act 2015 amended the WCA to put in place powers to issue species control agreements and species control orders. Schedule 9 was updated in 2019 by the Invasive Alien Species (Enforcement and Permitting) Order 2019 to include certain INNS which are listed as Invasive Alien Species of Union concern under EU IAS Regulation 1143/2014, which sets out measures to prevent and minimise the impact of the introduction and spread of invasive non-native animals and plants including prevention, early detection/rapid eradication and appropriate management. Alerts about any new INNS are coordinated by the Non-Native Species Secretariat.

#### **4.6 Assessment in view of the River Avon SAC's Conservation Objectives for which the site is designated.**

The design of the Master Plan aims to re-naturalise and promote the River Avon through Salisbury whilst improving flood resilience, through a combination of in-channel and marginal improvements as well as bankside and riparian enhancements. These are presented in Table 4.2.

<sup>12</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/485199/pmho1107bnkg-e-e.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/485199/pmho1107bnkg-e-e.pdf)

<sup>13</sup> [https://www.sepa.org.uk/media/150997/wat\\_sq\\_29.pdf](https://www.sepa.org.uk/media/150997/wat_sq_29.pdf)

Table 4.2: Positive LSE of elements in Phases 3A, 4A, 5A, 6A and 6B of the Master Plan and consideration of contribution to achieving Conservation Objectives of the River Avon SAC.

Positive LSE of Master Plan	Contribution to achieving Conservation Objectives
Permanent long-term enhancements through habitat and biodiversity improvements.	All Conservation Objectives.
Continuation of the green corridor that is part of Phase 1.	Restore extent and features (fish, water crowfoot) within the site.
Species-rich grassland, native trees and shrub planting in riparian areas.	Restore extent of riparian and in-channel habitat mosaic. Riparian zone structure.
In-channel improvements.	Restore presence of woody debris in-channel.
Bankside improvements.	Restore flow diversity.
Marginal improvements.	Restore natural sediment regime.
Naturalisation of existing modified margins with planting.	Restore biological connectivity.
Environmental improvements to enhance County Wildlife Site	Restore and/or maintain presence of key structural, influential and/or distinctive species (such as diverse fish community, water crowfoot communities, macro-invertebrate assemblages, otter and water vole.
De-culverting.	
Creation of linear park and natural planting	Fisheries – restore fish densities to a level at or below the natural carrying capacity of the River Avon.
Resulting improvements to lateral and longitudinal connectivity between the channel, margins, banks and riparian areas.	Cover of submerged macrophytes – maintain sufficient proportion of aquatic macrophytes to allow reproduction in suitable habitat.

Table 4.3 provides an overview of the risks to qualifying SAC features from the Master Plan, alongside mitigation measures and an assessment of this contribution to achieving the Conservation Objectives of the River Avon SAC. Any adverse effect on site integrity is also provided.

Table 4.3: Risks (LSE) to qualifying SAC features, mitigation measures, an assessment of the contribution to achieving the Conservation Objectives of the River Avon SAC and conclusion on any impact on site integrity.

Risk (LSE)	Phase	Mitigation measures	Contribution to achieving Conservation Objectives	Adverse effect on site integrity alone?
Habitat loss Habitat fragmentation Natural function	Phases 3A, 4A, 5A  Construction phase Localised Temporary	Maintenance of longitudinal connectivity (no physical barriers to movement) during in-channel works.  Suitable habitat is maintained/replaced after any disturbance.  Restricting in-channel works to June to September to avoid the salmon migration season and the salmon and bullhead spawning seasons.  Ensuring works are undertaken during daylight hours (TBC during detailed design) will enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species if present.  Water vole survey to determine the presence and extent of water voles within the area and presence of any burrows. Mitigation provided, if required.	Working methods (mitigation measures) will avoid and/or minimise short term habitat loss, fragmentation and impacts on the natural function of the river and the in-channel and bankside river restoration proposals will help to restore: <ul style="list-style-type: none"> <li>▪ extent and features (fish, water crowfoot) within the site.</li> <li>▪ extent of riparian and in-channel habitat mosaic.</li> <li>▪ Riparian zone structure.</li> <li>▪ presence of woody debris in-channel.</li> <li>▪ natural flow regime.</li> <li>▪ natural sediment regime.</li> <li>▪ biological connectivity.</li> </ul>	No

Risk (LSE)	Phase	Mitigation measures	Contribution to achieving Conservation Objectives	Adverse effect on site integrity alone?
		A five-year monitoring plan will be developed with Natural England prior to construction of the Master Plan phases to monitor changes to the qualifying features of the SAC within the Master Plan scheme area.	<ul style="list-style-type: none"> <li>▪ Restore and/or maintain presence of key structural, influential and/or distinctive species (such as diverse fish community, water crowfoot communities, macro-invertebrate assemblages, otter and water vole.</li> <li>▪ Fisheries – restore habitat to support fish densities to a level at or below the natural carrying capacity of the River Avon.</li> <li>▪ Cover of submerged macrophytes – maintain sufficient proportion of aquatic macrophytes to allow reproduction in suitable habitat.</li> </ul>	
Siltation/smoothing/turbidity	Phases 3A, 4A, 5A, 6A and 6B  Construction phase Localised Temporary	Construction Environmental Management Plan implemented.  Ecological Clerk of Works.  Best Practice Guidance.  Defra’s Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.	None directly. Fine sediment pollution to the river will be avoided/reduced to a level which will only have a minimal temporary impact.	No
Increased recreational use	All Phases (3A, 4A, 5A, 6A and 6B)  Operation phase Localised Temporary	Provision of litter bins and signage. Opportunities for educational purposes including education on Natural Flood Management benefits over implementation of hard engineered structures. Review (and implementation of recommendations) of recreational use following Phase 1. Management of new commercial/pop-up/events by Wiltshire Council and retailer’s requirements. Facilities to improve awareness and provide educational opportunities will be considered and developed where appropriate in discussion with Natural England during the detailed design stage of the Master Plan.	None directly. The risk of increased recreational use cannot be removed from the Master Plan; it is a fundamental effect of the principle of the Master Plan, i.e. to promote the river corridor for biodiversity and public amenity. With careful design and appropriate mitigation, (and overall positive LSE of the Master Plan on the qualifying features of the River Avon SAC (Table 4.3)), it is considered that the risks of recreational impact are minimised as much as possible and are unlikely to impact on site integrity	No
Physical damage	Phases 3A, 4A, 5A	Reduce disturbance to accumulated seed bank in sediments (water crowfoot etc).	Restore and/or maintain presence of key structural, influential and/or distinctive species (such as diverse fish	No

Risk (LSE)	Phase	Mitigation measures	Contribution to achieving Conservation Objectives	Adverse effect on site integrity alone?
	Construction phase Localised Temporary	<p>Maintain connectivity to allow repopulation through natural drift.</p> <p>Piling methods will be specified during detailed design to avoid any adverse effects on fish species (physical harm, behavioural disturbance). If percussive piling is required, a piling impact assessment to identify other management methods will be undertaken and detailed mitigation will be provided in individual HRA(s) for the Phases.</p> <p>Restricting in-channel works to June to September to avoid the salmon migration season and the salmon and bullhead spawning seasons.</p> <p>Ensuring works are undertaken during daylight hours (TBC during detailed design) will enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species.</p>	<p>community, water crowfoot communities, macro-invertebrate assemblages, otter, and water vole.</p> <p>Cover of submerged macrophytes – maintain sufficient proportion of aquatic macrophytes to allow reproduction in suitable habitat.</p>	
Toxic contamination	All Phases 3A, 4A, 5A, 6A, 6B  Construction phase Localised Temporary	<p>Construction Environmental Management Plan implemented</p> <p>Best Practice Guidance</p> <p>Defined material storage areas avoiding areas of ecological interest.</p> <p>Consider temporary pop-up habitats as a food source for pollinators.</p> <p>Ecological Clerk of Works</p>	None directly. Pollution of the river will be avoided.	No
Invasive species	Phases 3A, 4A, 5A, 6B  Construction phase Localised Temporary	<p>INNS survey to cover those areas of the Master Plan not surveyed as part of the Phase 1 Scheme to inform the CEMP.</p> <p>Construction Environmental Management Plan implemented</p> <p>Best Practice Guidance</p> <p>Ecological Clerk of Works - biosecurity</p>	Invasive, non-native and/or introduced species – ensure non-native species categorised as 'high-impact' in the UK under the Water Framework Directive are either rare or absent, but if present having minimal impact on the integrity of habitat.	No

### Opinion on adverse impacts in alone assessment

When It is considered alone, alongside mitigation measures/conditions outlined above, there will be **no adverse effect on site integrity of the River Avon SAC from the Master Plan (Phases 3A, 4A, 5A, 6A and 6B)**. The naturalisation of the channel and riparian areas through the study area will improve the functioning of the River Avon, and contribute to the restoration of its qualifying features and the overall ecological community to favourable condition. The Master Plan will provide positive enhancement on qualifying features of the River Avon SAC. It is considered the scheme will enhance biodiversity and directly contributes to the River Avon SAC Conservation Objectives.

## 5. Appropriate Assessment: assessing the effects in-combination

Phases 3A, 4A, 5A, 6A and 6B have no effect in alone assessment, subject to the implementation of defined mitigation measures, but effects were not completely avoided. An assessment of 'in-combination effects' is therefore presented in Table 5.1.

The phases of the Master Plan will be defined as different schemes and timings will not coincide.

Table 5.1: In-combination effects of the Master Plan and other plans/projects within the study area which may contribute to impacts on qualifying features of the River Avon SAC.

Other Plan, project or proposal	Identified potential effects on SAC from other plans/projects	Will scale of impact of Master Plan works lead to adverse effect on integrity of the site in-combination?	Can in-combination effects be avoided?	Can adverse effects be avoided?
Salisbury River Corridor Improvement Scheme (RCI; Phase 1)	<b>Construction</b> Habitat loss & fragmentation, natural function, turbidity/siltation/smothering, increased recreational use, physical damage	No	Yes. Mitigation measures outlined in this HRA reduce risk of these effects to qualifying species of the SAC.  The RCI has undergone a separate HRA. Avoidance of risk and mitigation measures are detailed.  Timing of works different.  Anticipated loss of SAC habitat in the Phase 1 Scheme is approximately 0.02ha (infilling of the Summerlock Stream). However, the new wetland habitat will create 0.36ha of chalk stream and riparian habitat.  During operation of Phases 3A, 4A and 5A of the Master Plan, in-channel and marginal improvements will enhance the river corridor habitat.	Yes
Maltings Central Car Park	<b>Construction</b> Siltation, turbidity, smothering	No	Yes. Mitigation measures outlined in this HRA reduce risk of these effects to qualifying species of the SAC.	Yes
Hydropower scheme under consideration at Bishop's Mill	<b>Construction</b> Siltation, turbidity, smothering	No	As a planning application for this project has not been submitted, no further details are available at the current time.	N/A – it is currently unknown if this scheme is moving forward. During detailed HRA(s) of the individual Phases, further information will be sought on the development of the scheme to assess in-combination effects.

Other Plan, project or proposal	Identified potential effects on SAC from other plans/projects	Will scale of impact of Master Plan works lead to adverse effect on integrity of the site in-combination?	Can in-combination effects be avoided?	Can adverse effects be avoided?
Castle Street change of use from offices to flats	<p><b>Construction</b></p> <p>Siltation, turbidity, smothering</p> <p>Toxic contamination</p> <p>Specifically: lowering of the existing sheet piled wall, surface water drainage and potential naturalising of the river margins.</p> <p>Increased predation - cats</p>	No	<p>Yes. Mitigation measures outlined in this HRA reduce risk of these effects to qualifying species of the SAC.</p> <p>Timing of works different (finished by October 2022)</p> <p>Further review of the development when available will be undertaken during the development or design of any schemes arising from the Master Plan to ensure any conflicts and potentially adverse cumulative impacts are avoided in the affected area.</p>	Yes

**It is concluded, the Master Plan (Phases 3A, 4A, 5A, 6A and 6B) will have no adverse impact on integrity of the River Avon SAC in-combination with other plans and projects.**

## **6. Information/Advice**

### **Natural England**

The Salisbury River Park Master Plan HRA Screening was sent to Natural England for comment, and a response received (8<sup>th</sup> January 2021). Natural England provided comment on the HRA Screening, and the HRA Screening was updated in response. Natural England concurred that an Appropriate Assessment is required.

### **Wiltshire Council**

Wiltshire Council hosted a meeting on 26<sup>th</sup> January 2021 with the Environment Agency and Jacobs to discuss moving the Master Plan forwards and timescales.

### **E-mail correspondence**

28<sup>th</sup> January 2021: revised timescale for Master Plan HRA Appropriate Assessment - proposed early/mid-March for a draft to be issued to Wiltshire Council, to accommodate the statutory 28-day response period on submission to Natural England.

6<sup>th</sup> February 2021: Wiltshire Council provided updated Master Plan.

### **Jacobs**

Following formal submission of the HRA AA to Natural England on 31<sup>st</sup> March 2021 (Revision 2), this document (Revision 3) was updated following a meeting with Natural England and Wiltshire Council on 27<sup>th</sup> April 2021. A formal response was received from NE and the HRA Appropriate Assessment was updated accordingly (Revision 4). Revision 5 of the HRA Appropriate Assessment is cleaned of comments addressed.



## 7. Draft Conclusion

Jacobs carried out the HRA Appropriate Assessment on behalf of the Wiltshire Council for the Salisbury River Park Master Plan and concludes that **the Master Plan (Phases 3A, 4A, 5A, 6A and 6B) will have no adverse effect on the integrity of the River Avon SAC in alone assessment and in-combination assessment.** This conclusion is dependent on the following mitigation measures and/or conditions during construction delivery:

- Maintenance of longitudinal connectivity (no barriers to movement) during in-channel works;
- Suitable habitat is maintained/replaced after any disturbance;
- Restricting in-channel works to summer months to protect the salmon migration season (October to December) and the salmon (November to April) and bullhead (March to May) spawning seasons;
- Ensuring works are undertaken during daylight hours to enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species;
- Construction Environmental Management Plan;
- Ecological Clerk of Works;
- Best Practice Guidance including Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites;
- Active commitments from Wiltshire Council and others to mitigate littering pressures as a result of increased footfall;
- Piling impact assessment to identify other management methods and any piling methods used to avoid any adverse effects on fish species (physical harm, behavioural disturbance);
- Water vole survey to determine the presence and extent of water voles within the area and presence of any burrows;
- A proportionate five-year monitoring plan to be developed with Natural England prior to construction of the Master Plan phases to monitor changes to the qualifying features of the SAC within the Master Plan scheme area;
- INNS survey to cover those areas of the Master Plan not surveyed as part of the Phase 1 Scheme to inform the CEMP and,
- A more detailed HRA(s) to be undertaken in consultation with Natural England when specific details of the scale and nature of the works (and other developments for example Castle Street) are known. This will describe the potential effects of the works proposed as part of future schemes, together with project level mitigation measures.

The Master Plan will support the SAC Conservation Objectives which will contribute to restoring and enhancing the River Avon SAC through Salisbury. In-channel, marginal and riparian improvements will enhance habitat diversity within the designated site. These enhancements will support the natural functioning of the SAC and help to restore the extent and pattern of in-channel and riparian habitats to that of characteristic natural fluvial processes.

**Wiltshire Council is minded to proceed with the project.**

**Wiltshire Council Officer: Natasha Styles**

**Date: 29.04.2021**

To note, the HRA AA was submitted formally to Natural England on 31<sup>st</sup> March 2021 (Revision 2). This document was updated following discussions with Natural England on 27<sup>th</sup> April 2021 (Revision 3). A formal response was received from Natural England on 14<sup>th</sup> May 2021, whereby the HRA was amended following comments (Revision 4). Revision 5 is the HRA Appropriate Assessment approved by NE with comments addressed and the document 'cleaned'.

## **8. Formal Consultation**

### **Natural England consultation**

Date sent to Natural England for formal consultation: 31<sup>st</sup> March 2021. Following formal submission of the HRA AA to Natural England on 31<sup>st</sup> March 2021 (Revision 2), this document (Revision 3) was updated following a meeting with Natural England and Wiltshire Council on 27<sup>th</sup> April 2021. A formal response was received from Natural England on 14<sup>th</sup> May 2021, whereby the HRA was amended following comments (Revision 4). Revision 5 is the HRA Appropriate Assessment approved by NE with comments addressed and the document 'cleaned'.

Date response received from Natural England: 25<sup>th</sup> May 2021

Natural England advises that *'having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions, providing that all mitigation measures are appropriately secured in any permission given'*.

Name of Natural England officer: James Hughes

Job title: Planning and Conservation Lead

Date: 25<sup>th</sup> May 2021

## **9. Final Appropriate Assessment Record**

This is a record of the appropriate assessment required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended), undertaken by Jacobs for the Wiltshire Council.

The screening (Stage 1) concluded that the PPP would be likely to have a significant effect on the following site(s):

River Avon SAC (UK0013016) ^

An appropriate assessment has been undertaken of the implications of the proposal in view of the site's conservation objectives.

It can be ascertained that the PPP would not have an adverse effect on the integrity of the following site(s), either alone or in combination with other plans and projects:

River Avon SAC (UK0013016) ^

This conclusion is dependent on the mitigation measures outlined in Section 7.

### **Natural England Formal Consultation**

Natural England was consulted on the screening and appropriate assessment throughout the development of the Salisbury Master Plan HRA, as detailed in Section 8. The conclusions of this appropriate assessment are in accordance with the advice and recommendations of Natural England.

### **Public Consultation**

The opinion of the public was taken under Regulation 63(4) by way of public advertisement and public consultation of the Master Plan and associated draft HRA screening and the views expressed have been taken into account.

## **Appendix A. Update on Master Plan design**

Appendix A provides details of the updated Master Plan, as provided by Wiltshire Council (draft received 6.02.21, and updated 27.04.21). These figures are pending further minor updates to wording.

### Phase 2A: Sumerlock Bridge

Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter.

Delivery of Phase 2A will address the following:

- The narrowing of the road to be considered as part of a comprehensive assessment of the highways network within the city centre.
- An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.
- The historic townscape in this part of the Salisbury Conservation Area.
- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.



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### Phase 2B: Fisherton Bridge

Fisherton Bridge provides a wide area of public domain at a key pedestrian junction, overlooking the attractive river convergence at Bishops Mill. There is an opportunity to further enhance the public realm and plaza feel to this area.

Delivery of Phase 2B will address the following considerations:

- Development should seek to deliver a plaza style pedestrian dominated area with increased planting and enhanced seating areas. This could include new surfacing, landscaping and lighting.
- Consideration should be given to narrowing of the carriageway to extend the area for public space. The narrowing of the road will be considered as part of a comprehensive assessment of the highways network.
- Any proposals for development must give due consideration to the historic townscape in this part of the Salisbury Conservation Area.
- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.

Consolidated and enhanced outside leisure area

Road significantly narrowed and segregated with large planters to introduce an area of public domain dominated by the pedestrian

Formation of new bridge plaza – public pedestrian area with seating and planting



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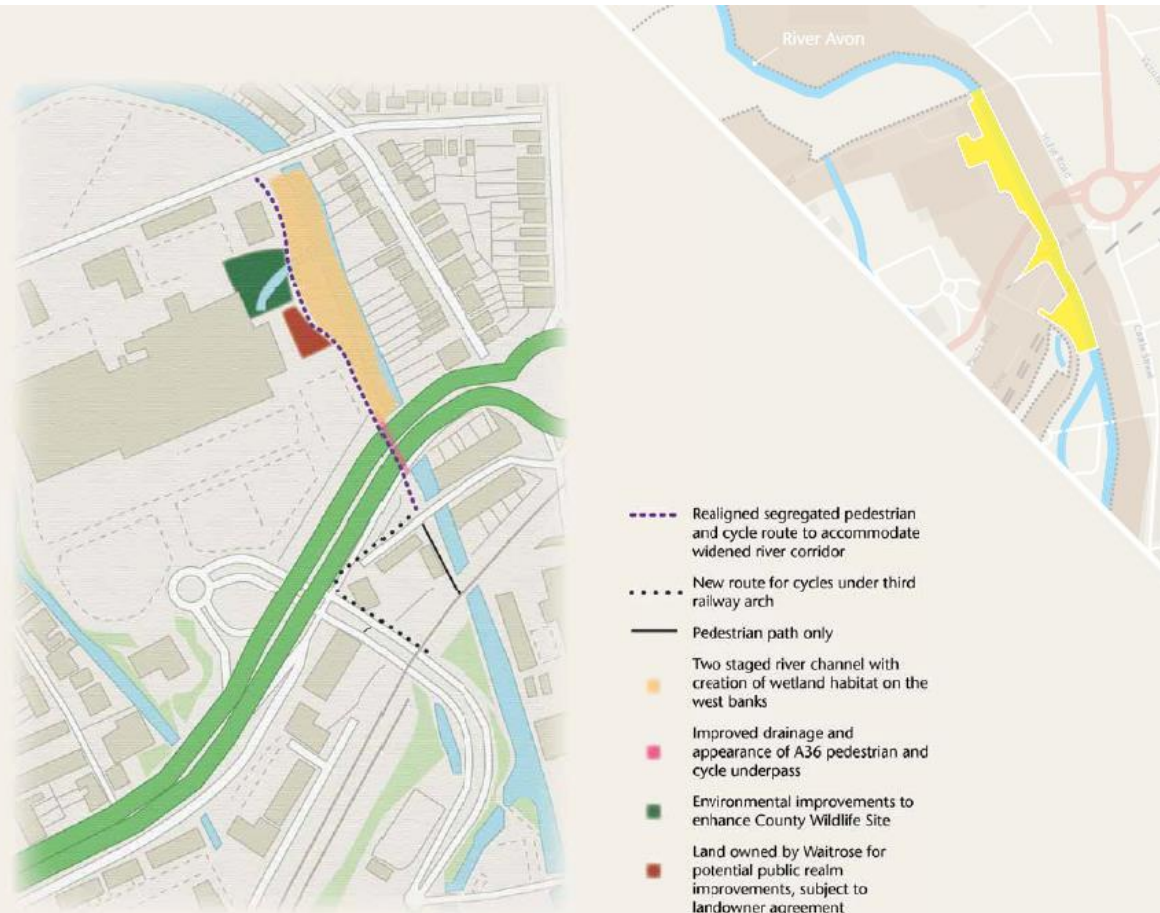


### Phase 3A: Riverside footpath between Ashley Road and Central Car Park

This part of the River Park forms a key pedestrian and cycle route linking the city centre to the northern residential areas of the city.

Delivery of Phase 3A will seek to deliver:

- aggregation of disparate clusters of green infrastructure into a consistent green route
- public realm improvements alongside river including increased planting and enhanced seating areas
- introduction of new cycle route under the railway arch adjoining Kivel Court. Potential widening of existing pedestrian route under railway bridge over river
- protection of views from the west bank of the river across to the rear gardens and garden outbuildings of Castle Street, which are part of the historic core of Salisbury
- retention of mature trees that form an important part of the character of the conservation area
- any works potentially affecting the bridge structure through the A36 underpass must be taken forward in close collaboration with Highways England.



Please note for Phase 3A, 'two-staged river channel' has been removed from the Master Plan (19.05.21).

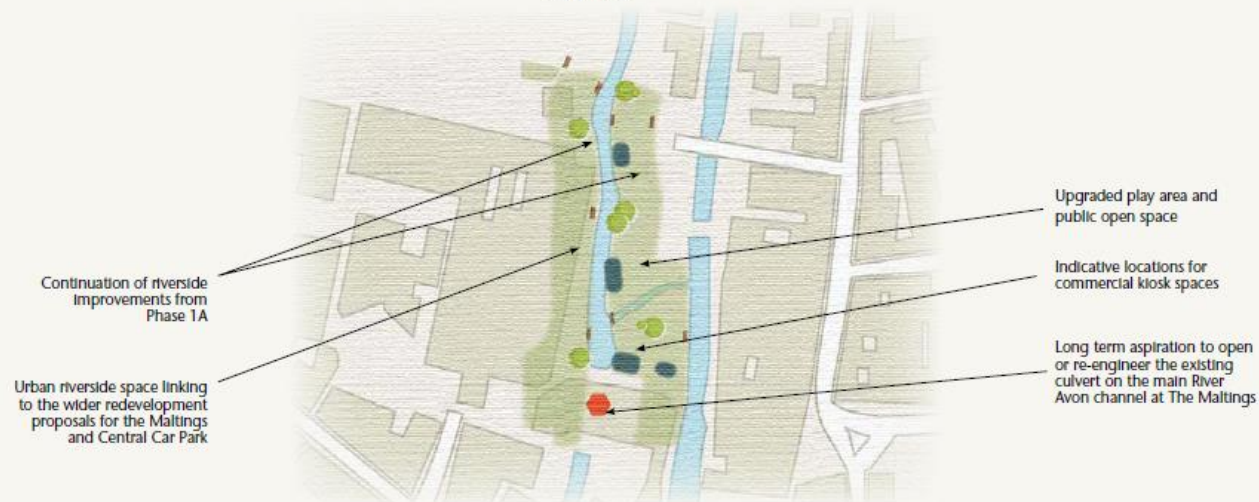
### Phase 4A: Land at MCCP (south)

Phase 4A will be delivered alongside the wider regeneration of the Maltings and Central Car Park site and will seek to extend the green infrastructure corridor than has been delivered through Phase 1A of the River Park to the north. In accordance with the MCCP masterplan, the green corridor will, wherever practicable, be 40m in width to enable flood risk alleviation infrastructure to be delivered, alongside improvements for biodiversity and the public realm. Phase 4A of the River Park will address the following requirements, as listed below and annotated on the map:

- Delivery of a mixture of public realm and wildlife areas.
- In-channel and bankside improvements to enhance biodiversity.
- New areas of public domain to host the evening economy, with potential for outdoor performance space and kiosks.

- Improved informal public seating areas, engaging with the rivers.
- Replacement and modernisation of the important open space and play area at The Maltings.
- Introduction of new public art.
- Management of artificial light levels to ensure an acceptable degree of protection of the rivers against light spill.
- Opening up some or all of the culvert that takes the River Avon under the existing shopping arcade, where opportunities arise in agreement with interested parties.

- Assessment and potential structural repair of the bridge at Bishops Mill, paying special regard to the preservation of the Grade II listed Salisbury Generating Station and its setting.
- Consideration of bridge linkage to Market Walk, to be realigned, where appropriate as part of the wider Maltings redevelopment.
- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.
- There may be increased predation of water vole from increased / easier access to the river bank and marginal zone which should be considered.



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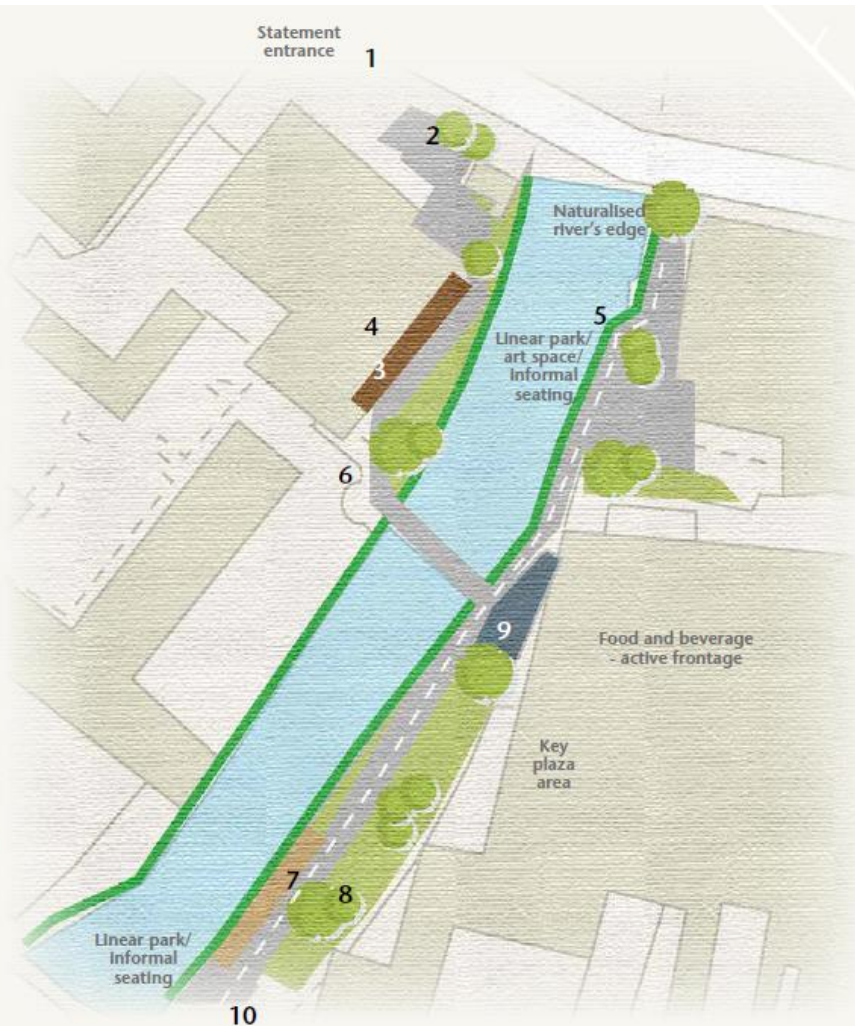


### Phase 5A: Rivers edge and riverside walk to rear of High Street.

Phase 5A of the River Park seeks to deliver minor improvements to the riverside route between Fisherton Street and Crane Street, to the rear of premises on High Street. Any proposals in this area will need to take full consideration of the historic townscape in this part of the Salisbury Conservation Area.

Phase 5A will seek to deliver:

- public realm improvements including increased planting and enhanced seating areas, providing further opportunities for engagement with the river
- improvements to the river edge treatment with new marginal planting
- management of artificial light levels to ensure an acceptable degree of protection of the river against light spill
- encouragement of new active frontages addressing the river
- any planning applications for developing outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required
- seek opportunities to improve linkages and legibility with the High Street as set out in the Salisbury Central Area Framework.



A strong landscape strategy is key to the success of public spaces. This indicative plan shows potential proposals which could be developed to enliven the urban realm.

1. Gateway entrance sign/art work.
2. High quality paving materials and street furniture.
3. Informal seating.
4. Opportunity to use building facade for public art/projected imagery.
5. Naturalised river's edge - marginal planting.
6. Linear park - natural planting.
7. Stone stepped seating.
8. Informal lawn area with high-quality street furniture.
9. Moveable bistro furniture and high-quality moveable planters.
10. Footpath

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**Phase 6A: NHS buildings and Tesco service yard**

Phase 6A will deliver minor improvements to the land around buildings to the south of the coach park, and surface level parking areas. A longer term aspiration is to acquire the surface level car parking areas to enable the extension of the Phase 1A and Phase 4A green corridor elements of the River Park into this area.

Phase 6A will seek to deliver:

- addition of planting to screen and green the appearance of the existing service yard and buildings, subject to discussion with landowners
- a longer term ambition to extend the public open space delivered as part of Phase 4A into the private surface level car parking area, to further open out the river frontage and improve the public realm
- any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.



Existing walk way enhanced and bridge replaced/strengthened

**Phase 6B: The Maltings parade/Bishops Mill**

Phase 6B will deliver minor improvements to the public realm along the Maltings shopping parade.

Phase 6B will seek to deliver:

- public realm improvements alongside the river, increased planting and enhanced seating areas
- kiosks/pop-up uses, where appropriate.



Innovative screening to private car parks to hide their impact



Indicative location for kiosk/pop-up uses

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**REPORT TO THE STRATEGIC PLANNING COMMITTEE**

**Report No.**

<b>Date of Meeting</b>	14 July 2021
<b>Application Number</b>	16/05464/WCM
<b>Site Address</b>	Freeth Farm Quarry, Compton Bassett
<b>Proposal</b>	Review of minerals planning conditions - Application for determination of conditions for mineral site.
<b>Applicant</b>	Hills Quarry Products Ltd
<b>Town/Parish Council</b>	COMPTON BASSETT
<b>Electoral Division</b>	CALNE RURAL – Cllr Ashley O’Neill
<b>Grid Ref</b>	SU 02622 72651
<b>Type of application</b>	County Matter
<b>Case Officer</b>	Jason Day

**Reason for the application being considered by Committee**

1. The Committee resolved at its meeting on 2 December 2020 to defer consideration of this application and its related application reference 16/05708/WCM to a future meeting.

**Purpose of Report**

2. The purpose of the report is to enable the Committee to assess the merits of the application made in respect of Freeth Farm Quarry for the determination of a new scheme of conditions under which the site would operate and consider the recommendation that authority be delegated to the Head of Service for Development Management to approve the schedule of appropriate mineral conditions to be attached to the existing mineral permission, subject to the completion first of a planning obligation to address drainage matters.
3. After the 2 December 2020 meeting the Applicant provided additional information and a further round of consultation and publicity was duly undertaken. The report has been updated to take account of the representations received.

## Report Summary

4. This report considers one of two related applications that have been submitted by Hills Quarry Products Limited relating to the dormant quarry known as Freeth Farm Quarry.
5. This report considers the application for a review of minerals planning conditions made under the Environment Act 1995. This is not an application for planning permission, as planning permission for mineral extraction already exists, but for the approval of a schedule of appropriate conditions to address the environmental issues of mineral working at this site. Both applications are accompanied by a single Environmental Statement which assesses, in combination, the environmental impact of the proposals.
6. Throughout the determination process, the control of noise and the protection of visual amenity at the nearest residential properties have been recognised as key environmental constraints. The key issues to be considered are the appropriateness and necessity for the proposed conditions put forward within the review of the minerals planning conditions application.
7. The application has been the subject of seven periods of consultation in response to initial and further submissions by the Applicant. 428 individuals have made representations, some commenting on each submission and some commenting on certain submissions only.
8. Compton Bassett Parish Council objects to both applications.

## Background

9. Hills Quarry Products Ltd ('the Applicant') has submitted two applications in respect of the dormant Freeth Farm Quarry mineral site:
  - Ref No: 16/05464/WCM made under the provisions of Schedule 13 of the Environment Act 1995 for determination of new modern working and restoration conditions for Freeth Farm Quarry ('the ROMP Application'), and
  - Ref No: 16/05708/WCM for planning permission to construct a quarry field conveyor to transport excavated soft sand from Freeth Farm Quarry to the existing Processing Plant at Sands Farm Quarry ('the Conveyor Application').

This report considers 'the ROMP Application'.

### Procedure for the Review of Minerals Planning conditions

10. Application 16/05464/WCM is for a review of minerals planning conditions ('the ROMP Application') made under the Environment Act 1995 of the mineral permission ref: 3809/NW granted on 5 September 1956 for Excavation of Minerals at Freeth Farm, Compton Bassett.

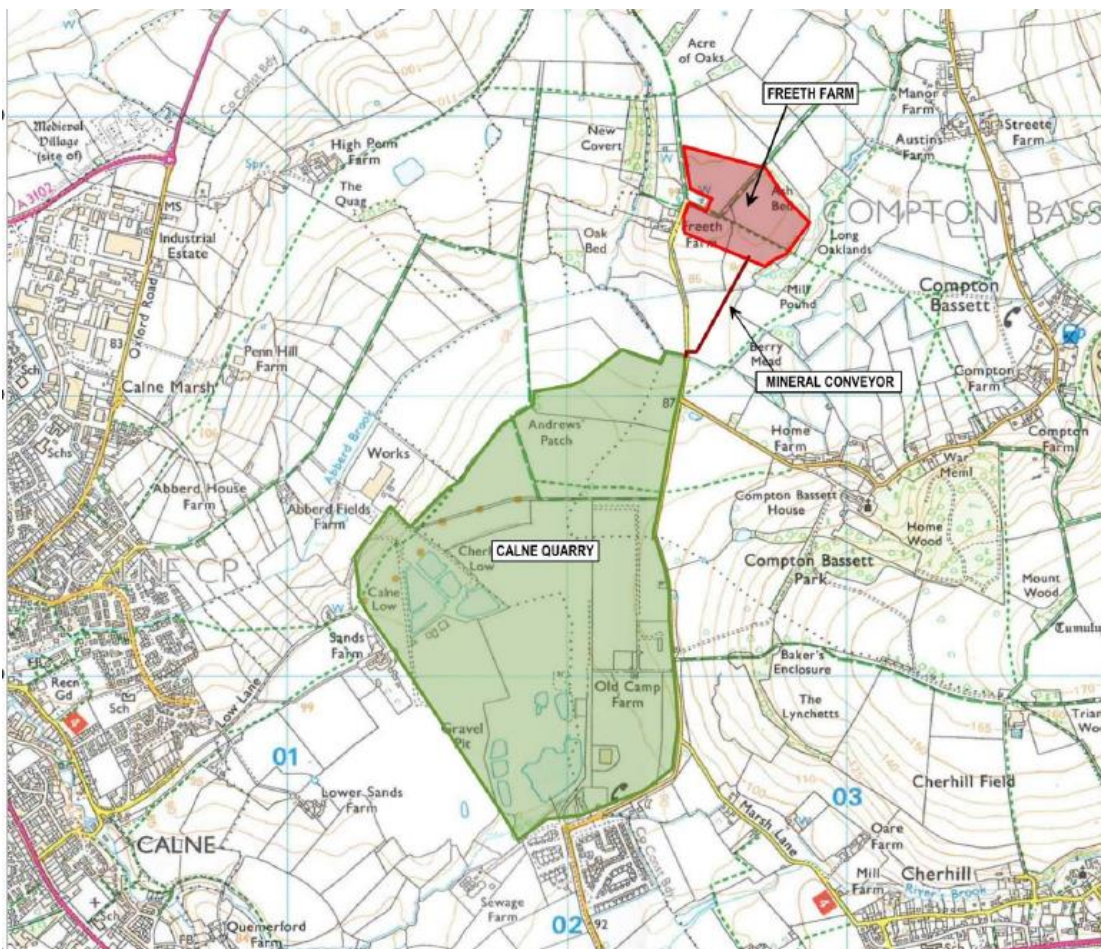
11. The conditions previously imposed on permission ref: 3809/NW are set out in **Appendix 1**.
12. An application pursuant to the Environment Act 1995 does not involve the Mineral Planning Authority granting or refusing planning permission for the mineral operations, but only to determine conditions.
13. The Environment Act 1995, supported by Minerals Planning Guidance 14 ('MPG14') Review of Mineral Planning Permissions, introduced requirements for the initial review and periodic review of all mineral permissions. National Planning Practice Guidance ('PPG'), which replaced MPG14 in March 2014, explains that there are 2 categories of sites which are subject to reviews of minerals planning conditions:
  1. *dormant sites, where planning permission was granted between 21 July 1943 and 22 February 1982, but where extraction has yet to take place. Most of these sites had few, if any, operating and restoration conditions attached to them; and*
  2. *those sites where minerals extraction is taking place, but whose permission will last for many years. In such circumstances, a periodic review of the conditions attached to the original planning permission can help ensure that the sites operate to continuously high working and environmental standards.*
14. The distinction made between 'dormant' sites and 'active' sites is to prevent the reactivation of dormant sites without full modern planning conditions and to ensure that schemes that are prepared and submitted are appropriate to the circumstances pertaining at the time.
15. Freeth Farm was identified in the Wiltshire County Council 'Minerals Site Review First List' 24 January 1996 as a 'Dormant' site and consequently minerals development cannot lawfully be carried out until the applicant has submitted an application for a new scheme of appropriate minerals conditions and conditions have been approved by the Mineral Planning Authority.
16. Application No. 16/05464/WCM is the Applicant's submission of a scheme of site operating and restoration conditions. The Council, as the Mineral Planning Authority (MPA), has the power to accept, modify or add further conditions and the Applicant has the right of appeal. Whilst it is open to the Mineral Planning Authority to issue conditions that differ from those proposed by the applicant, it is not an option to refuse the application. This process does not call into question whether the planning permission should or should not have been granted (as permission for those activities already exists) but instead the Committee is being asked to consider whether the proposed revised conditions set out in this report are acceptable. The purpose of the application is to ensure that future working takes place in accordance with full, modern conditions.

Application timescale

17. The applications were first submitted in June 2016. There has been a long delay in processing this application resulting from detailed discussions between the Mineral Planning Authority and the Applicant and their respective professional consultants seeking to agree a balanced scheme that reduces noise, visual impact, and the enclosure of Freeth Farm Cottages to an acceptable minimum, whilst ensuring that the extraction of the mineral remains economically viable.

**Site Description**

18. The Site is 11.5ha in size and lies to the east of Freeth Farm, Compton Bassett. The Site covers four agricultural (arable) fields divided by hedgerows, trees and, to a lesser extent, woodland. Two Public Rights of Way, a bridleway and a footpath, cross the extraction area.



19. The nearest dwellings to the Site are situated to the west of the extraction area, namely The Lodge, Freeth Farm Cottages and The Freeth at Freeth Farm.

20. Copy of aerial photograph showing the location of adjacent properties:



Noise Calculation Receiver Locations

- 1 Freeth Farm Cottages
- 2 The Freeth, Freeth Farm
- 3 The Lodge

21. The Site is located on the northern flank of a minor valley associated with the Abberd Brook to the immediate east of Freeth Farm within a gently undulating landscape of predominantly arable farmland. Currently under arable cultivation the landform within the site slopes gently from a height of around 100 m AOD near The Lodge down to about 93 m AOD at the eastern and southern boundary.
22. At the south-east side of the site the land surface reduces more steeply into the bottom of the small valley of the Abberd Brook, where the earthwork remains of a medieval watermill and water management system are preserved and designated as a Scheduled Monument.

23. The Calne Quarry complex comprises the Sands Farm Quarry, Old Camp Farm and Low Lane Extension mineral working areas. Mineral extraction and site restoration by landfilling is ongoing at the Low Lane Extension which is approximately 400 m from Freeth Farm Quarry. Sands Farm Quarry, where mineral is processed, stored and sold, is approximately 1.5 km to the south of Freeth Farm. The mineral is transported from Low Lane Extension to Sands Farm Quarry via a conveyor.

### **Planning History**

24. Relevant planning history for the Freeth Farm mineral site is summarised as follows:

September 1956 – Permission 3809/NW granted by Wiltshire County Council for Excavation of Minerals at Freeth Farm, Compton Bassett.

January 1996 - Freeth Farm classified in the Wiltshire County Council Environment Act 1995 'First List' of mineral sites in the area as a 'Dormant' site.

August 2010 – Freeth Farm (site 'C5') included as a potential area for mineral extraction in the Calne area Mineral Resource Zone for the 'Initial Site Options Report for the Wiltshire and Swindon Aggregate Minerals Site Allocations DPD'.

March 2011 – Noted that entire C5 site boundary is included within a dormant consent (3809/NW) for mineral extraction. Site dropped from further consideration as legal requirements for ROMP means that the site should not be allocated in the Development Plan.

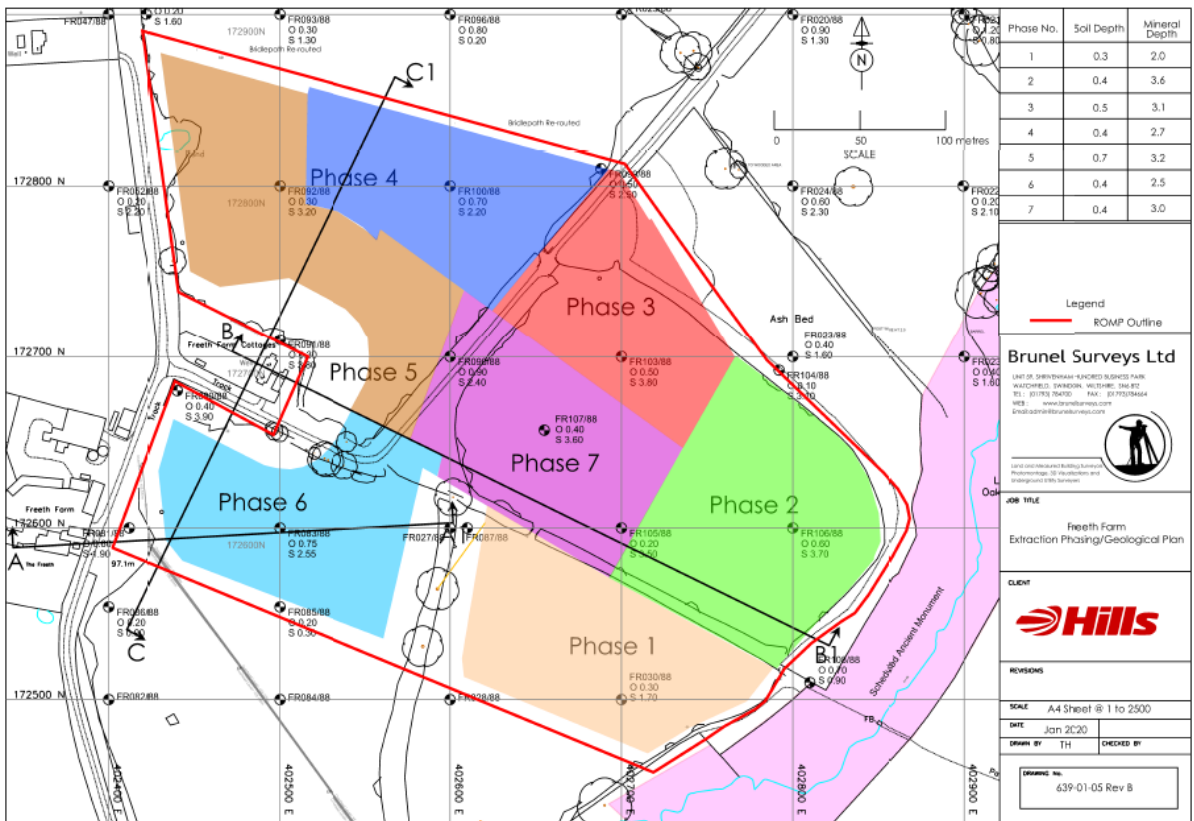
### **The Proposal**

25. The purpose of the application is to determine the new conditions to which the permission for excavation of minerals at Freeth Farm is to be subject. The principle of the permission is not under review.
26. The ROMP application includes a description of the site and a schedule of 37 planning conditions which the Applicant proposes to adopt during the working of Freeth Farm Quarry. The conditions cover a range of matters to govern the applicant's intended methods and programme of working.

### **Proposed Working Programme**

27. A progressive method of working over 8 phases is proposed, from the initial soil strip and creation of acoustic attenuation bunds through the extraction stage and final restoration. The phases have been designed to minimise possible visual and acoustic disturbance in the community and the smallest area to be operational and out of agricultural production at any one time.





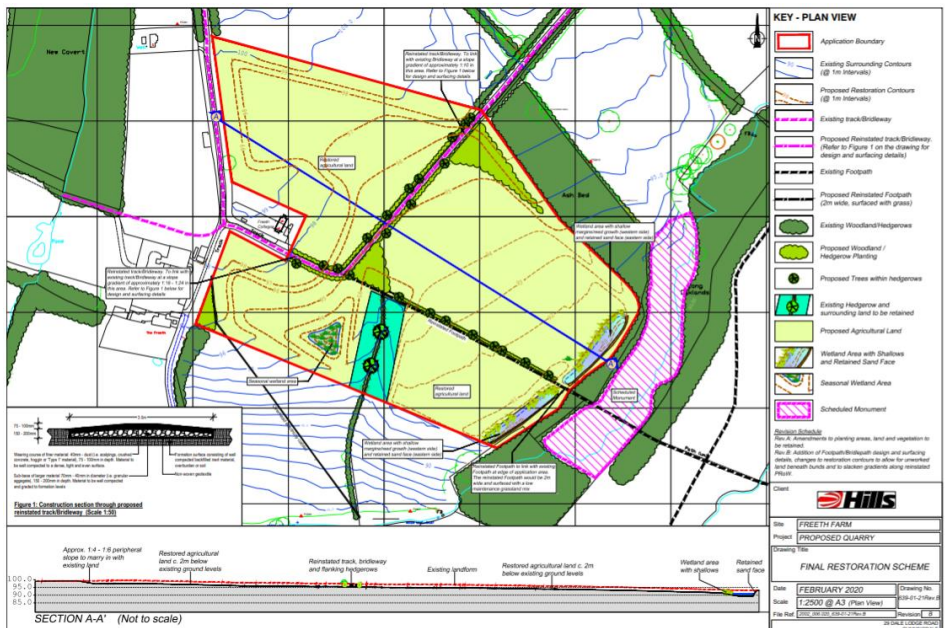
Phase 8 will entail restoration of Phase 7 over an 8-week period.

28. Soils will be stripped in their correct sequence using an excavator to uncover the sand. This will take place when the soils are dry and friable in suitable weather conditions. All soil stripping and replacement, bund construction and excavation operations will be carried out in accordance with the MAFF Good Practice Guide for Handling Soils.
29. The stripped soils will be transported by dump truck to construct 2m to 4m high screen bunds, which will be profiled using an excavator and located where they are required, to provide acoustic and / or visual screens. Low safety bunds approximately 1m in height will be constructed, where required. The screen and safety bunds, which will be progressively constructed in phases, are sufficient to hold the soils generated in each phase of the development. Similarly, the bunds will be removed, as required, to progressively restore the quarry.
30. The construction and removal of the bunds and soil stripping and replacement, which are in close proximity to Freeth Farm, Freeth Farm Cottage and The Lodge, will be restricted to a maximum of 8 weeks per annum.
31. When required to facilitate mineral extraction, the Public Rights of Way (footpath and bridleway) which cross the extraction site will be diverted along the northern and southern boundaries of the site. These diversions will be temporary until sand extraction has ceased and restoration is complete.

32. The removal of vegetation (hedgerows and trees) at the extraction site will be subject to ecological advice and will avoid the bird breeding season. A single active badger sett will be relocated off site, subject to an appropriate licence from Natural England. A 5m wide buffer zone, where no operations shall take place, shall be retained between the quarry and the perimeter hedgerows.
33. Mineral extraction will extend down as far as the underlying clay, which is found at a maximum depth of c.4m below original ground level. Mineral extraction will extend into the groundwater. As a result, the groundwater will be pumped out of the quarry and into settlement ponds where suspended solids will settle out before the water is discharged into a recharge trench.
34. The recharge trench will lie between the quarry and the adjacent Scheduled Monument (SM). Following removal of suspended solids, it will allow the water from the settlement ponds to dissipate into the SM, ensuring that any buried, saturated, wooden structures remain preserved. Excess water from the recharge trench will be discharged into the adjacent stream (Abberd Brook), subject to an Environmental Permit issued by the Environment Agency.
35. The sand will be extracted using an articulated wheeled loading shovel and screened to remove any clay or poor-quality material. The rejected mineral will be returned to the quarry void for use in restoration. It is not proposed to process the mineral, ready for sale, on the site. Instead, the accepted mineral will be transported by conveyor to the existing processing facilities at the Sands Farm area within Calne Quarry. The conveyor is subject of a separate application for planning permission.
36. It has been calculated that c. 307,200 tonnes of soft sand will be extracted over a period of approximately 5.8-6 years, with an annual output of 60,000 tonnes. Once the mineral has been extracted, it is envisaged that the restoration works will be completed within 12 months. It is therefore envisaged that site will be restored within 6.8 to 7 years from the commencement of mineral extraction.
37. Progressive restoration of the site will be undertaken, using soils from current working phases to restore previously worked out areas. The site will be restored to agriculture recreating the pre-quarrying grade and pattern of fields, hedgerows and woodland. No waste materials will be imported to restore the site. Poor quality mineral and stored soils will be spread in their correct sequence to create a landform approximately 2m to 3m below original ground level and contoured to give a natural appearance.
38. The restored site has been designed to drain to two separate catchments, each with its own attenuation area:
  - The first attenuation area 1, in Catchment Area 1, will provide drainage from the eastern part of the restored quarry, forming two ponds along the boundary with the Scheduled Monument. Within the ponds, the eastern sand faces which formed part of a recharge trench will be retained adjacent to the Scheduled Monument, allowing surface and groundwater from the restored quarry to

dissipate into the Scheduled Monument, thus replicating the pre-development hydrological conditions.

- The second attenuation area in Catchment Area 2 provides drainage from the western part of the restored quarry. Here, a seasonal wetland area will be permitted which will drain through a pipe into an existing ditch.
39. Following soil spreading and their stabilisation with an agricultural grass seed mix, the agricultural land will enter a five-year aftercare phase. An aftercare strategy will be provided requiring soils cultivation and review of its structural development and fertility.
40. Native tree and hedgerow species will be planted similar to those currently found on site, which will also be subject to a five-year aftercare scheme. Approximately 3,000m<sup>2</sup> of additional new woodland will benefit landscape character and enhance green links.
41. Proposed Final Restoration Scheme:



## The Applicant's Schedule of Proposed Conditions

42. The Applicant has proposed the following planning conditions for the working of Freeth Farm Quarry:

### Duration of the Permission

- A. The winning and working of minerals and the restoration of the site shall cease no later than 21st February 2042.

### Commencement

- B. The operator shall provide written notification to the Mineral Planning Authority at least seven days but no more than fourteen days prior to:
- a. The commencement of the development hereby permitted.
  - b. The date of commencement of mineral extraction in any phase.
  - c. The date of completion of mineral extraction in any phase.
  - d. The completion of mineral extraction.

### Access, Traffic and Protection of the Public Highway

- C. No mineral shall be exported from the Site other than by means of the overland field conveyor permitted under application reference 16/05708/WCM dated DD MM YYYY.
- D. Construction vehicles shall access the site and parking shall be restricted in accordance with Plant Access, Fencing & Staff Parking Plan: 639-01-23.

### Working Programme

- E. The working, restoration and aftercare of the site shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:
- a. The Application for Determination of Conditions dated 23 May 2016 and proposed working programme and phasing plans submitted in application reference no. 16/05464/WCM as subsequently amended by the applicant's letter and enclosures dated DD MM YYYY;
  - b. The following Approved Plans, insofar as they relate to the 'Site':
    - 639-01-06 Rev A Freeth Farm Phase 1
    - 639-01-07 Rev B Freeth Farm Phase 2
    - 639-01-08 Rev B Freeth Farm Phase 3
    - 639-01-09 Rev B Freeth Farm Phase 4
    - 639-01-10 Rev B Freeth Farm Phase 5
    - 639-01-11 Rev B Freeth Farm Phase 6
    - 639-01-12 Rev B Freeth Farm Phase 7
    - 639-01-13 Rev B Freeth Farm Phase 8
    - 639-01-14 Rev D Pre-Development Sections
    - 639-01-15 Rev D Development Sections
    - 640-01-21 Rev E Cross Section at Freeth Farm Cottages.
    - 639-01-21 Rev B Final Restoration Scheme (including section)
    - 639-01-22 Post Restoration Drainage Plan

- c. All schemes and programmes approved in accordance with this schedule of conditions.
- F. No mineral extraction works within an individual phase of the development shall take place until the extent of the extraction within the relevant phase have been marked out on site and the Mineral Planning Authority shall be notified that the marking out works have been completed.
- G. All soils and soil making materials shall only be stripped, handled, stored and replaced in accordance with Paragraphs 3.9 to 3.13 inclusive of the Planning Statement Version 4 produced by Land & Mineral Management dated March 2020 except as modified by this schedule of conditions.
- H. The stripping, movement, and re-spreading of soils shall be restricted to occasions when the soil is in a suitably dry and friable condition and the ground is sufficiently dry to allow passage of heavy vehicles and machinery over it without damage to the soils and the topsoil can be separated from the subsoil without difficulty.
- I. All topsoil and subsoil shall be stored separately and in mounds which shall:
- a) Not exceed 3 metres in height in the case of topsoil, or 5 metres in height in the case of subsoils;
  - b) Be constructed with the minimum amount of compaction to ensure stability and shaped to avoid collection of water in surface undulations; and
  - c) Not be moved subsequently or added to until required for restoration.
- J. Prior to the formation of storage mounds, a scheme for grass seeding and management of all storage mounds that will remain in situ for more than three months shall be submitted for the written approval of the Mineral Planning Authority. Seeding and management of the storage mounds shall be carried out in accordance with the approved details.
- K. Within three months of completion of soil handling operations in any calendar year, the Mineral Planning Authority shall be supplied with a plan showing:
- (a) The area stripped of topsoil, subsoil and soil making material; and
  - (b) The location of each soil storage mound.
- L. No mineral other than soft sand shall be worked from the Site.
- M. All topsoil, subsoil, overburden or mineral waste shall be permanently retained on site for subsequent use in restoration.
- N. No soils, soil making materials or waste materials of any description shall be imported into the Site

- O. All undisturbed areas of the site and all topsoil, subsoil, soil making material and overburden mounds shall be kept free from agriculturally noxious weeds. Cutting, grazing or spraying shall be undertaken, as necessary, to control plant growth and prevent the build-up of a seed bank of agricultural weed or their dispersal onto adjoining land.
- P. No operations shall take place in Phases 1, 2, and 3 except between the hours of 8.00 a.m. to 5.00 p.m. on Mondays to Fridays other than for essential maintenance and the operation of pumps and other equipment to maintain the safe operation of the quarry.
- Q. No operations shall take place in Phases 4, 5, 6, 7 and 8 except between the hours of 09.00 to 12.00 and 13.00 to 16.00 Mondays to Fridays other than for essential maintenance and the operation of pumps and other equipment to maintain the safe operation of the quarry.
- R. No working shall take place on Saturdays, Sundays or Public Holidays
- S. The 4m high screen bunds adjacent to Freeth Farm Cottages in Phases 5, 6 and 7 will be constructed in accordance with the bund design and stand-off distances shown on Plan No: 640-01-21 Rev E. The bunds shown on Plan No: 640-01-21 Rev E will be 4m in height when measured from the original ground level.

Environmental Protection: Archaeology

- T. No development, including soil stripping, within any individual phase of workings as shown on Drawing Nos: 639-01-06 Rev A to 639-01-13 Rev B shall take place until a written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority.

Environmental Protection: Dust

- U. The Dust Management Plan Version 1 produced by Land & Mineral Management dated May 2016 shall be implemented from the commencement of development and shall be complied with at all times.

Environmental Protection: Ecology

- V. The clearance of woodland and felling of trees shall only take place between the end of August and the beginning of March or following a search by a qualified ecologist for active birds' nests
- W. The development shall be carried out in strict accordance with all recommendations and procedures set out in Chapter 5 of the Environmental Statement dated February 2020

Environmental Protection: Groundwater and Surface Water Protection

- X. Fluids will be handled in accordance with the protocol referred to in Paragraph 6.5.3.3.5 of Environmental Statement Chapter 6 Hydrology and Hydrogeology (including Flood Risk) dated May 2016.
- Y. The Hydrometric Monitoring Scheme dated March 2016 set out in Appendix 4 to the Planning Statement Version 4 dated March 2020 shall be implemented from the date of commencement of the development and shall be complied with at all times whilst the Site is operational.
- The water level within the recharge trench will be maintained between 91 and 92.5maOD to ensure continued transfer of water to the Scheduled Monument and protection of down gradient groundwater levels. Should the Hydrometric Monitoring Scheme detect any significant alteration to the recharge trench water levels or prevailing pattern of water transfer from the Site to the Scheduled Monument via the recharge trench, then the developer shall investigate the cause of alteration and shall within one month submit to the Mineral Planning Authority for approval a detailed scheme for remediation of the impact to achieve the aims of the scheme. The approved remedial measures shall be implemented in accordance with the approved details.

Environmental Protection: Noise

- Z. No vehicle, plant, equipment and/or machinery shall be operated at the site unless it has been fitted with and uses an effective silencer. All vehicles, plant and/or machinery shall be maintained in accordance with the manufacturer's specification at all times
- AA.No reversing beepers or other means of warning of reversing vehicles shall be fixed to, or used on, any mobile site plant other than white noise alarms or similar or audible alarms whose noise levels adjust automatically to surrounding noise levels.
- BB.Except for temporary operations, the free-field Equivalent Continuous Noise Level, dB LAeq, 1 hour, free field, due to daytime operations on the site, shall not exceed the site noise limit specified below at each dwelling for routine operations. Measurements taken to verify compliance shall have regard to the effects of extraneous noise and shall be corrected for any such effects. For temporary operations such as site preparation, soil and overburden stripping, bund formation and final restoration, the free-field noise level due to work at the nearest point to each dwelling shall not exceed the site noise limit specified below at each dwelling. Temporary operations shall not exceed a total of eight weeks in any calendar year for work close to any individual noise sensitive property where the suggested noise limit for routine operations is likely to be exceeded.

<b>Position</b> <b>1.5 metre receiver height</b>	<b>Site Noise Limit dB LAeq, 1 hour, free field</b>	
	<b>Routine Operations</b>	<b>Temporary Operations</b>
<i>Freeth Farm Cottages</i>	47	70
<i>The Freeth (Freeth Farm)</i>	47	70
<i>The Lodge</i>	47	70

- CC. Noise will be monitored in accordance with the Environmental Noise Scheme dated March 2020.
- DD. Only submersible electric pumps shall be used to dewater the workings.

Environmental Protection: Landscape

EE. Notwithstanding the submitted details, within 12 months of the commencement of the development hereby approved, a detailed planting scheme to include native species, sizes, numbers, spacing, densities; locations; a planting specification, hedgerow infill and an outline of which hedgerows and trees shall be managed to allow them to grow up, shall be submitted to and approved in writing by the Mineral Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details. Any new trees or shrubs, which within a period of five years from the completion of the planting die, are removed, or become damaged or diseased, shall be replaced on an annual basis, in the next planting season with others of a similar size and species.

FF. No floodlighting, security lighting or other external means of illumination shall be provided, installed or operated at the site.

Restoration and Aftercare

GG. The phased restoration of the Site shall be in accordance with the Working Plans Nos: 639-01-06 Rev A to 639-01-13 Rev B and as detailed on in the Planning Statement dated March 2020, unless otherwise agreed in writing by the Mineral Planning Authority.

HH. The Site shall be restored in accordance with the Plan Nos: 639-01-21 Rev B and 639-01-22, within 12 months following the permanent cessation of mineral extraction, unless otherwise agreed in writing by the Mineral Planning Authority.

- II. A restoration and five-year aftercare scheme demonstrating how the Site will be restored in accordance with Plan Nos: 639-01-21 Rev B and 639-01-22 will be submitted to the Mineral Planning Authority for approval prior to the commencement of Phase 2. This submission should also include:
- Woodland and hedgerow planting specification;
  - Details showing how the unworked land will marry with the lower restored areas to accommodate the reinstated bridleway and footpath;
  - Ditch designs that fully penetrate the Lower Greensand into the underlying Kimmeridge Clay; and
  - Drainage methods and their maintenance for surface water flow from the attenuation areas shown on Plan No: 639-01-22.

JJ. The restoration works in Phase 8 shall be limited to an 8 week period.

KK. Prior to the commencement of Phase 5 a scheme for the progressive backfilling of the quarry faces adjacent to Freeth Farm Cottages, to accord with the requirements of the Geotechnical Statement dated February 2020, shall be



submitted to the Mineral Planning Authority for approval. The backfilling will accord with the approved scheme.

### **Environmental Impact Assessment**

43. The application is accompanied by an Environmental Statement (ES) which reports the results of an Environmental Impact Assessment (EIA) which assesses, in combination, the environmental impact of the development proposals, i.e. the working programme proposed in the scheme of conditions and the proposed field conveyor.
44. The EIA, undertaken by independent specialist consultants, has examined the potential impacts of the development proposals and where necessary proposes means of mitigation. The mitigation measures have been carried forward into the development design.
45. The key environmental issues which have been assessed in the EIA are as follows:
  - Landscape and Visual Amenity;
  - Biodiversity;
  - Hydrology and Hydrogeology;
  - Noise and Dust;
  - Archaeology; and
  - Cumulative effects.
46. The ES has been updated in March 2020 where required and is a full resubmission of that submitted in May 2016, to address both revisions made to the development proposals and request from the Mineral Planning Authority for further information about potential impacts.
47. The Environmental Impact Assessment Regulations require that before determining any EIA application, the local planning authority must take into consideration the information contained in the ES, any comments made by the consultation bodies, and any representations from members of the public about environmental issues.

### **Statement of Community Involvement**

48. The applicant has provided details of consultations with local community representatives prior to the submission of the applications. The applicant operates a 'community liaison group' for Calne Quarry which includes representatives from the Parish Councils for Compton Bassett, Cherhill, Calne without Hilmarton and Heddington, plus Calne Town Council. The proposals were presented to this liaison group committee on 14 April 2016 and feedback sought from those who attended. It is advised three feedback forms were received which have been summarised as follows:
  - Hills states that there will be no landfill at Freeth – please can the Board at Hills sign a letter to state that there will be no landfill at Freeth;

- Ensure that bridleway users are not disadvantaged during the term of the quarrying.
- I felt the information was adequate and the restoration of the land in small parcels was preferable to large open spaces. I understand the concerns of the Compton Bassett Parish Councillors present and would support their concerns which do not directly affect those in Cherhill Parish Council area; and
- A written guarantee as requested by Compton Bassett PC that no landfill of imported waste is carried out and confirmation of return to agriculture as within the boundary limit.

## **Planning Policy**

49. The application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990). The following Development Plan documents and policies are of relevance in this case:

### Wiltshire and Swindon Minerals Core Strategy, 2009

MCS 7: Flooding

MCS 8: Living with Minerals Development – Protecting Residential Amenity

MCS 9: Strategic Approach to Managing Minerals Transportation

MCS 10: Strategic Approach to Restoration and After-use of Mineral Sites

### Wiltshire and Swindon Minerals Development Control Policies Development Plan Document, 2009

MDC1: Key criteria for sustainable minerals development

MDC2: Managing the impacts of minerals development

MDC3: Managing the impact on surface water and groundwater resources

MDC5: Protection and enhancement of Wiltshire and Swindon's landscape character

MDC6: Biodiversity and geological interest

MDC7: The historic environment

MDC8: Sustainable transport and minerals development

MDC9: Restoration, aftercare and after-use management of minerals development

### Wiltshire Core Strategy, January 2015

- Core Policy 8: Calne Community Area;
- Core Policy 50: Biodiversity and geodiversity
- Core Policy 51: Landscape;
- Core Policy 55: Air Quality;
- Core Policy 58: Ensuring the conservation of the historic environment
- Core Policy 62: Development impacts on the Transport Network;
- Core Policy 65: Movement of Goods

Compton Bassett Neighbourhood Plan 2015 - 2030 (Made May 2016)

- CBNP Policy 3: Development that will result in severe impacts on highway safety will not be permitted.
- CBNP Policy 4: The protection and, where possible, enrichment of the habitats and biodiversity of Compton Bassett will be supported.
- CBNP Policy 7: Proposals for development should preserve the character of Compton Bassett, conservation area, historic buildings and historic rights of way.
- CBNP Policy 8: Development proposals which strengthen and support local economic activity will be supported.
- CBNP Policy 10: Development should conserve the landscape and scenic beauty to the AONB.

The National Planning Policy Framework and relevant planning practice guidance.

50. The National Planning Policy Framework (NPPF) sets out government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. Several paragraphs are relevant to this application:

Paragraph 2 - Status of the NPPF in decision making.

Paragraphs 7 to 11 (Sustainable development)

Paragraph 38 (Decision making)

Paragraphs 2, 47 & 48 (Determining applications)

Paragraphs 54 to 57 (Use of planning conditions and obligations)

Paragraph 98 (Public Rights of Way)

Paragraphs 108 & 109 (Transport)

Paragraphs 148, 155 to 165 (Climate change and flood risk)

Paragraphs 170 to 177 (Conserving and enhancing the natural environment)

Paragraphs 189 to 202 - (Conserving and enhancing the historic environment)

Paragraphs 203 to 206 (Minerals)

51. The National Planning Practice Guidance (PPG) accompanies the NPPF providing guidance on its interpretation. Several paragraphs are relevant to this application:

Climate change; Environmental Impact Assessment; Flood risk and coastal change; Historic environment; Land stability; Minerals; Natural environment; Noise; Use of planning conditions.

## Summary of consultation responses

52. There have been 7 separate rounds (see paragraph 65 below) of consultations on the applications in response to initial and further submissions by the Applicant. The following summary represents the position of consultees following the outcome and conclusion of the consultation exercises and is not intended to be a full detailed description of all comments submitted during each of the consultations undertaken.
53. **Compton Bassett Parish Council** – objects to both applications, on the following grounds:

The extraction area is a recently designated SHINE Monument and extends to around 11 hectares close to 4 dwellings at Freeth Farm and around 1km from the majority of houses in Compton Bassett.

The revised applications have the same material deficiencies that were present in the previous similar applications that were not permitted by Wiltshire Council.

The revised applications are fundamentally flawed in that they have little social and commercial merit to the extent that they are open to legal challenge if consented.

The main objections are as follows:

1. The ROMP is now believed to be invalid and, in any event, it was originally granted subject to various planning conditions that have the effect of materially reducing the extent of the proposed area for sand extraction and rendering the present revised application invalid.
2. The sand extraction noise levels would exceed the statutory limits for normal operations.
3. The temporary operations activities (topsoil removal and bund formation) would be likely to exceed statutory noise limits and would last for significantly longer than the statutory limitation of 8 weeks per year.
4. The revised application proposes very large noise attenuation bunds (4m high x 19m wide) surrounding (or partly surrounding) Freeth Farm Cottages starting at a distance of 16m from their boundaries and being present for over 2 years. These bunds are highly intrusive and cause a level of sensory deprivation which may be in breach of the Human Rights Act.
5. The Freeth Farm sand contains very fine silica quartz particles that are classified as a Grade 1 carcinogen and can be entrained in light winds and carried towards the nearby properties during bund construction and operation of the open conveyors for a period of 5-6 years.
6. The proposed Bridleway diversion route is wholly unsuitable and would be unsafe for horse riders as 1.2km of various top soil bunds have to be constructed next to the diverted route using noisy heavy machinery in close proximity; heavy machinery would also be working a short distance away in Phases 4, 5 and 6 for over 2 years; the proposed bridleway diverted route would run alongside an open conveyor for 800m and be crossed by an overhead open conveyor for a period of 5-6 years.

7. The applicant admits that the site is barely economic and there are additional issues that make this a wholly unsuitable site for the extraction of such a small quantity of sand. The site is adjacent to a Scheduled Monument that will require long term protection and an archaeological protection scheme has to be implemented during the period of sand extraction together with special measures to protect the local wild life that includes great crested newts, badgers, bats and nesting birds.

Overall, the small amount of sand is simply not needed, especially at such a high cost to the environment and local society, so the conditions implied by the applicant's submissions are not environmentally reasonable and are not best practice to the extent that this application is unacceptable to the local community, unlawful and open to legal challenge.

As there have been over 600 letters of objection to date, it is requested that any strategic planning meeting convened to consider this application be held in public. The applicant has submitted 108 technical documents and there a number of highly contentious and legal issues to be discussed. It would be undemocratic for such complex issues to be decided either in private or via internet technology.

The Applicant's claim that their proposed 35m buffer zone is endorsed by a Financial Viability is refuted on several counts.

The Parish Council has serious concerns for the health of parishioners, especially those who are living adjacent to the extraction zone from dust/ultra-fine sand.

The proposed 35m buffer zone and 4m high x 19m wide noise attenuation bunds will be inadequate to dissipate noise levels to within statutory noise limits.

In light of Dr Alberry's review, request that planning conditions should be revised:

- Amend the buffer zone to 100m from Freeth Farm Cottages, The Freeth and Freeth Farm.
- A closed belt conveyor to be used to protect the surrounding environment from dust.
- Continuous noise and dust monitoring systems should be mandatory or there will be no meaningful environmental protection for Compton Bassett parishioners.

54. **Environment Agency** – no objection, subject to the inclusion of a condition to secure and implement a groundwater monitoring plan for the duration of extraction activities as part of the development.
55. **Historic England** – do not wish to raise any objection. We have engaged with the applicants in pre-application discussions, have undertaken a site visit and discussed the application at some length with the County Archaeologist. We have formed the view that the proposals would not result in a loss of significance to designated heritage assets via any adverse change in setting. We concur with the view

expressed in Chapter 3 of the ES in respect of the limited impact to the setting of the Scheduled Monument. known as 'Remains of watermill 500m east of Freeth Farm'.

It was noted in our pre-application discussions that the proposed extraction may result in changes to the groundwater feeding the stream passing through the Scheduled Monument. This was a potential concern, as increased flow may erode earthworks that form part of the monument, whilst a lower water-table may result in de-watering of potential organic deposits preserved within the monument. The mitigation proposed in the application (recharge trench and bore-hole monitoring) and as described in the Hydrological Impact Assessment should ensure that there will be no impact to the monument via changes in ground-water. We also concur here with Chapter 3 of the ES.

We strongly recommend that (if permission is granted) a condition is attached to the consent that requires the applicants to commission and implement a Conservation Management Plan (CMP) for the Scheduled Monument for the active life of the quarry or a period of five years, whichever is the longest. The CMP should be submitted for approval of Historic England at this office and should be agreed prior to groundwork starting in the application area.

56. **Natural England** – no objections. Advises that as the site is close to North Wessex Downs AONB the planning authority uses national and local policies, together with local landscape expertise and information to determine the proposal, including consultation with the relevant AONB Partnership or Conservation Board. The planning authority should apply Natural England published Standing Advice on protected species.
57. **North Wessex Downs AONB Partnership** – no comments received.
58. **Wiltshire Council Archaeology** – Support subject to condition requiring a written programme of archaeological investigation to be submitted to and approved by the Local Planning Authority prior to commencement of development. There is a significant amount of archaeological remains within this development site. This is highlighted in Chapter 3 of the Environmental Statement. The remains appear from the survey work to be later prehistoric settlement (Iron Age) with a possible earlier phase of Neolithic/Bronze activity. There is a requirement for large scale archaeological excavation (strip, map and record excavation) across the whole site prior to any development starting. The excavation should maximise the opportunity to investigate and record the earlier prehistoric phase of activity as well as the later prehistoric settlement.
59. **Wiltshire Council Environmental Health Officer** – advises that the application now demonstrates compliance with modern planning guidance and also the 'spirit' of previous guidance in terms of proposed noise conditions for normal operations in particular. The previous submissions proposed levels of 55dB initially and then 50dB at residential receptors, which would have been +20dB and +15dB (respectively) above the background noise level of 35dB and would have caused a significant adverse impact on residential amenity. The level of 47dB now proposed will result in

+12dB above background which I could not object to. This is only 2dB above the “+10dB rule” and as such will not be a noticeable change in terms of perception to the human ear.

I am fully satisfied that both from a public protection and planning perspective, we have robustly sought, over a long period of time, to ensure that existing residents are not unreasonably affected, whilst considering the expectations of residents adjacent to land with a ROMP. Suitably phrased conditions can now be imposed to cover the following issues, as a minimum:

- Noise levels at residential receptors for normal and temporary operations
- Hours of operation
- Noise mitigation measures cross-referencing to each specific phase
- Noise monitoring
- Dust mitigation measures as outlined in the Dust Management Plan

60. **Wiltshire Council Landscape Officer** – Support subject to conditions. There have been several iterations of the design of the mitigation measures for noise and visual amenity since the original application was submitted. The key issue has been to find the balance between achieving noise mitigation within legal limits married to an acceptable solution for visual amenity. After considering the noise science it was considered, and verified on site, that a compromise of a 4.0m height bund would deliver the acoustic and amenity mitigation. The applicant was also asked to re-examine the phasing of the works to remove or minimise total enclosure of the cottages and provide some illustrative material to show what the residents will see/experience in the enclosure.

The applicant has submitted a revised Environmental Statement including Chapter 8 Landscape and Visual Impact Assessment Addendum Version 3. The key changes are welcomed in that they address concerns about prolonged enclosure of the cottages while maintaining acoustic attenuation. This is identified in the addendum at 8.2.4 as follows:

- *The height of the bunds surrounding and close to the cottages the Cottages at various phases (see below) have been raised from 3m to 4m;*
- *The north to south bund extending through the site during Phases 2 to 4 has been raised from 3m to 4m along the northern half of the bund;*
- *The position of the proposed 4m bunds during Phases 5 to 8 has been altered to reduce the enclosure of Freeth Farm Cottages. As a result the only phase where the Cottages are entirely surrounded is during Phase 6. Previous working schemes had screen bunds enclosing Freeth Farm Cottages during Phases 5, 6, 7 and 8. The inside toe of the bunds during Phase 6 would range from approximately 23m to 32m from the Cottage buildings; and*
- *Phase 5 would only require the bund to extend around the northern and eastern sides of the Cottages, while at Phase 7, the closest bund would only extend along the southern side of the Cottages, with part of the eastern bund moved further away from the Cottages (approximately 75m to the east); and*

- *At Phase 5, a 2m high bund rather than 3m high bund would be constructed along two thirds of the northern edge of Field 1 (with the westernmost third still featuring a 3m high bund) in order to screen views from the diverted Bridleway route.*

In addition, the applicant has provided some before and after Photomontages (Viewpoints A, B & C) that provide representative views of the residents looking south, east and north respectively. If the bunds are seeded as illustrated, it will help to improve their visual amenity rather than left as bare earth. I believe that this is the intention, ref: *'Non-Technical Summary 1.24 Screen bunds that will be in place for more than 6 months, will be seeded and maintained to prevent the invasion of noxious weeds '*

In conclusion the proposed bund will be 1.0m higher than originally specified to achieve noise mitigation. To address the visual amenity the bunds will be placed in proximity to the cottages for a shorter period of time and minimise total enclosure. Going forward from a landscape perspective I think we have reached a reasonable compromise.

Please include the standard landscape conditions regarding Planting Plan and 5 year plant replacements.

61. **Wiltshire Council Ecologist** – Support subject to conditions. Updated ecological surveys have been undertaken and the results presented within the Environmental Statement dated April 2020. The surveys have been carried out as per the agreed scope and suitable mitigation measures have been proposed for the extraction period at the site and for the restoration and post construction phases. Overall, happy that the proposal can go ahead without significant adverse impact for biodiversity both within the site and in the wider landscape surrounding the site. The restored site will continue to support the wildlife species currently known to be present. To ensure benefit for biodiversity, request that a Landscape and Ecology Management Plan (LEMP) should be secured by condition. This will include prescriptions for management of retained, replacement and newly created habitat features within the site as part of the development.
62. **Wiltshire Council Highways Officer** – no highway objection. All extracted material will be removed by conveyor; as this includes a new structure over the highway the applicant should be advised that details of the structure will need to be submitted to, and approved by, the Local Highway Authority prior to the commencement of work.
63. **Wiltshire Council Rights of Way Officer** – Support. The proposal would have an impact on CBAS4, 5 and 18. The developer has acknowledged the rights of way and shown them being reinstated afterwards. Temporary diversions of the rights of way would have to be applied for. While not a formal condition, the applicant must be informed that records show CBAS5 is a “brown track”. This means that although the route is recorded as a bridleway, a higher level of public rights may exist. Therefore, any diversion would need to recognise this.



## Publicity

64. The applications were publicised by Newspaper notice, Site notice, Neighbour notification, publication to the Council's website and Weekly lists of applications, and notification to the Town and Parish Councils in the locality. As noted above, the application has been the subject of seven separate periods of consultation in response to initial and further submissions by the Applicant.
65. **428** individuals have made representations (totalling 670 comments), some commenting on each round and some commenting on certain submissions only. The following table provides a breakdown of the number of objections received to each submission/round of publicity etc:

Version / Consultation round		Number of objections received
1	May/June 2016 – V1 original submission	326
2	Dec 2016/Jan 2017 - Response to Reg 22, noise.	71
3	Sept 2017 - V3 proposals - Straw Bales.	77
4	April 2018 - V4 proposals - 3.0m high soil bunds	89
5	May 2019 - Publicity of noise review commissioned by the Council and Applicant's response	14
6	April 2020 - V5 proposals - 4.0m high soil bunds	62
7	March 2021 – Financial Viability Assessment and Record of events at Freeth Farm	31

66. The following is a summary of the planning issues raised and is not intended to be a full detailed description of all comments submitted during each of the consultations undertaken:
- The proposed sand extraction is not needed - contrary to the Wiltshire and Swindon Minerals Plan;
  - Inadequate separation distances - best practice requires a distance of 200-250m as applied in other counties. The distance of the proposed workings to homes is unacceptably close, children will be subjected to excessively high levels of noise, vibration and dust for up to 6 years. Freeth Farm Cottages being almost completely surrounded by 4m high x 19m wide noise attenuation bunds for more than two years is unacceptable. These bunds are highly intrusive and cause a level of sensory deprivation which may be in breach of the Human Rights Act;
  - Inadequate provision of bunds and fencing – the site is within 1km of Compton Bassett and the proposed bunds will not mitigate noise due to slope of the ground;
  - Loss of public footpaths, bridleway and private rights of way – the proposed re-route of the rights of way is unworkable as route known to become too boggy. Footpath should not be lost as runs along an ancient hedgerow. Freeth is a quiet

place with beautiful surroundings which will be destroyed, and loud noises and large machinery will disturb cycle rides and spook ponies. The proposed Bridleway diversion route is wholly unsuitable and would be unsafe for horse riders. The ROMP regime should not, however, be used to effectively render this Freeth Farm area a “no go” area for equestrian use over the life of the development;

- Loss of agricultural land – permanent loss of Grade 2 land will result from reduced land height, high water table and underlying clay;
- Public nuisance and health risk – dust blow from the conveyor is a potential health risk. The Freeth Farm sand is a Grade 1 carcinogen and can be entrained in light winds and carried towards the nearby properties;
- Damage to local business – Compton Bassett has a number of sensitive dust receptors and the application will damage the health of local businesses;
- Noise nuisance – pumping to reduce water table to extract sand will cause noise nuisance and harm particularly overnight to Compton Bassett residents. The sand extraction noise levels would exceed the statutory limits for normal operations. The temporary operations activities (topsoil removal and bund formation) would be likely to exceed statutory noise limits and would last for significantly longer than the statutory limitation of 8 weeks per year. The application falls short of statutory noise limits, more investigation should be undertaken. Hill’s proposed noise monitoring scheme is ludicrous, measuring just 4 times a year would be entirely ineffective;
- Loss of Visual Amenity – the site is highly visible from Compton Bassett, the Conservation Area, the AONB and Cherhill Down and amenity of adjacent properties will be restricted by high bunds and will obscure landscape views;
- Permanent damage to Scheduled Ancient Monument – the site impinges on a scheduled monument and mitigation measures are incorrectly sized. Appropriately sized measures will be required on perpetuity;
- Permanent destruction of nationally important archaeology - the extraction area is a recently designated SHINE Monument. The geophysical survey results suggest more extensive and complex archaeological remains exist within the area and ideally they would be preserved rather than destroyed. The area of the proposed quarry is part of a nationally important large Saxon settlement and that the bridleway protected by the conditions in the original planning permission is a Saxon road running through the settlement;
- Permanent damage to local hydrology – extraction will cause adverse effects on local hydrology and likely to undermine the foundations of adjacent properties;

- Increase flood risk – extraction is likely to increase flood risk in the adjacent FRZ3 area and low-lying farmland;
- Permanent damage to local ecology – extraction would cause loss of ancient hedgerows and a parcel of ancient woodland, removal of ponds and loss of habitat for newts and badgers and disturbance of farmland birds. Potential impact on adjacent Wiltshire Wildlife Trust Reserve has not been assessed.
- The very limited social and commercial benefit of extracting small amount of low-grade sand is overwhelmingly outweighed by the damage to local amenity, businesses, ecology, scheduled ancient monument and archaeology, as well as noise nuisance and risks to public health;
- The ROMP is believed to be invalid and, in any event, it was originally granted subject to various planning conditions that have the effect of materially reducing the extent of the proposed area for sand extraction and rendering the present revised application invalid;
- The Applicant's argument that statutory noise limits should be waived by the Mineral Planning Authority (MPA), appears to imply that the MPA might be held responsible for rendering the development uneconomic, is not right;
- The proposed removal of the 1956 Condition (g) to increase the excavation area would have the effect of materially changing the scope and extent of the authorised development - this would be potentially unlawful in the same way that Section 73 of the TCPA 1990 cannot be used to increase the scope of a permitted development. There is no extant permission to extract sand from the CDAS5 Bridleway area. Current planning law does not allow the Applicant to make a material change to increasing the consented excavation area simply to increase the financial benefit that will accrue.
- A critical review of the Financial Viability Assessment (FVA) shows that HQPL's claims that the development is only just economic with an IRR of 9.3%, so that any increase in the buffer zone from 35m would make the development uneconomic is incorrect.
- HQPL's FVA has grossly underestimated the available sand tonnage by using the incorrect density for compacted sand; using exaggerated sand extraction and processing losses at 15% rather than 10%; and by ignoring the significant residual capital value of the conveyors and loading shovels.
- The review shows that the true IRR for the project with a 35m buffer zone is around 30% and that the project would remain commercially viable with an IRR of 21% for an increase in the buffer zone to 84m, which is equivalent to a buffer zone of 100m from the main property. Even using HQPL's exaggerated sand losses, the 84m buffer zone project would still achieve an IRR of 17.7%

- The proposed planning conditions should be revised to include a buffer zone of 84m, together with continuous noise and dust monitoring.
67. Solicitors acting for several local people have provided the Council with a Legal Opinion. On the basis of this Opinion, the solicitor's covering letter to the Council makes the following assertion:
- that it is not appropriate and potentially unlawful to utilise the ROMP application procedure to delete existing and still justified protections and restrictions from old mining permissions on dormant sites; and
  - As such, the condition (g) requirement to maintain the bridleway running across the site must be retained in any revised conditions.
68. In summary, the Opinion argues that the ROMP Application is limited to the imposition of new conditions and the process should be considered to be akin to an application for approval of reserved matters and any alteration of the conditions on the 1956 Permission which have the effect of materially changing the scope and extent of the authorised development by increasing the excavation area will be potentially unlawful. Furthermore, it is argued that para. 9(7) of Sch. 13 EA 1995 does not empower the minerals planning authority to delete existing restrictions and protective conditions, only, in effect, to modernise by substituting new conditions reflecting modern standards for mineral development and it was clearly considered at the time of granting the 1956 Permission that the path CBAS5 should be protected. Removing condition (g), such that the area under path CBAS5 may be excavated will have the effect of increasing the area of the site that can be worked/excavated and thus in effect materially amend the 1956 Permission.
69. In addition, the solicitors have raised the following concerns:
- The noise assessments (the ES, the Council's expert and commissioned by local residents) have identified likely significant adverse effects on nearby properties flowing from these operations (both operational and temporary) if adequate and effective mitigation is not secured;
  - the applicant's financial viability argument in support of the current Freeth Farm application is founded on an incorrect calculation of the potential sand tonnages available together with invalid assumptions regarding the available topsoil volumes to provide the claimed noise attenuation. If this is the case the viability of the scheme is not marginal and there is scope and flexibility for the sort of buffer zones around the neighbouring properties and other mitigation measures that local people have sought;
  - The application documents have not assessed the effect of de-watering on the underlying Kimmeridge clay. There will be clay shrinkage as it dries out which will potentially affect Freeth Farm Cottages and also potentially the access road; and

- The proposed drainage scheme has the potential to cause long term erosion of the excavation edge unless the drainage is contained in appropriate pipes which may exacerbate the de-watering of the underlying Kimmeridge clay.
70. **James Gray MP** – shares the concerns expressed by constituents about the applications for this development.
71. **CPRE** – have concerns about potential effects on the water table and resulting changes to the local hydrology; visual effects on the Compton Bassett conservation area, the AONB and the amenity of adjacent properties; and effects of noise and dust on dwellings in the village of Compton Bassett. Do not believe that the social and commercial benefits of extracting such a small amount of low-grade sand outweigh the damage to local amenity, noise and potential risk to public health.

### **Planning Considerations**

72. The application is for a review of minerals planning conditions made under the provisions of the Environment Act 1995. The Freeth Farm mineral site is classified as a 'Dormant' site and so minerals development cannot lawfully commence until the applicant has submitted an application for appropriate minerals conditions and conditions have been agreed by the Mineral Planning Authority (MPA). It is for the applicant company, in the first place, to submit a scheme of conditions to the MPA for consideration, and for the MPA to determine whether the submitted conditions are acceptable or should be modified or added to. The MPA may not refuse a 'ROMP application' for new conditions but only approve conditions as submitted by the applicant or as determined by the MPA.
73. Status of the 1956 Mineral Permission / Need - Compton Bassett Parish Council and other local people have questioned whether the permission granted in 1956 for excavation of minerals was ever implemented and therefore valid and whether there is a need for the sand contained within the site. The Freeth Farm mineral site was entered on the 'First List' of sites prepared under Schedule 13 of the Environment Act 1995 by the then Wiltshire County Council in January 1996 and confirmed as a dormant site. The reference sheet included in the first list records Freeth Farm as "worked intermittently but largely unworked to any substantial extent". Further information provided by the applicant in March 2021 confirms that the permission was implemented in March 1979. As planning permission for the excavation of minerals already exists it is not relevant for the MPA to consider, as with a planning application for new mineral development, whether there is a need for the mineral reserve to be extracted.
74. National Planning Practice Guidance (PPG) for Minerals states that planning conditions imposed as part of the review of planning conditions must all meet the policy tests (i.e. the 6 tests in the NPPF para 55), be necessary and should not affect the economic viability of the operation (e.g. conditions which restrict the total quantity of mineral for extraction). Paragraph 55 of the NPPF states planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and

reasonable in all other respects. An ES accompanies the application which considers the likely environmental impact/s of the proposals and sets out mitigation measures that are to be secured by the conditions.

75. The following paragraphs consider whether the proposed planning conditions under which the mineral site would operate are acceptable and address the environmental and amenity aspects of working the site.

#### **Duration of the Permission – Proposed Condition A**

76. It is required that conditions provide for the date on which minerals development must cease. The Applicant has proposed that this date be no later than 21 February 2042.
77. This date is taken from Schedule 5 to the Town and Country Planning Act 1990 which provides that planning permissions granted prior to 22 February 1982 must cease not later than the expiration of the period of 60 years beginning with that date, i.e. by 22 February 2042. However, subsequent requirements for the review and updating of old mining/mineral permissions were introduced by the Planning and Compensation Act 1991 (dealing with permissions granted after 21 July 1943 and before 1 July 1948) and the Environment Act 1995 (initial review of permissions granted before 22 February 1982 and the periodic review of all mining sites). Whereas the Planning and Compensation Act 1991 prescribes that updated conditions must include a condition that minerals development cease not later than 21 February 2042, the Environment Act 1995 does not. In an appeal to the Secretary of State pursuant to section 96 and schedule 13 to the Environment Act 1995 against conditions determined to be attached to a mineral permission at Thornhaugh Quarry in Cambridgeshire, the Secretary of State ruled that a Mineral Planning Authority, and the Secretary of State on appeal, has the power to substitute a new condition limiting the duration of development for that imposed by virtue of the Town and Country Planning Act.
78. In terms of modern working conditions, the NPPF states that in considering proposals for mineral extraction, minerals planning authorities should provide for restoration and aftercare at the earliest opportunity. Policy MCS10 of the Minerals Core Strategy and Policy MDC9 of the Development Control Policies DPD note that an important way of minimising the impact of mineral extraction is to ensure that sites are worked in a phased manner and restored at the earliest opportunity to a beneficial after-use.
79. As set out in paragraphs 27 to 41 above, a progressive method of working over 8 phases is proposed, designed to minimise possible visual and acoustic disturbance and ensure the smallest area is operational and out of agricultural production at any one time. The temporary nature of the working has also been taken into account as a mitigating factor in the Heritage Assessment when considering the impact on the setting of designated and non-designated heritage assets. The Applicant has calculated that mineral extraction will take a period of approximately 6 years, with the final restoration works completed within 12 months thereafter. In other words, the

site will be restored within 7 years from the commencement of mineral extraction. The proposed 'end date' of February 2042, i.e. 21.5 years from now, is therefore excessive, giving too long a life to the development and at odds with the design and intentions of proposed working programme. It is therefore considered that the applicant's proposed condition 'A' be modified (recommended condition no. 1) to reflect to the calculated duration for the development, and which is the timeline assumed for the purposes of the EIA.

### **Commencement – Proposed Condition B**

80. This proposed condition seeks to ensure that the MPA is provided with advance notice of commencement of key stages of the development. This will assist with the planning of site monitoring inspections of the site and is considered acceptable.

### **Access, Traffic and Protection of the Public Highway – Proposed Conditions C and D**

81. The extracted sand would be transported off site by an overland field conveyor system to the existing processing facilities at Calne Quarry. The conveyor is subject of a separate application, and the applicant has proposed a condition (condition C) to ensure that no mineral is exported from the site by any other means (i.e. by road). Policy MCS 9 of the Minerals Core Strategy encourages the use of conveyors for ultra-short transfer of minerals by conveyor either within or between sites so the proposed condition is considered acceptable. It is however recommended that the wording of the proposed condition is amended for precision by referring to the approved plans (which establishes the point at which the conveyor exits the mineral site) rather than to an undetermined planning application. Proposed Condition D ensures that vehicles only access the site at defined points and park in a designated area to minimise potential impacts and is considered acceptable.

### **Working Scheme – Proposed Conditions E, F and S**

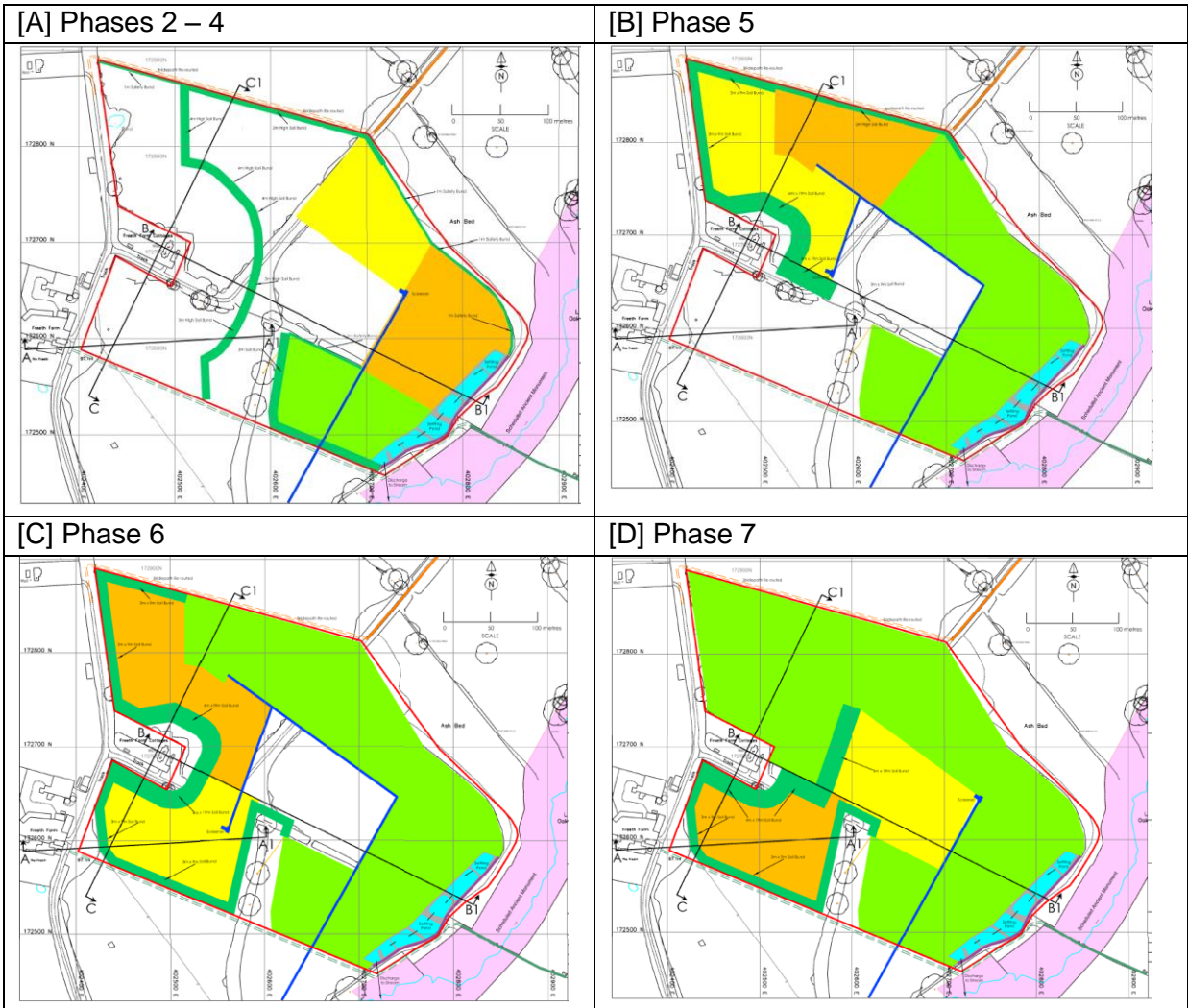
82. National Planning Practice Guidance (PPG) provides advice on how mineral operators should seek to minimise the impact of development upon properties and the local environment in close proximity to mineral workings. It says that minerals operators should look to agree a programme of work with the mineral planning authority which takes into account, as far as is practicable, the potential impacts on the local community and local environment (including wildlife), the proximity to occupied properties, and legitimate operational considerations over the expected duration of operations.
- 83.. Proposed Condition E sets out the plans and documents that illustrate the way in which the site is proposed to be worked, i.e. a progressive method of working over 8 phases designed to minimise possible visual and acoustic disturbance and ensure the smallest area is operational and out of agricultural production at any one time.

84. The design of the Working Scheme has evolved over five design changes and since the submission of the fourth version in March 2018 the applicant has engaged in an iterative process with the Mineral Planning Authority and their respective professional consultants, seeking to achieve a balanced scheme that reduces noise, visual impact, and the enclosure of Freeth Farm Cottages to an acceptable level, whilst not unnecessarily affecting the economic viability of the operation.
85. This lengthy process has taken into consideration whether a certain buffer zone / separation distance is required between the boundary of the mineral extraction area and the neighbouring properties, as well as other measures to help ameliorate and reduce the impacts associated with the development.
86. In the objections made against the application it has been suggested that an exclusion zone of a minimum of 100m would represent best practice, based on the approach taken by other mineral planning authorities who apparently impose such a distance as standard. However, the approach set out in the adopted Development Plan for Wiltshire (Policy MCS8 of the Minerals Core Strategy and Policy MDC2 of the Development Control Policies DPD) to protecting residential amenity is based on the principle of separation distances being determined on a case by case basis, led by site-specific evidence. This notes that in some cases the use of a standard or fixed separation arrangement may result in unnecessary sterilisation of mineral resources where carefully and sensitively planned short-term extraction could be acceptable.
87. This approach is consistent with that advised in the PPG. The PPG states:
- “Separation distances/buffer zones may be appropriate in specific circumstances where it is clear that, based on site specific assessments and other forms of mitigation measures (such as working scheme design and landscaping) a certain distance is required between the boundary of the minerals extraction area and occupied residential property.*
- Any proposed separation distance should be established on a site-specific basis and should be effective, properly justified, and reasonable. It should take into account:*
- the nature of the mineral extraction activity;*
  - the need to avoid undue sterilisation of mineral resources,*
  - location and topography;*
  - the characteristics of the various environmental effects likely to arise; and*
  - the various mitigation measures that can be applied.”*
88. In the case of Freeth Farm, the Applicant contended that to achieve the site noise limit suggested in PPG of 10 dB(A) above the background noise level (i.e. 45 dB LAeq, 1 hr) would impose unreasonable burdens on them for this site. It was advised that this limit could only be achieved by either: -
- Increasing the stand-off distances further from those proposed, but which would sterilise mineral reserves and risk the development becoming commercially unviable; or

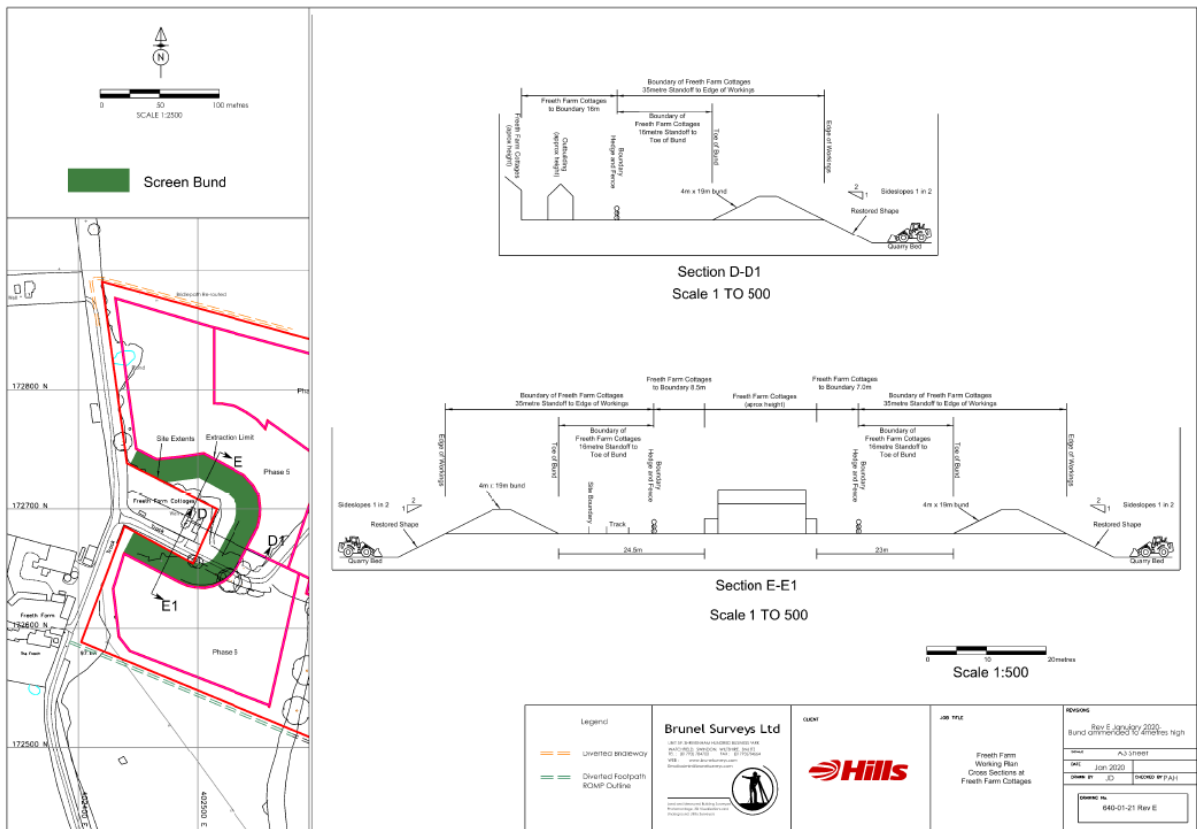


- Increasing the height of the screen bunds up to 5 metres in height, a height which was considered to have an unacceptable impact on visual amenity.
89. In support of the argument that noise mitigation measures would be an unreasonable burden the Applicant has provided a financial viability assessment (FVA) of the Freeth Farm Quarry development. The FVA explains that in the original application the working scheme showed extraction around Freeth Farm Cottages the amenity of which would be protected visually by tall, thick, mature hedges and acoustically by soil bunds. However, following requests from council officers the buffer zone was enlarged and the extraction area withdrawn further from the cottages. By extending the buffer zone and reducing the production area sand will be sterilised (i.e. left unworked) in the buffer zone. Financial Models have been used to calculate the Internal Rate of Return (IRR) (i.e. the profit element) of the two different scenarios, to demonstrate that any further extension of the buffer area from that now proposed, which increases the volume of sterilised sand, will cause the project to be financially unviable and the sand resource to be sterilised.
90. The FVA has been reviewed by an external suitably qualified firm of Chartered Mineral Surveyors, appointed by the Council's Estates Management Team. The Surveyors advise that the applicant's financial models have been calculated using reasonable figures and assumptions and that any increase in stand-off will result in a substantial increase in the volume of sterilised mineral and hence a significant further reduction in the IRR. The sterilised volume increases by the distance<sup>2</sup> (square of the distance) of the stand-off.
91. In the objections made against the application it has been suggested the FVA undervalues the IRR, by underestimating the compacted sand density, exaggerating sand extraction losses, whilst residual equipment values have been omitted. It is further suggested that based on a review of the FVA undertaken by an objector to the application using different values, that the proposed buffer zone could be increased to 84m. However, the advice from the external Mineral Surveyor is that in any deposit, particularly one that is variable in nature, it can be difficult to produce accurate reserve estimates. This is due to the random chance of testing a good area or an impure area of a deposit. Where possible, it is usually more accurate to rely on actual sales data achieved from digging the actual deposit, e.g. in an adjoining area of the reserve. As the Applicant has already been working the nearby site (Lower Compton), situated in the same geological unit, they will no doubt have extensive data on this mineral quality and density, enabling more accurate predictions regarding the Freeth Farm reserve than can be inferred by bore information alone. In conclusion, the external Mineral Surveyor advises there is no reason to believe that the Applicant's geologists have understated the saleable tonnage. Residual equipment values have been considered.

92. Increasing the height of the soil bunds to 4m at the separation distances from the cottages now proposed, together with other noise mitigation measures (see paragraph 157 below), avoids a significant adverse acoustic effect on residential amenity. The package of measures means noise can be limited to a level of 47dB. This level is '+12dB above background'; an extra 2 dB over the suggested level of '+10dB above background' set out in the PPG. However, the PPG advises that where it will be difficult not to exceed the background level by more than 10dB(A) without imposing unreasonable burdens on the mineral operator, the limit should be as near that level as practicable.
93. Increasing the height of the screen bunds up to 5 metres in height would further reduce the acoustic impact on the residents and may also reduce the stand-off distances thereby lessening the financial impact of adopting a larger separation distance but would have an overbearing impact on the residential amenity of nearby occupiers.
94. The proposed phased working scheme provides for Freeth Farm Cottages to be enclosed on three sides by 4m high bunds only during Phase 6 (46 weeks), rather than throughout Phases 5, 6 and 7 (137 weeks) as set out in the previous working scheme. This change has been incorporated in response to concerns from the Cottage residents and would improve the visual amenity for residents throughout the duration of the extraction and progressive restoration operations. The Applicant has proposed an additional condition (Proposed Condition S) to ensure 4m high screen bunds are constructed adjacent to Freeth Farm Cottages in accordance with the bund design and stand-off distances.
95. The proposed progressive construction and later removal when no longer required of a 3m - 4m high soil bunds for acoustic and visual screening is illustrated below:
- As shown in Picture [A] below, an initial bund would extend through the middle of the site from north to south at a radius from Freeth Farm Cottages of approximately 80 – 90m, during Phases 2, 3 and 4;
  - Then at Phase 5 (Picture [B]), the bund would move to the northern side of the Cottages;
  - At Phase 6 (Picture [C]) the bund would surround the Cottages: the only Phase where this would be the case, for 46 weeks. The inside toe of the bunds during Phase 6 would range from approximately 23m to 32m from the Cottage buildings. Further detail of this arrangement is shown in Picture [E] below, and;
  - At Phase 7 (Picture [D]), the closest bund would only extend along the southern side of the Cottages, with part of the eastern bund moved further away from the Cottages (approximately 75m to the east).



96. Picture [E] - section drawing showing separation distances between Freeth Farm Cottages and the proposed screen bunding and the edge of mineral extraction:

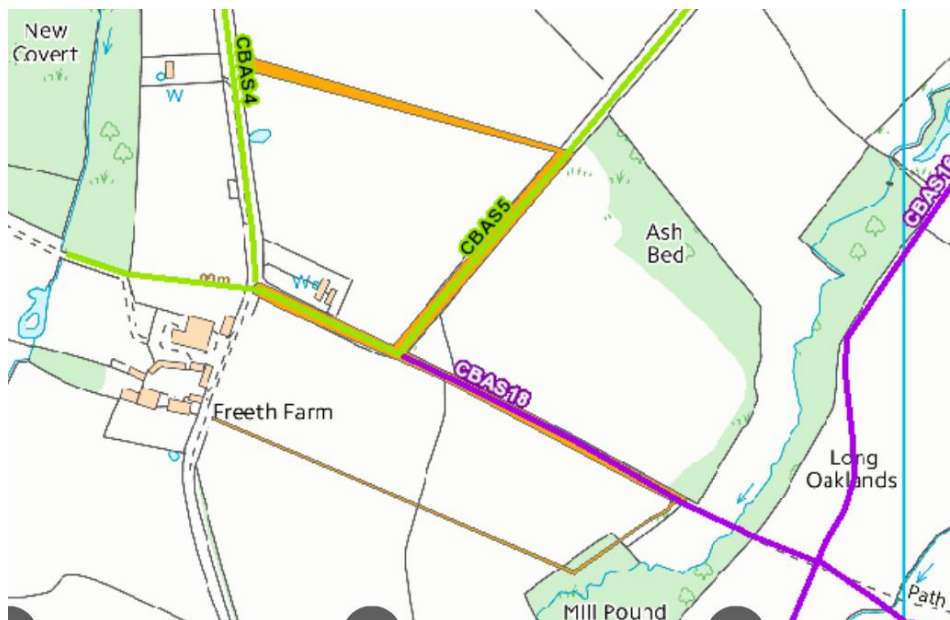


97. Picture [E] shows that during Phase 6 the inside toe of the screen bund would range from approximately 23m to 32m from the Cottage buildings (16m stand-off from the property boundary fence and hedge). The bund itself would be 19m wide, providing a stand-off between the boundary fence and hedge to the edge of mineral working of 35m (42m to 51m from the Cottage buildings).
98. The FVA and the Noise and Landscape and Visual Impact Assessments have been reviewed and taken all together have informed a Working Scheme design that is considered by officers to strike a reasonable balance between effectively reducing the visual impact and the enclosure of Freeth Farm Cottages to an acceptable level, achieving noise levels that are consistent with current practice and avoiding undue sterilisation of the mineral reserve. The Environmental Health Officer is fully satisfied that existing residents would not be unreasonably affected, and the Landscape Officer is content that reasonable compromise has been reached from a landscape/visual amenity perspective.
99. The applicant has proposed conditions that would ensure the Working Scheme (inc. phasing of development/appropriate separation distances) and provision of the screen bunds adjacent to Freeth Farm Cottages in Phases 5, 6 and 7 to the agreed design are implemented as part of the development. Such conditions (E and S) are considered necessary to ensure that the development avoids and/or adequately mitigates significant adverse impacts associated with quarrying operations and to accord with Policy MDC2 of the Minerals Development Control Policies DPD.

100. It is however considered that the applicant's proposed condition 'S' should be modified to ensure that the duration of these phases (as referred to in paragraph 94 above) is limited to that assessed in the ES and set out in the proposed Working Scheme
101. The applicant's proposed condition 'F' requiring that the council be notified when a working phase has been marked out on site is considered unnecessary. The site will be subject to regular inspection as part of the Council's established site monitoring regime and Proposed Condition B requires notification of key stages of the development anyway. It is therefore recommended this proposed condition is rejected.

### **Public Rights of Way - Proposed Conditions E and GG**

102. The Mineral Site is accessed from a single-track road running northwards from the Lower Compton to Compton Bassett road, and terminating at the south-western boundary of the permission area, currently used to access Freeth Farm and associated buildings. Public Right of Way (PRoW) CBAS4 (bridleway) continues northwards along the western boundary of the Site. A further PRoW, CBAS5 (bridleway) runs along a track eastward across the Site and then turns north-eastwards, extending through the northern section of the Site. From the point where it meets PRoW CBAS5, PRoW CBAS18 (footpath) continues eastwards along a field boundary through the Site to Ash Bed wood and then further eastwards towards Compton Bassett.



103. The submitted Working Scheme proposes the temporary diversion, rather than the stopping-up, of the two PRowS until mineral extraction and restoration have ceased and an application to achieve this diversion has been submitted to the Council separately to the ROMP Application. The existing path to the west of the Site (known as CBAS18) will be diverted along the southern boundary of the Site [shown on plan above as the brown line] and the existing path (known as CBAS5) through the middle of the Site will be diverted along the northern boundary of the Site [shown on plan above as the orange line].
104. Concerns have been expressed that the proposed Bridleway diversion route is unsuitable and unsafe for horse riders due to the heavy machinery working a short distance away. However, an equal or greater level of disturbance and would result from attempting to maintain the bridleway through the middle of the quarry. The Health and Safety Executive 'Approved Code of Practice and guidance - Health and safety at quarries', advises that members of the public in a quarry are likely to be exposed to significant risks and consequently it is better if public rights of way are diverted around quarries. Policy MDC8 of the Minerals Development Control Policies DPD recognises that minerals development can impact upon recreational routes and that some routes, public rights of way for example, may require temporary diversion for the duration of the development. The proposed temporary diversions along the PRowS from their current alignment to parallel routes along the northern and southern boundaries of the site means local residents would not lose the use of the rights of way and would still have the ability to get from 'A to B'. The Rights of Way Officer has no objection to the application.
105. The Working Scheme and Phasing Plans provide for the diversion of the Public Rights of Way when required to facilitate mineral extraction and the proposed Restoration Plan includes details for the reinstatement of the PRowS, including construction and surfacing details for bridleway CBAS5. The applicant has proposed conditions that would ensure the Working Scheme and Plans and Restoration scheme are implemented as part of the development (E and GG), and the additional condition recommended above at paragraph 174 (recommended condition number 31) to address reclamation works includes further detail of how the PRowS are to be reinstated. Such conditions are considered necessary to mitigate any adverse impact on the safety and use of the public rights of way and to accord with Policy MDC8 of the Minerals Development Control Policies DPD.
106. The Town and Country Planning Act 1990 (Section 261) provides for rights of way to be temporarily stopped up or diverted to enable minerals to be extracted by surface working. The diversion or stopping up of footpaths and bridleways is a separate process which must be carried out before the paths are affected by the development. A condition requiring that an order to divert the rights of way is obtained before the development commences is consequently considered unnecessary.
107. It is to be noted that a valid planning permission does not constitute permission to close or divert a public right of way. The public has the right to object to any order which proposes to close or move a right of way to allow a development to go ahead.

Condition (g) of the 1956 mineral permission

108. The proposed diversion of the Bridleway CBAS5 has caused concern to local people who object to the ROMP Application. It is suggested by objectors that Condition (g) of the 1956 Mineral Permission forbade the excavation of the central Bridleway (CBAS5) and consequently there is no extant permission which allows the extraction of sand from the land which comprises the Bridleway.
109. Objectors have also suggested the reason why Condition (g) was imposed on the 1956 Permission is because the bridle path is “an old Saxon road” which originally continued straight across the site. However, this supposition is not supported by the archaeological assessments that have been carried out or the advice from the County Archaeologist.
110. In full, Condition (g) states:
- (g) That no excavation shall be made within 20 feet of the bridle path to the west of the area and the route of the bridle path which runs through the centre shall be maintained in a satisfactory condition.*
111. Solicitors acting for several local people have provided the Council with a Legal Opinion. On the basis of this Opinion, the solicitor’s covering letter to the Council makes the following assertion:
- that it is not appropriate and potentially unlawful to utilise the ROMP application procedure to delete existing and still justified protections and restrictions from old mining permissions on dormant sites; and
  - As such, the condition (g) requirement to maintain the bridleway running across the site must be retained in any revised conditions.
112. However, the advice to the Council is that a determination may include the removal of conditions, in order to affect a substitution. The power to impose new conditions in para. 9 is untrammelled by the manner in which the conditions on the earlier consent have been expressed, subject only to the conditions being appropriate for the development permitted by the permission under review. The Environment Act 1995 allows considerable modification to be made to existing minerals permissions and, despite the terms of the conditions originally imposed.
113. Whilst condition (g) does prohibit the excavation of minerals from the land beneath path CBAS5, this does not limit the areas which can be excavated in the future if condition (g) is removed by the Council in the determination of the ROMP Application. New conditions can alter the areas which may be worked – this is most commonly in respect of imposing restrictions, e.g. separation distances to residential properties, but there is no principled distinction between reducing the areas which may be worked as opposed to increasing the areas. Provided an alteration to the development remains within what is permitted (i.e. the description of the development): thus, so long as the land over which path CBAS5 runs is within the area to which the permission applies (which is the case here), then there is no departure from what is permitted.

114. The 1956 Mineral Permission as a whole permits the excavation of minerals at Freeth Farm in accordance with the plan which accompanied the application. The plan shows the land to which the application relates colour-washed pink – this includes the land comprising the Bridleway.



115. The Working Scheme and Restoration Plans provide for the temporary diversion and then reinstatement of bridleway CBAS5. These plans are secured by proposed conditions E and GG and recommended condition number 31 to address reclamation works includes further detail of how the PRoWs are to be reinstated. Together, they are considered to be an appropriate substitute for 'condition (g)' that reflect a modern-day approach to rights of way affected by surface mineral working.

### **Soil resources – Proposed Conditions G to O**

116. The applicant has proposed conditions for protecting soil resources that will be required for site restoration and to secure implementation of the final Restoration Scheme. These include a condition to prohibit waste materials being imported to the site (condition N). The measures to be taken to ensure that soil quality would be adequately protected and maintained, during stripping, storage and handling of soils and reflect relevant good practice guidance. The conditions are therefore considered acceptable, being necessary and appropriate to ensure high quality restoration takes place in accordance with Policy MDC9 of the Minerals Development Control Policies DPD.

### **Hours of Working – Proposed Conditions P, Q and R**

117. These conditions set out the proposed working hours. Reduced working hours from those typically observed at quarries are proposed for those phases nearest to neighbouring properties as part of the mitigation measures to be employed to help ameliorate and reduce the noise impacts associated with the development (further details set out in paragraph 157 below).



118. The conditions are considered acceptable and necessary to ensure that the development avoids and/or adequately mitigates significant adverse noise impacts associated with quarrying operations and to accord with Policy MDC2 of the Minerals Development Control Policies DPD. However, it is recommended that rather than the proposed, separate conditions for each working phase, the restrictions should be set out in a single condition (recommended condition no. 9) together with the prohibition on working weekends and public holidays and requirement for maintenance work to take place during the stipulated times.

### **Archaeological and heritage features – Proposed Condition T and Unilateral Undertaking**

119. The ES includes a Cultural Heritage Impact Assessment ('the Heritage Assessment') which provides an assessment of the potential impacts of the working and restoration phases of the proposed development on the known historic environment resource including individual heritage assets and their settings. The scope of investigations and mitigation strategy for the scheme was defined in consultation with Historic England and the County Archaeologist.
120. Letters of objection against the development proposals assert the extraction area is a recently designated "SHINE Monument" to be protected. However, SHINE (the Selected Heritage Inventory for Natural England) is an agri-environment scheme for land that could benefit from management by farmers entering into Environmental Stewardship agreements. The County Archaeologist has confirmed this designation is not relevant to development management cases; it does not denote a site of national importance or one that needs to be preserved.

#### Indirect impact to adjacent Scheduled Monument

121. At the south-east side of the Site the earthwork remains of a medieval watermill and water management system are preserved and designated as a Scheduled Monument - known as 'Remains of watermill 500m east of Freeth Farm'.
122. Although there are no predicted direct physical impacts to this designated asset, which is of High (National) importance, there is potential for an indirect physical impact resulting from changes to the local hydrology as a result of the operational phase of mineral extraction. Changes to the hydrological regime could result in the dewatering of buried archaeological / palaeoenvironmental deposits within the Scheduled Area, which could in turn lead to their physical loss. Accordingly, protective design measures have been incorporated into the wider dewatering program for the Site as a precaution to ensure the prevailing pattern of water transfer between the proposed extraction area and the adjacent Scheduled Monument is not interrupted or changed. These measures include:
- The excavation of a trench between the quarry and the boundary of the Scheduled Monument to receive groundwater and rainwater allowing continued groundwater drainage through into the designated area; and
  - Monitoring of the efficacy of this process throughout the lifespan of the quarry.

123. The restoration scheme has also been designed to replicate the pre-development ground conditions to ensure that ground and surface waters drain towards the Scheduled Monument. The profile of the restored site has been designed to drain to two separate catchments, each with its own attenuation area. One of the attenuation areas will provide drainage from the eastern part of the restored quarry and will form two ponds along the boundary with the Scheduled Monument. Within the ponds, the eastern sand faces which formed part of the recharge trench will be retained adjacent to the Scheduled Monument. This will allow surface and groundwater from the restored quarry to dissipate into the Scheduled Monument, replicating the pre-development hydrological conditions. A program of monitoring and maintenance is proposed for the attenuation areas, perimeter ditches and discharge controls ensure ongoing efficiency e.g. removal of silt.
124. Historic England advises that these measures should ensure that there will be no impact to the monument via changes in groundwater. The submitted scheme of new conditions includes a condition ('Y') to secure the implementation of a 'Hydrometric Monitoring Scheme', which provides for the monitoring, assessment and reaction to any alteration in the drainage to the Scheduled Monument during mineral working and restoration. Such a condition is considered necessary and appropriate to ensure the ongoing efficacy of the recharge trench and transfer of water to the adjacent seepage areas / Scheduled Monument and to accord with Policy MDC2 of the Minerals Development Control Policies DPD. A Unilateral Undertaking (planning agreement under Section 106 of the Town and Country Planning Act) is proposed for the management of the attenuation areas, perimeter ditches and discharge controls. A planning agreement rather than a planning condition is necessary in this respect as the measures will be required in perpetuity. The combination of proposed planning condition and agreement is considered appropriate to address the potential indirect impact on the Scheduled Monument.

#### Setting of the Scheduled Monument

125. The Heritage Assessment concludes that the setting of the Scheduled Monument (a designated heritage asset) contributes to its significance as it informs both the aesthetic and communal values of the asset and any changes to the setting could result in a reduction of that significance. During the operational phase of the Site, the quarry working will be visible from the northern end of the Scheduled Monument and the noise and vibration during working hours will be experienced from all parts of the Scheduled Monument. Access to the monument from the west would also be altered as the public footpath will be redirected.
126. The Heritage Assessment considers that whilst this type of impact is adverse it is not so severe that the monument cannot be appreciated or understood. The effects of noise and vibration will only be experienced during the stipulated working hours and because of the phased extraction programme, will reduce over time as the quarry workings move away from the eastern edge of the Site. The workings will be surrounded by screen bunds to reduce noise levels and limit visibility. At the beginning of the operational phase it is expected the effect on setting will be adverse, but this effect would reduce to negligible at the end of operation once the Site is restored to agricultural land. The recharge pond will remain as a permanent

landscape feature and would not materially affect the physical environment or appreciation of the monument. In view of these circumstances, the Heritage Assessment concludes that the quarry would likely cause 'less than substantial harm' - within the meaning in paragraph 196 of the NPPF - to the setting of the Scheduled Monument, and this is agreed. Historic England also concur with the assessment of limited impact to the setting of the Scheduled Monument.

127. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. In this case, permission for mineral extraction already exists and Paragraph 203 of the NPPF states that it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. The applicant has proposed conditions that would ensure the Working Scheme (phasing of development/direction of working), provision of the screen bunds; hours of working and Restoration scheme are implemented as part of the development. Such conditions are considered necessary to ensure that the setting of the designated heritage asset is appropriately protected and to accord with the objectives of the NPPF and Policy MDC2 of the Minerals Development Control Policies DPD.

Setting of the Non-Designated Heritage Asset of Freeth Farm

128. Freeth Farm is a non-designated heritage asset of low value. Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be considered in determining the application. The Heritage Assessment assumes that changes to the immediate agricultural and rural landscape setting of the farmhouse and associated outbuildings as a result of the working phase of the quarry could result in a minor adverse impact upon their significance. However, this impact is mitigated to a degree by the construction of screen bunds between the property and the workings which will also serve to shield views towards the quarry. The subsequent restoration phase would completely resolve the visual impact and return the farmstead to its an agrarian setting. As a result, the Heritage Assessment concludes the residual impact on the significance of farmstead would be negligible, and this is agreed. Furthermore, in this case permission for mineral extraction already exists and Paragraph 203 of the NPPF states that it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. The applicant has proposed conditions that would ensure the Working Scheme (phasing of development/direction of working), provision of the screen bunds; hours of working and Restoration scheme are implemented as part of the development. Such conditions are considered necessary to ensure that the setting of the asset is appropriately protected and to accord with the objectives of the NPPF and Policy MDC2 of the Minerals Development Control Policies DPD.

Direct Impact to Archaeological Interest within the Site

129. A combination of artefact-based evidence of prehistoric and Iron Age date with the results of a geophysical survey indicate that buried archaeological remains are likely to be present, although the extent and nature of those remains is at present unknown. Overall, the archaeological interest within the Site is considered to be of

low (local) importance. Any below ground archaeological deposits will be completely removed as part of the proposed working scheme. Recognising that the effect of an application on the significance of non-designated heritage assets should be taken into account (NPPF para. 135), the Heritage Assessment presents a strategy for the mitigation of the predicted effects which, considering permission already exists for mineral extraction, is to preserve the archaeological interest within the site by record-providing. It is therefore proposed that a programme of archaeological recording (Strip, Map and Sample) is undertaken in accordance with an agreed Written Scheme of Investigation (WSI) as part of the controlled topsoil strip within the phased operation.

130. This approach of preservation 'by record' of the asset is supported by the County Archaeologist, who confirms there is a requirement for large-scale archaeological excavation across the whole site. The WSI is required to be approved before any works commence. Accordingly, a condition to secure this, and the subsequent implementation of the agreed archaeological works, is necessary. The Applicant has proposed a condition ('T') to achieve this and this would ensure that the date of and relationships between features and finds can be established in order to gain a better understanding of the archaeological site and accord with the objectives of the NPPF and Policy MDC2 of the Minerals Development Control Policies DPD. It is however recommended that for consistency the proposed condition be substituted by the Wiltshire 'standard condition' (recommended condition no. 5) for securing archaeological investigation.

#### **Dust – Proposed Condition U**

131. PPG states that where dust emissions are likely to arise, mineral operators are expected to prepare a dust assessment study, which should be undertaken by a competent person/organisation with acknowledged experience of undertaking this type of work. This should specify measures to control dust. Such measures are then to be set out in a 'Dust Management Plan'.
132. The ES includes an assessment of the potential for dust impacts associated with the operation of Freeth Farm Quarry, prepared by an independent environmental consultancy specialising in the assessment of air quality, dust and odour and reviewed by the Public Protection/Environmental Health Officer. The Applicant has proposed a condition - Proposed Condition 'U' – to secure the implementation of a Dust Management Plan which incorporates the mitigation detailed in the Dust Assessment.
133. The Dust Assessment reports that for 'nuisance dust', Freeth Farm Cottages, Freeth Farm and The Lodge are within 100m of mineral extraction areas with all other potential receptors being remote in relation to the distances relevant to dust nuisance impacts. When earthworks operations (such as bund creation) within the site are closest to Freeth Farm Cottages, Freeth Farm and The Lodge there is the potential for dust nuisance to occur, however effective operational management and mitigation will ensure that this risk is low. For 'Particulate Matter', the assessment reports the existing baseline PM10 concentration is very low, and the operational management

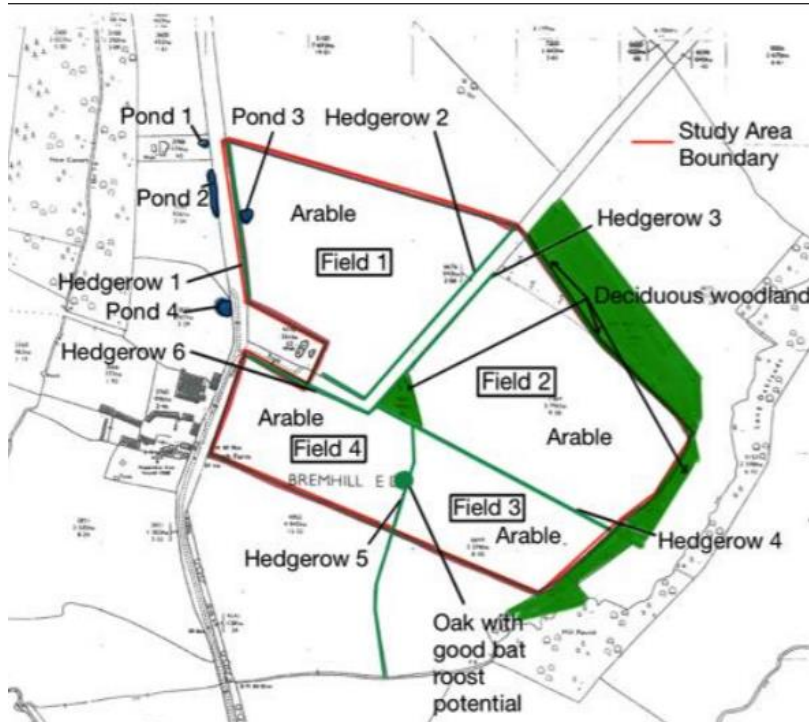
and mitigation measures proposed for the abatement of nuisance dust will also prevent any risk of health-based particulate. In particular, the coarse particle size (sand) and extraction of the damp mineral means that the risk is negligible. With mitigation applied, the impacts are predicted to be negligible and therefore insignificant.

134. The concerns raised by local people regarding the 'Freeth Farm sand' being a "Grade 1 carcinogen" that can be entrained in light winds and carried towards the nearby properties are noted, but these fears are not supported by the expert assessment carried out and no objections or concerns have been raised by the Environmental Health Officer on this issue. The assessment finds as the mineral itself is formed of coarse particles and does not require blasting (as would be the case for hard rock minerals) the potential for dust release during the extraction phase is considered to be very low, particularly as the material is damp. The potential emissions from the wet, coarse extracted mineral are very low, even adjacent to the workings. Potential impacts are assessed as not significant.
135. The dust assessment notes that when earthworks operations (such as bund creation) within the site are closest to Freeth Farm Cottages, Freeth Farm and The Lodge there is the potential for dust nuisance to occur, however effective operational management and mitigation will ensure that this risk is low. Such controls would include provision and use of a water bowser to dampen surfaces and not undertaking activities with a high potential for dust emissions when the wind direction is in the direction of receptors and there has been a period of dry weather.
136. These mitigation measures and management controls, together with actions for monitoring and complaints procedure, are set out in a 'Dust Management Plan'. The environmental design and mitigation measures detailed in the Plan are derived from industry good practice guidance and Process Guidance Note 3/08(12) - Statutory guidance for quarry processes. The measures are also consistent with Institute of Air Quality Management Guidance on the Assessment of Mineral Dust Impacts for Planning.
137. The applicant has proposed a condition ('U') to ensure the implementation of the Dust Management Plan is implemented as part of the development. Such condition is considered acceptable and necessary to ensure that the development avoids and/or adequately mitigates significant adverse dust impacts associated with quarrying operations and to accord with Policy MDC2 of the Minerals Development Control Policies DPD.

#### **Ecology – Proposed Conditions V and W**

137. These proposed conditions seek to secure the measures to avoid and/or mitigate some potential negative impacts on habits and protected species within and adjacent the mineral site.

138. An assessment of the ecological impacts is included in the ES. This records that the extraction area is located within or part of four arable fields, which are ploughed hard up to the field edge. The majority of the directly affected hedgerows are species and structurally-poor. However, there is one length of 'species-rich hedgerow' (Hedgerow 4), one small broad-leaved woodland copse and part of broadleaved woodland that will be lost. Nevertheless, all plants recorded on site are very common and widespread. There are very few notable wildlife species within the footprint of the quarry excavation.



139. The ES assesses the proposed scheme to have some potential negative impacts associated with the loss of some woodland and hedgerow habitat, and the potential to cause death, injury or disturbance to badgers, other notable mammals, breeding birds, and individual/very low numbers of great crested newt and grass snake.
140. Accordingly, the ES sets out mitigation measures to protect badgers, other notable mammals, breeding birds, great crested newt (amphibians) and grass snake. The only residual adverse impact is associated with the loss of ~0.2ha of woodland and 840m of hedgerow, which provides nesting habitat for common bird species and foraging habitat for a few common bat species. This adverse impact is compensated through appropriate scheme design (maintaining sufficient hedgerow and woodland habitat outside the quarry) and provision of enhanced/restored habitats post-quarrying, which will be managed in the long-term. These include:
- Restored hedgerow and tree planting;
  - Restore woodland planting;
  - New wetland ponds; and
  - New wildlife features such as bat roosting boxes.

141. The ES concludes that the quarry design will not significantly alter the functioning of the existing key habitats bordering the site, including boundary hedgerow and woodland, and appropriate long-term habitat creation and management will increase the overall habitat and structural diversity found on-site, which will benefit a range of wildlife. The Council's Ecologist is satisfied that surveys have been carried out to the agreed scope and that suitable mitigation measures have been proposed for the extraction period at the site and for the restoration phases.
142. The proposed scheme of conditions includes conditions (V and W) that requires the development to be carried out in accordance with the 'recommendations and procedures' set out in the ES (Chapter 5). Such conditions are considered necessary to secure implementation of the mitigation measures, but it is recommended that for precision the wording for condition W is amended to reference the specific Ecological 'Mitigation and Enhancement Strategy' presented in the ES (recommended condition no. 27). In line with the advice received from the Council's Ecologist, an additional condition (no. 29) is recommended to secure submission and approval of a detailed Landscape Ecological Management Plan (LEMP). This is considered necessary in order to provide for the post-extraction management of retained, replacement and newly created habitat features within the site and to accord with Policy MDC6 and Policy MDC9 of the Minerals Development Control Policies DPD.

#### **Groundwater and Surface Water Protection – Proposed Conditions X and Y and Unilateral Undertaking**

143. The proposed development will involve extraction from both above and below the watertable, the latter being facilitated through a program of dewatering. The extraction area will be restored at a lower level using existing soils to a combination of agricultural land, with areas of open water and seasonal wet grassland.
144. The ES includes an assessment of the impact of the proposed development on hydrology and hydrogeology, including flood risk. The assessment, incorporating production of a conceptual hydrological model for the locality including monitoring data, has not identified any over-riding hydrological or hydrogeological impacts that should prevent the proposed development from proceeding.
145. It has been suggested in public representations that dewatering and the restoration drainage of the site may cause shrinkage of the clay underlying the adjacent properties leading to risk of subsidence. This concern is noted, but it is not a likely impact identified by any of the EIA investigations undertaken to determine the nature and scale of potential impacts that may occur as a result of works proceeding in accordance with the proposed development. Neither the Environment Agency nor Natural England have identified this as a potential impact requiring assessment or further detail. The technical specialists who prepared the ES have commented that the proposed water management scheme, described in the ES, would not result in any meaningful lowering of water levels within the underlying clay outside the site and would remain saturated for both the active period of extraction and for the longer-term restoration.

146. The Geotechnical Statement provided as part of the ES also provides information regarding the potential risk of erosion of the excavation edge adjacent to Freeth Farm Cottages. This assessment considers groundwater and the stability of the quarry faces during and after mineral extraction and concludes that 'the analysis shows that, following excavation of the quarry faces close to the Freeth Farm Cottages, the ground between the bund and the quarry boundary will not be compromised'. Furthermore, at completion of mineral extraction the site will be subject to a 5-year aftercare period which will include monitoring drainage and soil conditions. An aftercare strategy will be provided requiring soils cultivation and review of its structural development and fertility. The aftercare period will allow for installation of any additional subsurface drainage should this prove to be required.
147. The ES demonstrates that the development proposals have minimal potential to cause negative impact in the locality, subject to the adoption of the following mitigation measures:
- Provision of a recharge trench along south eastern flank of extraction area to allow continued transfer of groundwater to the seepage/surface water environment within Scheduled Monument. Managed pumping of water from settlement ponds to recharge trench during active phase of working and incorporation as attenuation area within the restored site;
  - Inclusion of perimeter drainage and attenuation ponds to ensure no increase in existing rainfall runoff rates and allow for management of groundwater ingress for the restored site;
  - Ground and surface water monitoring scheme to be continued and expanded including regular review of the results in accordance with the submitted Hydrometric Monitoring Scheme. This will ensure ongoing efficacy of the recharge trench and transfer of water to the adjacent seepage areas/Scheduled Monument; and
  - Compliance with existing guidance and legislation concerning fluids handling for the protection of groundwater quality from potential accidental spillages / long-term leakage.
148. The proposed schedule of conditions includes a condition ('Y') to secure the implementation of the Hydrometric Monitoring Scheme. This satisfies the Environment Agency's requested condition on groundwater monitoring. A Unilateral Undertaking (planning agreement under Section 106 of the Town and Country Planning Act) is proposed for the management of the attenuation areas, perimeter ditches and discharge control measures associated with the potential indirect impact on the Scheduled Monument. This approach of use of both condition and S106 is considered necessary and appropriate to ensure the impact on surface water and groundwater resources is managed and to accord with Policy MDC3 of the Minerals Development Control Policies DPD. The applicant's proposed condition ('X') to



secure implementation of the measures for protection of groundwater quality is also considered acceptable.

### **Noise – Proposed Conditions Z, AA, BB and DD**

149. The Applicant has proposed conditions to ensure that the operational noise limits and mitigation and monitoring measures for normal and temporary operations are implemented as part of the development. The limits and measures are informed by a Noise Impact Assessment that considers the likely noise, and the resulting impact, from the proposed operations, and the means by which these impacts may be minimised.
150. The PPG advises that to determine the impact of noise, mineral planning authorities “should take account of the prevailing acoustic environment and in doing so consider whether or not noise from the proposed operations would:
- give rise to a significant adverse effect;
  - give rise to an adverse effect; and
  - enable a good standard of amenity to be achieved.
- In line with the Explanatory Note of the Noise Policy Statement for England (NPSE), this would include identifying whether the overall effect of the noise exposure would be above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation”.
151. The NPSE provides the following description of adverse effect levels:
- NOEL - No Observed Effect Level  
This is the level below which no effect can be detected. In simple terms, below this level there is no detectable effect on health and quality of life due to the noise.
  - LOAEL - Lowest Observed Adverse Effect Level  
This is the level above which adverse effects on health and quality of life can be detected. Where levels lie between the LOAEL and SOAEL, the Statement requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development, as set out in the NPPF.
  - SOAEL - Significant Observed Adverse Effect Level  
This is the level above which significant adverse effects on health and quality of life occur. It notes, however, that it is not possible to have a single objective noise-based measure that describes SOAEL that is applicable to all sources of noise in all situations and, not having specific SOAEL values in the NPSE provides the necessary policy flexibility until further evidence and suitable guidance is available.

152. Current guidance on the control of noise from surface mineral workings in England is set out in the PPG, including what are the appropriate noise standards for mineral operators for normal operations. The noise targets set out in the PPG are derived as a balance between the need to protect noise sensitive occupiers and the need to allow temporary operations such as mineral extraction. The PPG advises that mineral planning authorities should aim to establish limits through a planning condition, at noise sensitive properties, so that the normal operational noise LAeq, 1hr does not exceed the typical background noise level, LA90, 1hr by more than 10 dB(A). Where it will be difficult not to exceed the background level by more than 10dB(A) without imposing unreasonable burdens on the mineral operator, the limit set should be as near that level as practicable, subject to an upper limit of 55 dB(A) LAeq, 1hr. The PPG further advises that care should be taken, however, to avoid any of the suggested values being implemented as fixed thresholds as specific circumstances may justify some small variation being allowed.
153. The background noise level in the area is 35 dB(A) LA90, T. The Noise Impact Assessment therefore considers the threshold for the effect levels to be: -
- 35 to 45 dB LAeq, T is below LOAEL
  - 46 to 55 dB LAeq, T is below SOAEL
  - 56 dB LAeq, T and higher is above SOAEL
154. The calculated site noise levels in the table below provide the highest (worst case) calculated site noise levels for the proposed site operations, with barrier attenuation considered:

Receiver Location	Calculated Site Noise Levels dB LAeq, 1 hour, free field	
	Extraction Operations	Temporary Operations
Freeth Farm Cottages	46	70
The Freeth (Freeth Farm)	46	65
The Lodge	44	62

155. The PPG section on Noise states that where noise exposure crosses the 'lowest observed adverse effect' level boundary, consideration needs to be given to mitigating and minimising those effects, taking account of the economic and social benefits being derived from the activity causing the noise. The NPSE states that this does not mean that such adverse effects cannot occur. Significant adverse effects are to be avoided/prevented.
156. The ES reports the alternatives studied by the applicant, including methods of working. In terms of noise attenuation, several options for screening which could function to attenuate noise, but also visually screen the quarry and fit, as best as it can, into the landscape were considered. Options studied and rejected included tree and shrub planting, acoustic fencing, barriers made of other material (e.g. straw bales) and a combination of acoustic fence erected on soil bunds. Soil Bunds have been chosen as they provide the dual benefit of an acoustic and visual screen while providing for storage of soils outside of the extraction areas. The Landscape and

Visual Impact Assessment section of the ES also concludes with soil bunds as the preferable option.

157. In addition to the proposed arrangement of 3m - 4m high soil bunds for acoustic (and visual) screening and separation distances described above, other measures to be employed to help ameliorate and reduce the noise impacts associated with the development have been obtained. These include: -
- Phasing size and bunding design to ensure that noise from temporary operations will be limited to no more than 8 weeks per annum in accordance with Paragraph: 022 of PPG;
  - Positioning the loading shovel at the base of deposit when digging the face nearest to the dwellings. This will provide an additional 3 metres of barrier affect when digging;
  - Only submersible electric pumps to be used to dewater the workings (located in the south east corner of the site, in excess of 300 metres from the nearest dwelling);
  - Use of electric driven conveyor instead of dump trucks and HGVs to transport the mineral off site;
  - Choice of Plant limited to only electric driven conveyor and screener and a single Tier 4 Compliant Loading Shovel; which meets current noise and emission standards;
  - Use of low tonal or white noise reversing beepers on Plant;
  - In each phase, positioning the screener as far from the noise sensitive receptors as operationally possible; and
  - Reduced working hours from those typically observed at quarries, namely:
    - No working during weekends (including Saturday mornings), bank or public holidays
    - Operations in Phases 1, 2, and 3 restricted to 08.00 to 17.00 on Mondays to Fridays
    - Operations in Phases 4, 5, 6, 7 and 8 restricted to 09.00 to 12.00 and 13.00 to 16.00 on Mondays to Fridays.
158. With this package of measures, the applicant proposes that noise can be limited to a level of 47 dB(A) LAeq, 1hr. The level of 47dB will result in '+12dB above background'; an extra 2 dB over the suggested level of '+10dB above background' set out in the PPG. As noted above in paragraph 104, the PPG advises that care should be taken to avoid the suggested value of '+10dB' being implemented as a

fixed threshold. The Environmental Health Officer has no objection to the proposed limit of 47dB, due to this being only 2dB above the “+10dB rule” and advises that the 2dB difference would not be a noticeable change in terms of perception to the human ear.

#### Temporary operations

159. PPG advises that increased temporary daytime noise limits of up to 70dB(A) LAeq 1h (free field) for periods of up to 8 weeks in a year at specified noise-sensitive properties should be considered to facilitate essential site preparation and restoration work and construction of baffle mounds where it is clear that this will bring longer-term environmental benefits to the site or its environs.
160. As noted above, provision of 3m - 4m high soil bunds is required to avoid a significant adverse acoustic effect on residential amenity. The progressive construction and later removal when no longer required of the bunds at this site, rather than the typical approach of erecting bunds at the start of operations and removal at the very end, is also for the benefit of residential amenity by reducing the visual impact and the enclosure of Freeth Farm Cottages over the duration of the development.
161. The proposals comply with a 70 dB LAeq, 1 hour, free field noise limit for temporary works in line with current Government guidance for The Freeth, The Lodge and Freeth Farm Cottages. The applicant has proposed a condition to ensure that temporary operations do not exceed a total of eight weeks in any calendar year.
162. In addition to proposed conditions E and S (working scheme design) and P, Q and R (hours of working), the Applicant has proposed conditions Z, AA, BB and DD to ensure that the operational noise limits and mitigation measures for normal and temporary operations are implemented as part of the development. Such conditions are considered acceptable and necessary to ensure that the development avoids and/or mitigates and reduces to a minimum the adverse noise impacts associated with quarrying operations in accordance with the PPG and Policy MDC2 of the Minerals Development Control Policies DPD. However, it is considered that the proposed condition on noise limits (BB) be amended for remove unnecessary wording, to reflect current guidance and to include a requirement for record keeping.

#### **Noise Monitoring – Proposed Condition CC**

163. Proposals for ongoing noise monitoring are set out by the Applicant in an ‘Environmental Noise Scheme’; implementation of which is to be secured by proposed condition ‘CC’.
164. Concern has been expressed that the Environmental Noise Scheme is inadequate as it does not provide for continuous monitoring to identify if noise is exceeding the site noise limit. Instead, it is proposed that monitoring will be based on fully attended sample measurements at times when the site is fully operational, with observations about the site activity, extraneous noise (i.e. not attributable to the site activity) and weather conditions. The submitted scheme explains that continuous/unattended

monitoring, namely an automatic monitoring station with remote access and triggered alerts, is not appropriate for the Freeth Farm development due to, among other factors, the potential for frequent 'triggered alerts' due to extraneous noise (e.g. farm machinery). The latest scheme provides for monitoring to be undertaken at the adjacent properties four times per year and during key stages of site development (such as commencement of mineral extraction in any new phase and construction of soil bunds near to the properties), as well for additional monitoring in accordance with the complaint procedure set out in the scheme. The noise monitoring would also be supplemented by site inspections carried out by the Council's Planning Enforcement Team (as part of the Council's established site monitoring regime), accompanied by the Environmental Health Officer as necessary. Should it prove necessary, the scheme provides for amendments to be made to the scheme contents, including monitoring frequency. In light of the extensive noise review work undertaken to establish that appropriate site noise limits can be achieved, it is considered the proposed Environmental Noise Scheme is proportionate. However, it is recommended the applicant's proposed condition (CC) to secure implementation of the scheme is, for purposes of precision, amended (recommended condition no. 12) so the wording includes its full title and the point in time from when noise levels are to be monitored and managed.

#### **Landscape – Proposed Conditions EE and FF**

165. A Landscape and Visual Impact Assessment (LVIA) has been undertaken for the application. This notes that the site is not located within an Area of Outstanding Natural Beauty (AONB), although the boundary of the North Wessex Downs AONB extends along the main road through Compton Bassett and is located approximately 700m to the east and 560m to the south of the extraction area.
166. Potential Key Effects on Landscape Receptors  
The LVIA finds that while the works themselves would clearly affect the features across the land and its character to a significant degree during the operational period, this is only temporary and the restoration scheme would, following aftercare and a period of maturation, successfully integrate the site back into the surrounding countryside. The reduction in landform levels would not affect the landscape character to a noticeably adverse degree once the site is fully restored.
167. Potential Key Effects on Visual Amenity  
For the temporary Extraction and Progressive Restoration stage, the LVIA records that:
- Significant effects would be likely to occur to visual receptors represented by eight viewpoints in close proximity to the Site, including residents at Freeth Farm, associated properties and Freeth Farm Cottages, as well as PRow users. However, for these receptors, significant effects would only occur during the temporary, short term initial soil stripping and bund construction works or later works to relocate bunds (for example, between Phases 4 and 5) or to recover the bunds for use in restoration. Once constructed and seeded to grass the presence of these mitigating features in the landscape would be less visually disruptive

than the extraction and restoration works they would screen, so for the majority of time throughout the working phases, effects on visual amenity would be notable but not significant.

- The revised phased working scheme would result in Freeth Farm Cottages being entirely enclosed by 4m high bunds only during Phase 6, rather than Phases 5, 6 and 7 as set out in the previous working scheme. This change has been incorporated in response to concerns from the Cottage residents and would improve the visual amenity for residents throughout the duration of the extraction and progressive restoration operations.
- In terms of other residential properties, it is considered that there would not be any significant visual effects on any residents within Compton Bassett or from any location within the North Wessex Downs AONB, partially due to the distance of these receptors from the extraction area, which ranges from approximately 700m to over 1km.
- In terms of visual effects on PRoW users, there would again be temporary, short term significant effects caused by soil stripping and bund construction that would last a number of weeks. However, following this, effects would reduce to a non-significant level, as the grassed bunds themselves would screen more visually disruptive extraction operations beyond. Some views towards the AONB (wooded scarp slope) from PRoW in close proximity to the site would be adversely affected by the presence of the bunds, although these effects would be transient, temporary and would affect only limited sections of the PRoW routes.
- At the 10 Years Post Restoration stage, the LVIA finds views from all viewpoints would be very similar to existing, and although the lowered landform would be discernible to some extent, it would have very little effect on the quality of the views. The restored site would have integrated into the landscape by this point and would appear characteristic of the wider surroundings.

168. Mitigating Potential Landscape and Visual Effects

The LVIA sets out the number of measures included in the working scheme and restoration design proposals to reduce or compensate for unavoidable effects on landscape and/or visual receptors. These include:

- The bunds positioned where they best offer mitigation to views from residential properties and/or Public Rights of Way (PRoW);
  - a 3m – 4m high soil bund around Freeth Farm Cottages which would entirely enclose the Cottages only during Phase 6, an unworked standoff of 23m – 32m between the Cottage properties and the extraction area;
  - peripheral soil bunds 2m – 3m in height to screen views from PRoWs;
- PRoWs shall be temporarily diverted around quarry, as required;
- Phased working and restoration of the quarry to keep the area of ground disturbed at any one time to a minimum;
- Reinstatement of all agricultural land and hedgerows to their pre-development patterns and grade; and

- Planting of approximately 3,000m<sup>2</sup> of additional new woodland to benefit landscape character and enhance green links.
169. The Council's Landscape Officer notes that there have been several iterations of the design of the mitigation measures for noise and visual amenity since the original planning application was submitted in 2016, and the key issue has been to find the balance between achieving noise mitigation within relevant limits married to an acceptable solution for visual amenity. The Landscape Officer advises that after considering the noise science it was considered, and verified on site, that a compromise of a 4.0m height bund would deliver the acoustic and amenity mitigation and is of the opinion that a reasonable compromise has been reached.
170. In addition to the proposed conditions to secure implementation of the working scheme and restoration scheme, which incorporate into the scheme design the mitigation measures outlined in paragraph 168 above, the applicant has proposed conditions requiring approval of a detailed planting scheme (inc. planting specification and hedgerow maintenance) and its implementation and prohibiting the installation of lighting at the site. Such conditions (EE and FF) are considered acceptable and necessary to secure an appropriate mitigation strategy for the duration of operations, the restoration scheme and final after use and to accord with Policy MDC5 and Policy MDC9 of the Minerals Development Control Policies DPD.

#### **Restoration and Aftercare – Proposed Conditions GG, HH, II and JJ**

171. It is proposed that after extraction the site will be progressively restored to agriculture recreating the pre-existing pattern of fields, hedgerows, woodland and reinstated bridleway and footpath routes. No waste materials will be imported to restore the site. Instead, poor quality mineral and stored soils will be respread to create a landform approximately 2m to 3m below original ground level and contoured to give a natural appearance. As with the pre-development ground levels, the profile of the restored site has been designed to drain to two separate catchments.
172. Returning the land to agriculture is considered appropriate given the location of the site within a landscape of predominantly arable farmland. No objections to the intended after-use have been raised by Natural England. The reinstatement of pre-existing pattern of fields and public rights of way also alleviates potential impacts on the historic landscape character. The scheme includes habitat creation and management to increase the overall habitat and structural diversity found on-site.
173. Once the soils have been replaced, they would be cultivated and sown with an agricultural grass seed mix to stabilise the soils. The agricultural land will then be subject to aftercare for five years to ensure the site is returned to a standard suitable for such after-use. Planting of native tree and hedgerow species will also be subject to a 5-year aftercare scheme.
174. The proposed scheme of conditions includes a condition to secure delivery of the aftercare steps through submission of a detailed scheme for approval prior to the commencement of Phase 2 of the development. The aftercare scheme would set out

the steps, such as cultivating and treating the land to bring to the required standard for use for agriculture. This is a common approach and also provides an opportunity to establish the site infrastructure such as drainage, and the initial establishment and management of vegetation. However, it is considered that the proposed condition be amended as currently worded it seeks to cover both restoration and aftercare, which are different stages of development. It is recommended that an additional condition be added to address reclamation/restoration works (recommended condition number 31) in accordance with Policy MDC9 of the Minerals Development Control Policies DPD.

### **Land stability – Proposed Condition KK**

175. Concerns have been raised that the separation distance between Freeth Farm Cottages and the excavation area may be insufficient to guarantee that no destabilisation of the property or its vehicular access occurs.
176. PPG advises that the consideration of quarry-slope stability that is needed at the time of an application will vary between mineral workings, e.g. depth of working; and the nature of materials excavated. Appraisal of slope stability for new workings should be based on existing information, which aims to identify any potential hazard to people and property and environmental assets and identify any features which could adversely affect the stability of the working to enable basic quarry design to be undertaken.
177. The ROMP application includes a Geotechnical Statement prepared by an expert geological, geotechnical and surveying consultancy. This has been updated to address specific queries about the bund dimensions used in the modelling, materials parameters adopted for the Lower Greensand mineral strata and the effects of a high water table.
178. The stability analysis shows that, following excavation of the quarry faces close to the Freeth Farm Cottages, the ground between the bund and quarry boundary will not be compromised. Any potential instability predicted by the models are on the quarry side of the bund, well within the quarry boundary. Therefore, any stability issues lie under the jurisdiction of, and would be assessed under, the Quarries Regulations 1999 (administered by the Health and Safety Executive). The Quarries Regulations places a duty on operators to ensure that excavation and tips are designed, constructed, operated and maintained so as to ensure that instability or movement which is likely to give rise to a risk to the health and safety of any person is avoided. The Freeth Farm Cottages boundary is proposed to lie at least 16m from the opposite toe of the screening bund – well away from the influence of any possible ground movement. The screening bund is only a temporary feature, once removed the restored faces have a higher long-term factor of safety.
179. The Geotechnical Statement does however make recommendations for when the temporary bunds are in place to ensure the slope has the appropriate factor of safety; either backfill is placed against the slope at 1v in 2h as soon after excavation as practically possible or the Greensand face left at an angle of 1v in 2h. The Applicant



has proposed a condition (KK) to require approval, prior to the commencement of Phase 5, of a detailed scheme for how backfilling the slope adjacent to Freeth Farm Cottages is to be carried out. Such condition is considered necessary and appropriate to address and maintain safe working and safeguard any adverse impacts on surrounding land-uses and to accord with Policy MDC9 of the Minerals Development Control Policies DPD.

## **CONCLUSION**

180. This is an application for the determination of new conditions for Freeth Farm Quarry to control the working and restoration of the mineral development for which planning permission already exists. For the avoidance of doubt, the committee is not being asked to consider whether or not to grant planning permission for the Excavation of Minerals at Freeth Farm (as permission for this development already exists) but to consider whether the proposed recommended conditions set out in this report are appropriate.
181. The proposed Working and restoration Scheme and the conditions proposed by the applicant have been assessed in relation to their environmental impacts to ascertain if they are acceptable. Throughout the determination process, the control of noise and the protection of visual amenity at the nearest residential properties have been recognised as key environmental constraints. This has resulted in an extensive iterative process with the applicant, the Mineral Planning Authority and their respective professional consultants, seeking to devise a working programme and limits that as far as practicable balances the control of noise, visual impact and the enclosure of Freeth Farm Cottages to an acceptable level, whilst not unnecessarily affecting the economic viability of the operation.
182. The latest iteration of the Working and restoration Scheme is considered acceptable in relation to the noise and visual impacts on residential amenity and impacts on heritage assets, the water environment and public rights of way. Whilst there are inevitable impacts as a result of mineral working, the proposed conditions would minimise these impacts to a satisfactory level. The applicant has proposed several conditions, together with a S106 planning obligation, to secure the mitigation measures that address the environmental issues of minerals working at this site.
183. The conditions proposed by the applicant have been amended in light of consultation responses, further discussion with the applicant and for consistency with the Council's approach to minerals development.
184. The recommended conditions seek to achieve a programme of work which takes into account, as far as is practicable, the potential impacts on the local community and local environment (including wildlife), the proximity to occupied properties, and legitimate operational considerations over the expected duration of operations. They accord with this Council's usual approach to conditions for operations of this type as set out in the Development Plan, are in line with Government practice guidance and therefore considered appropriate.

## RECOMMENDATION

185. Having taken into consideration the environmental information, it is recommended that authority be Delegated to the Head of Development Management to approve, subject to the prior completion of a planning obligation to address the requirement for a Scheme of Surface Water Management, the Schedule of appropriate mineral conditions for Freeth Farm Quarry set out from paragraph 186 below.

### 186. **Conditions for 16/05464/WCM**

1. All mineral extraction shall cease within six years of the notified date of commencement, as notified in accordance with condition 2 below.

REASON: To ensure development is carried out in accordance with submitted application and approved details, and to minimise the duration of disturbance from the development.

2. The operator shall provide written notification to the Mineral Planning Authority at least seven days but no more than fourteen days prior to:
  - (a) The commencement of the development hereby permitted.
  - (b) The date of commencement of mineral extraction in any phase.
  - (c) The date of completion of mineral extraction in any phase.
  - (d) The completion of mineral extraction.
  - (e) commencement of soil placement in any phase;
  - (f) completion of each restoration phase;
  - (g) completion of final restoration under this planning permission.

REASON: To allow the Minerals Planning Authority to adequately monitor activity at the site and to ensure compliance with the planning permission to minimise the impact upon amenity.

3. No mineral shall be exported from the site other than by means of the overland field conveyor as indicated on the approved plans listed under Condition 4 below and no other route.

REASON: To ensure development is carried out in accordance with submitted application and approved details.

4. The working, restoration and aftercare of the site shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:
  - a) The Application for Determination of Conditions dated 23 May 2016 and proposed working programme and phasing plans submitted in application reference no. 16/05464/WCM as subsequently amended by the applicant's letter and enclosures dated 03 April 2020;
  - b) The following Approved Plans, insofar as they relate to the 'Site':  
639-01-06 Rev A dated March 2018: Freeth Farm Phase 1  
639-01-07 Rev B dated Jan 2020: Freeth Farm Phase 2

639-01-08 Rev B dated January 2020: Freeth Farm Phase 3  
639-01-09 Rev B dated Jan 2020: Freeth Farm Phase 4  
639-01-10 Rev B dated Jan 2020: Freeth Farm Phase 5  
639-01-11 Rev B dated Jan 2020: Freeth Farm Phase 6  
639-01-12 Rev B dated Jan 2020: Freeth Farm Phase 7  
639-01-13 Rev B dated Jan 2020: Freeth Farm Phase 8  
639-01-14 Rev D dated Jan 2020: Pre-Development Sections  
639-01-15 Rev D dated JAN 2020: Development Sections  
640-01-21 Rev E dated Jan 2020: Cross Section at Freeth Farm Cottages.  
639-01-21 Rev B dated FEBRUARY 2020: Final Restoration Scheme (including section)  
639-01-22 dated Mar 2016: Post Restoration Drainage Plan  
639-01-23 dated Jan 2020: Plant Access, Fencing & Staff Parking Plan

- c) All schemes and programmes approved in accordance with this schedule of conditions.

REASON: For the avoidance of doubt and in the interests of proper planning.

5. No development shall commence within the development area indicated until:
- a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and
  - b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

6. No mineral other than soft sand shall be worked from the site

Reason: To ensure development is carried out in accordance with submitted application and approved details

7. All topsoil, subsoil, overburden or mineral waste shall be permanently retained on site for subsequent use in restoration

REASON: To ensure the preservation of such materials for use in restoration and landscaping.

8. No soils, soil making materials or waste materials of any description shall be imported into the site

REASON: To ensure development is carried out in accordance with submitted application and approved details

9. No operations other than water pumping and environmental monitoring shall take place outside of the following times:

- (a) Phases 1, 2, and 3: Monday - Friday 08.00 hours to 17.00 hours
- (b) Phases 4, 5, 6, 7 and 8: Monday - Friday 09.00 hours to 12:00 hours  
and  
13:00 hours to 16:00 hours

No operations other than environmental monitoring and water pumping at the site shall take place on Saturdays or Sundays or Bank or Public Holidays.

No routine servicing, maintenance or testing of vehicles and machinery shall take place outside the permitted hours.

REASON: To ensure development is carried out in accordance with submitted application and approved details, and to minimise the impact of development upon properties and the local environment.

10. Except for temporary operations, the free-field Equivalent Continuous Noise Level, dB LAeq, 1 hour, free field, shall not exceed the Site Noise Limit specified below at each dwelling for routine operations. Measurements shall be corrected for extraneous noise. For temporary operations such as site preparation, soil and overburden stripping, bund formation and final restoration, the free-field noise level due to work at the nearest point to each dwelling shall not exceed the Site Noise Limit specified below at each dwelling. Temporary operations shall not exceed a total of eight weeks in any 12-month period. Records of temporary operations shall be kept by the operator and made available to the Mineral Planning Authority upon request.

Position [1.5 metre receiver height]	Site Noise Limit dB LAeq, 1 hour, free field	
	Routine operations	Temporary operations
Freeth Farm Cottages	47	70
The Freeth (Freeth Farm)	47	70
The Lodge	47	70

REASON: To set appropriate noise limits for the development, to minimise impact of noise on the neighbourhood and ensure development is carried out in accordance with the submitted application and noise impact assessment.

11. The 4m high screen bunds adjacent to Freeth Farm Cottages in Phases 5, 6 and 7 shall be constructed in accordance with the bund design and stand-off distances shown on Plan No: 640-01-21 Rev E and timings set out in the working programme and phasing plans referred to in Condition 4 above. The bunds shown on Plan No: 640-01-21 Rev E shall be 4m in height when measured from the original ground level.

REASON: To secure the mitigation measures contained in the Environmental Statement, and to minimise the impact of development upon properties and the local environment.

12. Noise levels shall be monitored and managed from the date of the commencement of development in accordance with the Environmental Noise Scheme reference aecl/hqp/freeth farm/ens/01/20/v2 dated 24 March 2020 prepared by K. Gough.

REASON: In the interests of amenity, to enable the effects of the development to be adequately monitored during the course of the operations

13. Only submersible electric pumps shall be used to dewater the workings.

REASON: To minimise the impact of development upon properties and the local environment.

14. No vehicle, plant, equipment and/or machinery shall be operated at the site unless it has been fitted with and uses an effective silencer. All vehicles, plant and/or machinery shall be maintained in accordance with the manufacturer's specification at all times

REASON: To minimise the impact of development upon properties and the local environment.

15. No reversing beepers or other means of warning of reversing vehicles shall be fixed to, or used on, any mobile site plant other than white noise alarms or similar or audible alarms whose noise levels adjust automatically to surrounding noise levels.

REASON: To minimise the impact of development upon properties and the local environment.

16. The Dust Management Plan Version 1 produced by Land & Mineral Management dated May 2016 shall be implemented from the commencement of development and shall be complied with at all times

REASON: To minimise the impact of development upon properties and the local environment.

17. No floodlighting, security lighting or other external means of illumination shall be provided, installed or operated at the site.

REASON: To secure the mitigation measures contained in the Environmental Statement in the interest of protecting biodiversity and local amenity.

18. The Hydrometric Monitoring Scheme dated March 2016 set out in Appendix 4 to the Planning Statement Version 4 dated March 2020 shall be implemented from the date of commencement of the development and shall be complied with at all times whilst the Site is operational. The water level within the recharge trench will be maintained between 91 and 92.5m AOD to ensure continued transfer of water to the Scheduled Monument and protection of down gradient groundwater levels. Should the Hydrometric Monitoring Scheme detect any significant alteration to the recharge trench water levels or prevailing pattern of water transfer from the Site to the Scheduled Monument via the recharge trench, then the developer shall investigate the cause of alteration and shall within one month submit to the Mineral Planning Authority for approval a detailed scheme for remediation of the impact to achieve the aims of the scheme. The approved remedial measures shall be implemented in accordance with the approved details.

REASON: To minimise the impact of development upon the water environment.

19. Fluids will be handled in accordance with the protocol referred to in Paragraph 6.5.3.3.5 of Environmental Statement Chapter 6 Hydrology and Hydrogeology (including Flood Risk) dated May 2016.

REASON: To minimise the impact of development upon the water environment.

20. All soils and soil making materials shall only be stripped, handled, stored and replaced in accordance with Paragraphs 3.9 to 3.13 inclusive of the Planning Statement Version 4 produced by Land & Mineral Management dated March 2020 except as modified by this schedule of conditions.

REASON: To minimise the structural damage and compaction of the soil and to aid the final restoration of the site.

21. The stripping, movement, and re-spreading of soils shall be restricted to occasions when the soil is in a suitably dry and friable condition and the ground is sufficiently dry to allow passage of heavy vehicles and machinery over it without damage to the soils and the topsoil can be separated from the subsoil without difficulty.

REASON: To minimise the structural damage and compaction of the soil and to aid the final restoration of the site.

22. All topsoil and subsoil shall be stored separately and in mounds which shall:
- a) Not exceed 3 metres in height in the case of topsoil, or 5 metres in height in the case of subsoils;
  - b) Be constructed with the minimum amount of compaction to ensure stability and shaped to avoid collection of water in surface undulations; and
  - c) Not be moved subsequently or added to until required for restoration.

REASON: To minimise the structural damage and compaction of the soil and to aid the final restoration of the site.

23. Prior to the formation of storage mounds, a scheme for grass seeding and management of all storage mounds that will remain in situ for more than three months shall be submitted for the written approval of the Mineral Planning Authority. Seeding and management of the storage mounds shall be carried out in accordance with the approved details.

REASON: To protect mounds from soil erosion, prevent build-up of weeds in the soil and remove vegetation prior to soil replacement.

24. Within three months of completion of soil handling operations in any calendar year, the Mineral Planning Authority shall be supplied with a plan showing:
- (a) The area stripped of topsoil, subsoil and soil making material; and
  - (b) The location of each soil storage mound.

REASON: To facilitate soil stock taking and monitoring of soil resources

25. All undisturbed areas of the site and all topsoil, subsoil, soil making material and overburden mounds shall be kept free from agriculturally noxious weeds. Cutting, grazing or spraying shall be undertaken, as necessary, to control plant growth and prevent the build-up of a seed bank of agricultural weed or their dispersal onto adjoining land

REASON: To prevent a build-up of harmful weed seeds in soils that are being or will be used for agriculture.

26. Notwithstanding the submitted details, within 12 months of the commencement of the development, a detailed planting scheme shall be submitted to the Mineral Planning Authority for approval. The scheme shall include native species, sizes, numbers, spacing, densities; locations; a planting specification, hedgerow infill and an outline of which hedgerows and trees shall be managed to allow them to grow up, and programme of implementation and maintenance. The scheme shall also include details of any existing trees and hedgerows on site with details of any trees and/or hedgerows to be retained and measures for their protection during the period of operations. Thereafter, the development shall be carried out in accordance

with the approved scheme. Any new trees or shrubs, which within a period of five years from the completion of the planting die, are removed, or become damaged or diseased, shall be replaced on an annual basis, in the next planting season with others of a similar size and species.

REASON: To ensure the provision, establishment and maintenance of an appropriate standard of landscape in accordance with the approved designs.

27. The development shall be carried out in strict accordance with all recommendations and procedures set out in the Ecological 'Mitigation and Enhancement Strategy' presented in section 5.6 of Chapter 5 of the Environmental Statement dated February 2020.

REASON: To secure the mitigation measures contained in the Environmental Statement in the interest of protecting environmental quality and of biodiversity.

28. The clearance of woodland and felling of trees shall only take place between the end of August and the beginning of March or following a search by a qualified ecologist for active birds' nests

REASON: To secure the mitigation measures contained in the Environmental Statement in the interest of protecting environmental quality and of biodiversity

29. Notwithstanding the submitted details, within 12 months of the commencement of the development, a detailed Landscape Ecological Management Plan (LEMP) shall be submitted to the Mineral Planning Authority for approval. The LEMP shall include prescriptions for the protection, replacement and aftercare of all habitats within the site, so that their function for biodiversity is not reduced from current levels, whilst also taking into account the landscaping of the development. Thereafter the development shall be fully undertaken in accordance with the approved LEMP.

REASON: To make appropriate provision for the management of natural habitat within the approved development in the interests of biodiversity.

30. The site shall be restored in accordance with the Plan Nos: 639-01-21 Rev B and 639-01- 22, within 12 months following the permanent cessation of mineral extraction.

REASON: To ensure that the site is reclaimed in a condition capable of beneficial afteruse.



31. The site shall be reclaimed progressively and managed for agricultural purposes in accordance with a scheme to be submitted to and approved in writing by the Mineral Planning Authority prior to the commencement of Phase 2. The scheme shall demonstrate how the site will be restored in accordance with Plan Nos: 639-01-21 Rev B and 639-01-22 and should include details of:
- (a) The nature of the intended after-use of the site;
  - (b) The sequence and phasing of reclamation showing clearly their relationship to the working scheme;
  - (c) ripping the quarry floor and the respreading over the floor of the excavated area of overburden, subsoil and topsoil previously stripped from the site, in that order and specifying details, depths and placement of respreading materials;
  - (d) The ripping of any compacted layers of final cover to ensure adequate drainage and aeration; such ripping should normally take place before placing of the topsoil;
  - (e) The machinery to be used in soil respreading operations;
  - (f) The final levels of the reclaimed land and the gradient of the restored slopes around the margins of the excavation and graded to prevent ponding of surface water;
  - (g) Details showing how the unworked land will marry with the lower restored areas to accommodate the reinstated bridleway and footpath;
  - (h) Drainage of the reclaimed land including the formation of suitably graded contours to promote natural drainage and the installation of artificial drainage;
  - (i) Ditch designs that fully penetrate the Lower Greensand into the underlying Kimmeridge Clay;
  - (j) Drainage methods and their maintenance for surface water flow from the attenuation areas shown on Plan No: 639-01-22; and
  - (k) Grass seeding of reclaimed areas with a suitable herbage mixture.

The development shall be implemented in accordance with the approved scheme.

REASON: To ensure that the site is reclaimed in an orderly manner to a condition capable of beneficial afteruse.

32. The restoration works in Phase 8 shall be limited to an 8-week period

REASON: To ensure that the site is reclaimed in a condition capable of beneficial afteruse at an early date.

33. Prior to the commencement of Phase 5 a scheme for the progressive backfilling of the quarry faces adjacent to Freeth Farm Cottages, to accord with the requirements of the Geotechnical Statement dated February 2020, shall be submitted to the Mineral Planning Authority for approval. The backfilling will accord with the approved scheme.

REASON: To avoid effects on surrounding land and to avoid affecting the restoration or subsequent afteruse of the site.

34. All restored areas of the site shall undergo aftercare management for a 5-year period. The aftercare period for each part of the site will begin once the restoration condition for the relevant part of the site has been met, the date of which shall be notified in writing to the Mineral Planning Authority within 21 days.

REASON: To ensure that the site is restored to an acceptable standard.

35. An aftercare scheme, requiring that such steps as may be necessary to bring each phase of the land reclaimed under condition 34 to the required standard for use for agricultural and amenity use shall be submitted for the approval of the Mineral Planning Authority not later than 6 months prior to the start of aftercare on all or part of the site and thereafter be implemented as approved.

REASON: To ensure satisfactory aftercare suitable for the intended afteruses.

**Existing conditions of mineral permission ref: 3809/NW granted on 5 September 1956 for Excavation of Minerals at Freeth Farm, Compton Bassett.**

**I. Conditions on which development is permitted**

- (a) That no permanent plant or buildings shall be erected on the land in question and the approval of the Council shall be sought and obtained in respect of any temporary buildings proposed to be erected.
- (b) That all temporary buildings, plant, structures and erections shall be removed immediately after excavation operations have ceased.
- (c) That all practicable steps shall be taken to the satisfaction of the Council to prevent the creation of any dust and noise of a character likely to be detrimental to adjoining properties or to the amenities of the neighbourhood.
- (d) That new land being developed at any one time shall be limited to four acres, to include land being prepared for excavation; no further land to be developed until the excavated area of the four acres is reinstated; regard to be taken of possible variations in depth of extraction and disposal of sterile overburden so that the entire reinstated surface is of an even formation and conducive to natural drainage at the top-soiling stage.
- (e) That in the preparation of the land for excavation, the top soil shall be separately placed on one side so that it can be returned to the surface of the land during reinstatement and before any other operations take place.
- (f) That when worked out, the land shall be restored to agricultural use by levelling and replacing topsoil.
- (g) That no excavation shall be made within 20 feet of the bridle path to the west of the area and the route of the bridle path which runs through the centre shall be maintained in a satisfactory condition.
- (h) That the mineral shall be excavated to the maximum depth possible as allowed by the seam.
- (i) That the mineral shall be excavated in such a manner that the bed of the excavated area along the boundaries will slope at an even gradient up to the existing surface of the adjoining land so as to afford reasonable access for agricultural purposes between the worked and unworked areas.

- (j) That top soil shall be defined as soil lying at or near the surface after the main timber, stools and roots have been disposed of, being of a friable nature and containing a vegetable admixture but nothing capable of turning a plough. The depth to which such material is to be stripped for stacking and replacement shall be determined by the measurement in stack so that, as far as practicable, an even covering of 12 in. top soil will finally be provided over the entire restored area.
- (k) That where necessary, as a result of the excavation, a scheme of land drainage should be submitted to the Planning Authority for consideration to ensure that the land when restored will be properly drained.
- (l) That the programme for working shall be linked with the programme for working the area of excavation at Sands Farm where permission has already been given, and that parcel No. O.S. 536 shall not be excavated and remain intact until the remainder of the gravel area has been excavated.

## II. Reasons for Imposing Conditions

1. To ensure that planning control is maintained over the erection of buildings on the site during the period the minerals are being excavated.
2. To ensure that the minerals are won methodically, the area reinstated, and afterwards left capable of agricultural use
3. To preserve the amenities of the locality so far as is possible.

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## REPORT TO THE STRATEGIC PLANNING COMMITTEE

Report No.

<b>Date of Meeting</b>	14 July 2021
<b>Application Number</b>	16/05708/WCM
<b>Site Address</b>	Freeth Farm Quarry, Compton Bassett
<b>Proposal</b>	Construction of a quarry field conveyor to transport excavated soft sand from Freeth Farm Quarry to the existing Processing Plant at Sands Farm Quarry
<b>Applicant</b>	Hills Quarry Products Ltd
<b>Town/Parish Council</b>	COMPTON BASSETT
<b>Electoral Division</b>	CALNE RURAL – Cllr Ashley O’Neill
<b>Grid Ref</b>	SU 02622 72651
<b>Type of application</b>	County Matter
<b>Case Officer</b>	Jason Day

### Reason for the application being considered by Committee

1. The Committee resolved at its meeting on 2 December 2020 to defer consideration of this application and its related application reference 16/05464/WCM to a future meeting.

### Purpose of Report

2. The purpose of the report is to enable the Committee to assess the merits of the application made in respect of Freeth Farm Quarry for Construction of a quarry field conveyor to transport excavated soft sand to the existing Processing Plant at Sands Farm Quarry against the policies of the Development Plan and other material considerations, and to consider the recommendation to approve the application subject to conditions.
3. After the 2 December 2020 meeting the Applicant provided additional information and a further round of consultation and publicity was duly undertaken. The report has been updated to take account of the representations received

### Report Summary

4. This report considers one of two related applications that have been submitted by Hills Quarry Products Limited relating to the dormant quarry known as Freeth Farm Quarry.

5. This report considers the application for planning permission to construct a field conveyor to transport the excavated sand to the nearby processing facility at Calne Quarry. Both applications are accompanied by a single Environmental Statement which assesses, in combination, the environmental impact of the proposals.
6. The main consideration is the merits of the use of conveyors over quarry dump trucks for the ultra-short transfer of minerals between quarry sites. Key issues to be considered are:
  - Noise impact
  - Dust impact
  - Landscape and Visual impact
  - Impact on Public Rights of Way
  - Archaeology
  - Hydrology and Hydrogeology
  - Ecology
7. The application has been the subject of six periods of consultation in response to initial and further submissions by the Applicant. 428 individuals have made representations, some commenting on each submission and some commenting on certain submissions only.
8. Compton Bassett Parish Council objects to both applications.

## **Background**

9. Hills Quarry Products Ltd ('the Applicant') has submitted two applications in respect of the dormant Freeth Farm Quarry mineral site:
  - Ref No: 16/05464/WCM made under the provisions of Schedule 13 of the Environment Act 1995 for determination of new modern working and restoration conditions for Freeth Farm Quarry ('the ROMP Application'), and
  - Ref No: 16/05708/WCM for planning permission to construct a quarry field conveyor to transport excavated soft sand from Freeth Farm Quarry to the existing Processing Plant at Sands Farm Quarry ('the Conveyor Application').

This report considers 'the Conveyor Application'.

10. Freeth Farm was identified in the Wiltshire County Council 'Minerals Site Review First List' 24 January 1996 as a 'Dormant' site and consequently minerals development cannot lawfully be carried out until the applicant has submitted an application for a new scheme of appropriate minerals conditions and conditions have been approved by the Mineral Planning Authority. Application No. 16/05464/WCM is the Applicant's submission of a scheme of site operating and restoration conditions.



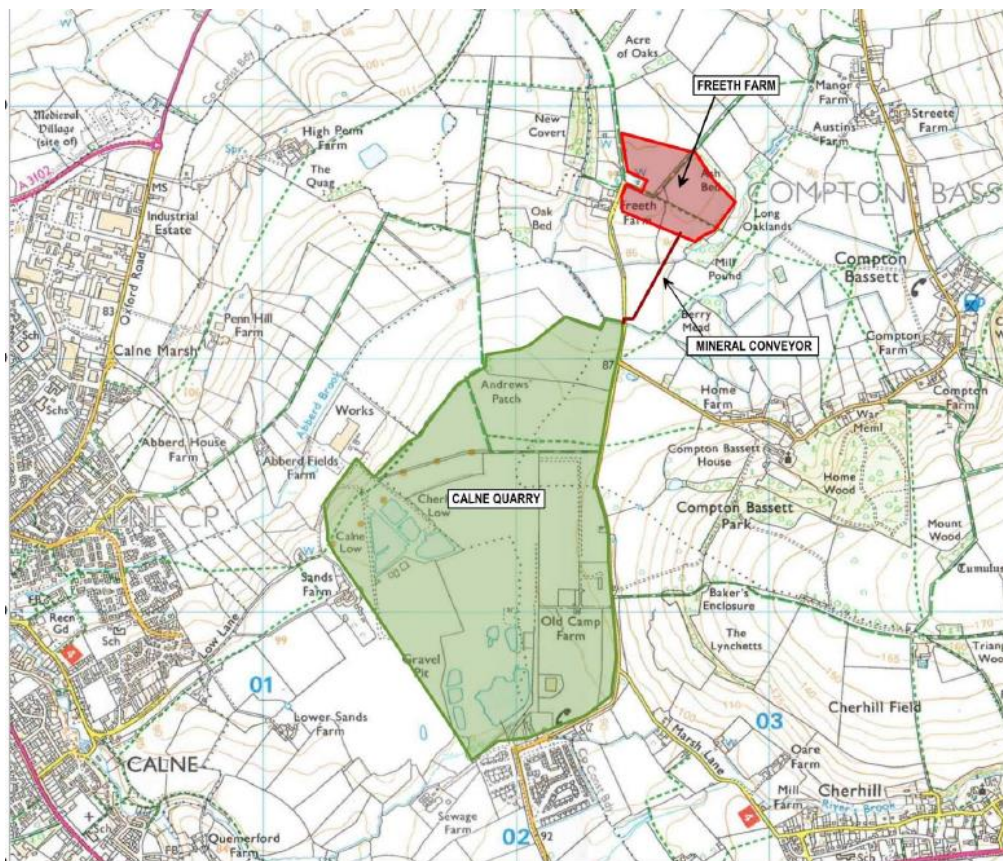
11. This application for the associated quarry field conveyor to transport the excavated mineral from Freeth Farm Quarry to the existing Processing Plant at Sands Farm is new development that requires an application for planning permission.

Application timescale

12. The applications were first submitted in June 2016. There has been a long delay in processing this application resulting from detailed discussions between the Mineral Planning Authority and the Applicant and their respective professional consultants over the last four years seeking to agree a balanced scheme for the ROMP Application that reduces noise, visual impact, and the enclosure of Freeth Farm Cottages to an acceptable minimum, whilst ensuring that the extraction of the mineral remains economically viable.

**Site Description**

13. The Freeth Farm Mineral Site lies to the east of Freeth Farm, Compton Bassett.



14. The nearest dwellings to the Site are situated to the west of the extraction area, namely The Lodge, Freeth Farm Cottages and The Freeth at Freeth Farm.
15. Copy of aerial photograph showing the location of adjacent properties:



Noise Calculation Receiver Locations

- 1 Freeth Farm Cottages
- 2 The Freeth, Freeth Farm
- 3 The Lodge

16. The Site is located on the northern flank of a minor valley associated with the Abberd Brook to the immediate east of Freeth Farm within a gently undulating landscape of predominantly arable farmland. Currently under arable cultivation the landform within the site slopes gently from a height of around 100 m AOD near The Lodge down to about 93 m AOD at the eastern and southern boundary.
17. At the south-east side of the site the land surface reduces more steeply into the bottom of the small valley of the Abberd Brook, where the earthwork remains of a medieval watermill and water management system are preserved and designated as a Scheduled Monument.
18. The Calne Quarry complex comprises the Sands Farm Quarry, Old Camp Farm and Low Lane Extension mineral working areas. Mineral extraction and site restoration by landfilling is ongoing at the Low Lane Extension which is approximately 400 m from

Freeth Farm Quarry. Sands Farm Quarry, where mineral is processed, stored and sold, is approximately 1.5 km to the south of Freeth Farm. The mineral is transported from Low Lane Extension to Sands Farm Quarry via a conveyor.

### **Planning History**

19. Relevant planning history for the Freeth Farm mineral site is summarised as follows:

September 1956 – Permission 3809/NW granted by Wiltshire County Council for Excavation of Minerals at Freeth Farm, Compton Bassett.

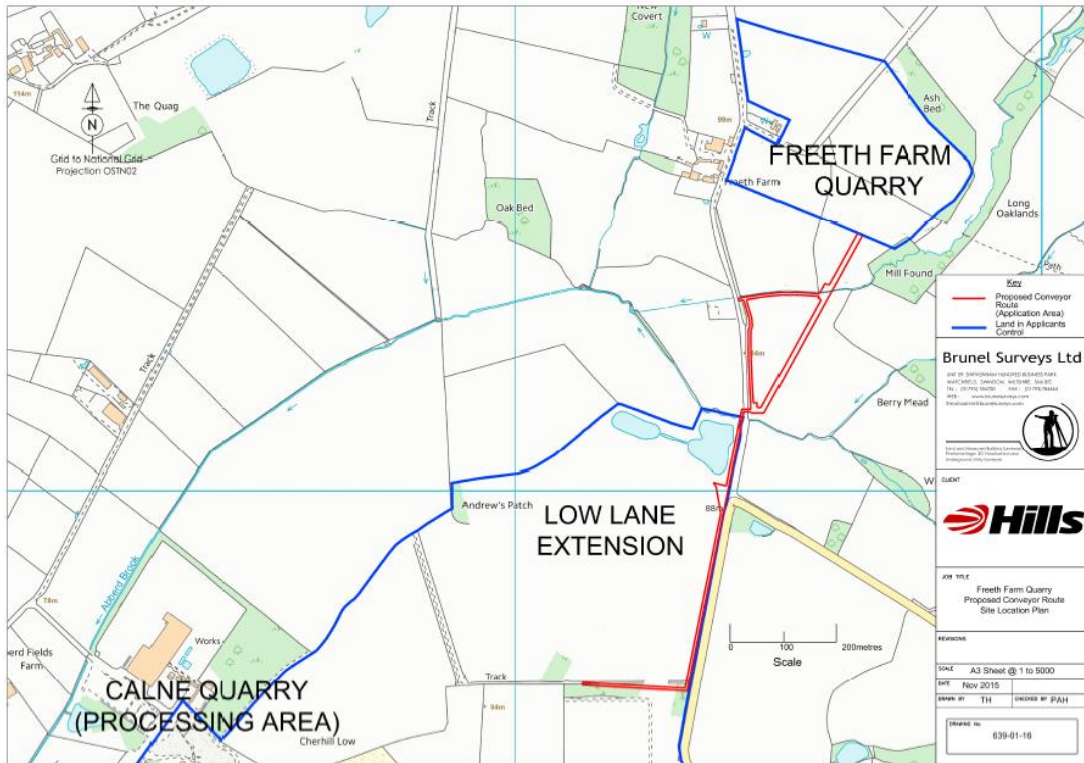
January 1996 - Freeth Farm classified in the Wiltshire County Council Environment Act 1995 'First List' of mineral sites in the area as a 'Dormant' site.

August 2010 – Freeth Farm (site 'C5') included as a potential area for mineral extraction in the Calne area Mineral Resource Zone for the 'Initial Site Options Report for the Wiltshire and Swindon Aggregate Minerals Site Allocations DPD'.

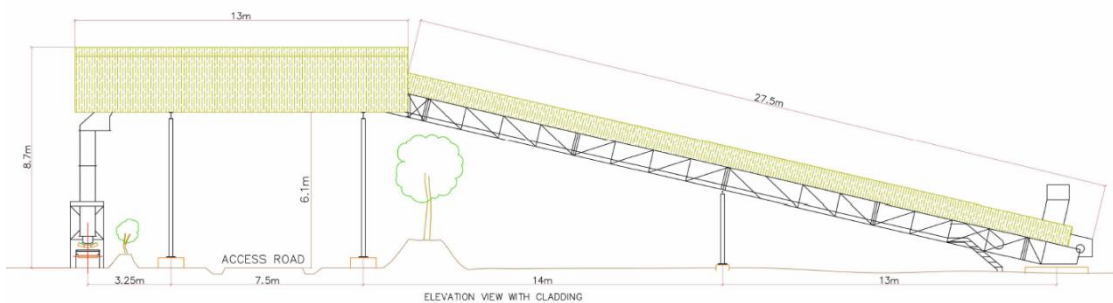
March 2011 – Noted that entire C5 site boundary is included within a dormant consent (3809/NW) for mineral extraction. Site dropped from further consideration as legal requirements for ROMP means that the site should not be allocated in the Development Plan.

### **The Proposal**

20. The Conveyor Application proposes that the soft sand from Freeth Farm Quarry be conveyed off-site to avoid the need for dump trucks to transport the mineral to the Sands Farm processing area within Calne Quarry via the public highway.



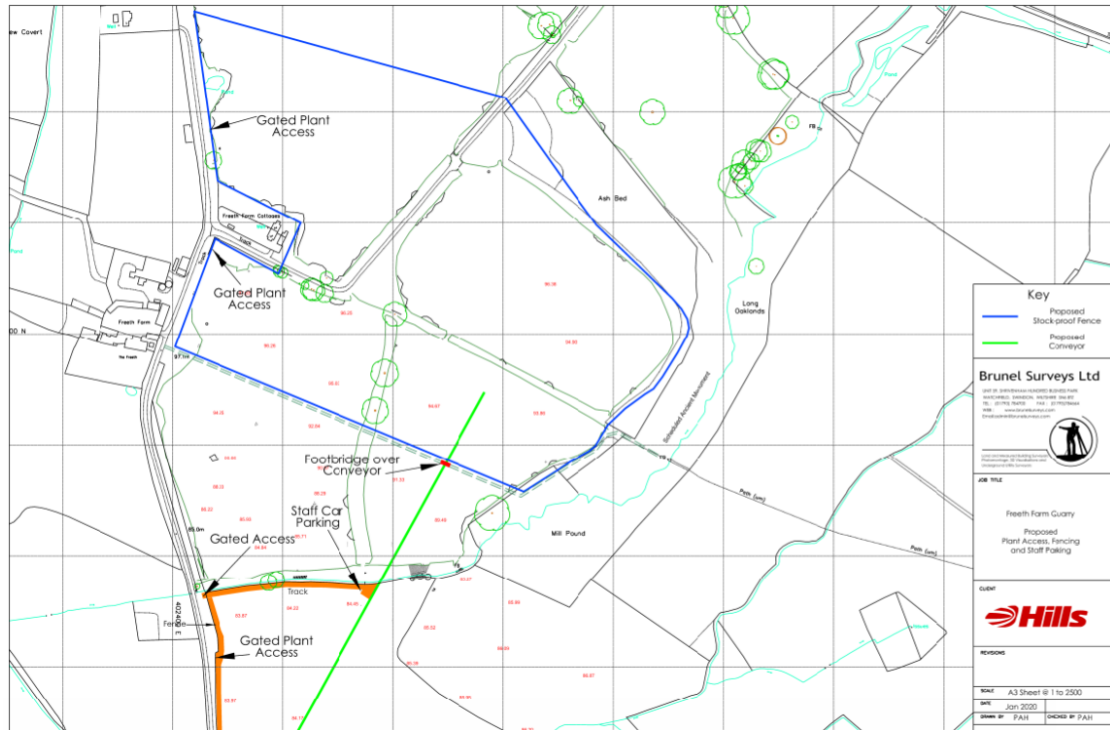
21. Immediately south of the extraction site, the conveyor will cross a Public Right of Way which will be diverted from within Freeth Farm Quarry. A bridge for users of the diverted Right of Way will be provided over the conveyor at this point. Approximately 110m to the south of this footpath, the conveyor will free span across a ditch.
22. Approximately 380m to the south of the extraction site, the conveyor will cross the public highway (lane) via a conveyor bridge. This bridge will be approximately 8.7m in height, constructed of cladded profiled steel and painted green. It has been designed, in consultation with the Highways Authority, to lift the conveyor 6.1m above the level of the lane. This height is required to allow the safe passage of emergency services vehicles.



23. The foundation slabs and upright sections of the conveyor bridge can be erected without disturbance to the users of the lane leading to Freeth Farm. The horizontal section of the crossing will be erected using a crane, located in the adjacent field. As this point, the use of the road will need to be restricted for approximately 2 hours. The

applicant will liaise with the users of the lane to agree a convenient time to conduct these works.

24. From the bridge crossing, the conveyor will enter the Low Lane Extension of Calne Quarry and cross Abberd Brook. The conveyor will then run between a pond and road-side hedgerow until it passes through a box culvert beneath National Route 403 of the National Cycling Network. During the box culvert installation works, which will take about two weeks, the Bridleway will be temporarily diverted.
25. Beyond the box culvert, the conveyor will run along the side of a quarry screen bund until turning west to join the existing conveyor arrangement between the Low Lane Extension area and the processing facilities at Sands Farm, within Calne Quarry, where aggregate is processed, stored and transported off-site for sale using established HGV routes.
26. Prior to the installation of the conveyor, a 5m wide access road will be constructed from the public highway which leads to Freeth Farm, running in an easterly direction. Following this, an electrical substation and Portakabin will be installed. The electrical substation will be used to power the conveyor. The Portakabin will provide welfare facilities for staff during the development, operation and restoration of the quarry and conveyor.
27. Plant Access, Fencing and Staff Parking Plan:



28. To erect and dismantle the conveyor bridge, a crane will be required to operate from within the agricultural field in which the conveyor is located. It is therefore proposed to

construct a surfaced pad on which the crane can operate adjacent to the conveyor bridge crossing. This pad will be accessible via the 5m wide temporary access road.

29. Soils from the pad and temporary access road areas will be stripped and placed in a low bund. Limestone aggregate will then be used as a surface. The pad and access road will only be required for the installation and dismantling of the conveyor bridge. Once the conveyor bridge has been installed/dismantled the limestone aggregate will be immediately stripped and the soils replaced to allow the land to be re-used for agriculture.

### **Environmental Impact Assessment**

30. The application is accompanied by an Environmental Statement (ES) which reports the results of an Environmental Impact Assessment (EIA) which assesses, in combination, the environmental impact of the development proposals, i.e. the working programme proposed in the scheme of conditions and the proposed field conveyor.
31. The EIA, undertaken by independent specialist consultants, has examined the potential impacts of the development proposals and where necessary propose means of mitigation. The mitigation measures have been carried forward into the development design.
32. The key environmental issues which have been assessed in the EIA are as follows:
  - Landscape and Visual Amenity;
  - Biodiversity;
  - Hydrology and Hydrogeology;
  - Noise and Dust;
  - Archaeology; and
  - Cumulative effects.
33. The ES has been updated in March 2020 where required and is a full resubmission of that submitted in May 2016, to address both revisions made to the development proposals and request from the Mineral Planning Authority for further information about potentials impacts.
34. The Environmental Impact Assessment Regulations require that before determining any EIA application, the local planning authority must take into consideration the information contained in the ES, any comments made by the consultation bodies, and any representations from members of the public about environmental issues.

### **Statement of Community Involvement**

35. The Applicant has provided details of consultations with local community representatives prior to the submission of the applications. The Applicant operates a 'community liaison group' for Calne Quarry which includes representatives from the Parish Councils for Compton Bassett, Cherhill, Calne without Hilmarton and Heddington, plus Calne Town Council. The proposals were presented to this liaison

group committee on 14 April 2016 and feedback sought from those who attended. It is advised that no comments were made about the field conveyor.

## **Planning Policy**

36. The application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990). The following Development Plan documents and policies are of relevance in this case:

### Wiltshire and Swindon Minerals Core Strategy, 2009

MCS 7: Flooding

MCS 8: Living with Minerals Development – Protecting Residential Amenity

MCS 9: Strategic Approach to Managing Minerals Transportation

MCS 10: Strategic Approach to Restoration and After-use of Mineral Sites

### Wiltshire and Swindon Minerals Development Control Policies Development Plan Document, 2009

MDC1: Key criteria for sustainable minerals development

MDC2: Managing the impacts of minerals development

MDC3: Managing the impact on surface water and groundwater resources

MDC5: Protection and enhancement of Wiltshire and Swindon's landscape character

MDC6: Biodiversity and geological interest

MDC7: The historic environment

MDC8: Sustainable transport and minerals development

MDC9: Restoration, aftercare and after-use management of minerals development

### Wiltshire Core Strategy, January 2015

- Core Policy 8: Calne Community Area;
- Core Policy 50: Biodiversity and geodiversity
- Core Policy 51: Landscape;
- Core Policy 55: Air Quality;
- Core Policy 58: Ensuring the conservation of the historic environment
- Core Policy 62: Development impacts on the Transport Network;
- Core Policy 65: Movement of Goods

### Compton Bassett Neighbourhood Plan 2015 - 2030 (Made May 2016)

- CBNP Policy 3: Development that will result in severe impacts on highway safety will not be permitted.
- CBNP Policy 4: The protection and, where possible, enrichment of the habitats and biodiversity of Compton Bassett will be supported.

- CBNP Policy 7: Proposals for development should preserve the character of Compton Bassett, conservation area, historic buildings and historic rights of way.
- CBNP Policy 8: Development proposals which strengthen and support local economic activity will be supported.
- CBNP Policy 10: Development should conserve the landscape and scenic beauty to the AONB.

The National Planning Policy Framework and relevant planning practice guidance.

37. The National Planning Policy Framework (NPPF) sets out government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. Several paragraphs are relevant to this application:

Paragraph 2 - Status of the NPPF in decision making.

Paragraphs 7 to 11 (Sustainable development)

Paragraph 38 (Decision making)

Paragraphs 2, 47 & 48 (Determining applications)

Paragraphs 54 to 57 (Use of planning conditions and obligations)

Paragraph 98 (Public Rights of Way)

Paragraphs 108 & 109 (Transport)

Paragraphs 148, 155 to 165 (Climate change and flood risk)

Paragraphs 170 to 177 (Conserving and enhancing the natural environment)

Paragraphs 189 to 202 - (Conserving and enhancing the historic environment)

Paragraphs 203 to 206 (Minerals)

38. The National Planning Practice Guidance (PPG) accompanies the NPPF providing guidance on its interpretation. Several paragraphs are relevant to this application:

Climate change; Environmental Impact Assessment; Flood risk and coastal change; Historic environment; Land stability; Minerals; Natural environment; Noise; Use of planning conditions.

**Summary of consultation responses**

39. There have been 7 separate rounds (see paragraph 51 below) of consultations on the proposed development in response to initial and further submissions by the Applicant. The following summary represents the position of consultees following the outcome and conclusion of the consultation exercises and is not intended to be a full detailed description of all comments submitted during each of the consultations undertaken.

40. **Compton Bassett Parish Council** – objects to both applications, on the following grounds:

The extraction area is a recently designated SHINE Monument and extends to around 11 hectares close to 4 dwellings at Freeth Farm and around 1km from the majority of houses in Compton Bassett.



The revised applications have the same material deficiencies that were present in the previous similar applications that were not permitted by Wiltshire Council.

The revised applications are fundamentally flawed in that they have little social and commercial merit to the extent that they are open to legal challenge if consented.

The main objections are as follows:

1. The ROMP is now believed to be invalid and, in any event, it was originally granted subject to various planning conditions that have the effect of materially reducing the extent of the proposed area for sand extraction and rendering the present revised application invalid.
2. The sand extraction noise levels would exceed the statutory limits for normal operations.
3. The temporary operations activities (topsoil removal and bund formation) would be likely to exceed statutory noise limits and would last for significantly longer than the statutory limitation of 8 weeks per year.
4. The revised application proposes very large noise attenuation bunds (4m high x 19m wide) surrounding (or partly surrounding) Freeth Farm Cottages starting at a distance of 16m from their boundaries and being present for over 2 years. These bunds are highly intrusive and cause a level of sensory deprivation which may be in breach of the Human Rights Act.
5. The Freeth Farm sand contains very fine silica quartz particles that are classified as a Grade 1 carcinogen and can be entrained in light winds and carried towards the nearby properties during bund construction and operation of the open conveyors for a period of 5-6 years.
6. The proposed Bridleway diversion route is wholly unsuitable and would be unsafe for horse riders as 1.2km of various top soil bunds have to be constructed next to the diverted route using noisy heavy machinery in close proximity; heavy machinery would also be working a short distance away in Phases 4, 5 and 6 for over 2 years; the proposed bridleway diverted route would run alongside an open conveyor for 800m and be crossed by an overhead open conveyor for a period of 5-6 years.
7. The applicant admits that the site is barely economic and there are additional issues that make this a wholly unsuitable site for the extraction of such a small quantity of sand. The site is adjacent to a Scheduled Monument that will require long term protection and an archaeological protection scheme has to be implemented during the period of sand extraction together with special measures to protect the local wild life that includes great crested newts, badgers, bats and nesting birds.

Overall, the small amount of sand is simply not needed, especially at such a high cost to the environment and local society, so the conditions implied by the applicant's submissions are not environmentally reasonable and are not best practice to the extent that this application is unacceptable to the local community, unlawful and open to legal challenge.

As there have been over 600 letters of objection to date, it is requested that any strategic planning meeting convened to consider this application be held in public. The applicant has submitted 108 technical documents and there a number of highly contentious and legal issues to be discussed. It would be undemocratic for such complex issues to be decided either in private or via internet technology.

The Applicant's claim that their proposed 35m buffer zone is endorsed by a Financial Viability is refuted on several counts.

The Parish Council has serious concerns for the health of parishioners, especially those who are living adjacent to the extraction zone from dust/ultra-fine sand.

The proposed 35m buffer zone and 4m high x 19m wide noise attenuation bunds will be inadequate to dissipate noise levels to within statutory noise limits.

In light of Dr Alberry's review, request that planning conditions should be revised:

- Amend the buffer zone to 100m from Freeth Farm Cottages, The Freeth and Freeth Farm.
- A closed belt conveyor to be used to protect the surrounding environment from dust.
- Continuous noise and dust monitoring systems should be mandatory or there will be no meaningful environmental protection for Compton Bassett parishioners.

41. **Environment Agency** – No objection to the proposed construction of a quarry field conveyor.
42. **Historic England** – do not wish to offer any comments on this application for planning permission.
43. **Natural England** – no objections. Advises that as the site is close to North Wessex Downs AONB the planning authority uses national and local policies, together with local landscape expertise and information to determine the proposal, including consultation with the relevant AONB Partnership or Conservation Board. The planning authority should apply Natural England published Standing Advice on protected species.
44. **North Wessex Downs AONB Partnership** – no comments received.
45. **Wiltshire Council Archaeology** – Support subject to conditions. Advises the main extraction site has high archaeological potential and archaeological excavation has been required/secured by condition. Where the conveyor mechanism will have any ground impact within the site, the archaeological work will need to be carried out in advance of work starting on the construction of the conveyor.
46. **Wiltshire Council Environmental Health Officer** – no objections; advises that the Dust Management Plan could be attached to the applications via condition.

47. **Wiltshire Council Landscape Officer** – no comments on this application.
48. **Wiltshire Council Ecologist** – no comments on this application.
49. **Wiltshire Council Highways Officer** – no highway objection. All extracted material will be removed by conveyor; as this includes a new structure over the highway the applicant should be advised that details of the structure will need to be submitted to, and approved by, the Local Highway Authority prior to the commencement of work.
50. **Wiltshire Council Rights of Way Officer** – no comments on this application.

## Publicity

51. The applications were publicised by Newspaper notice, Site notice, Neighbour notification, Publication to the Council's website and Weekly lists of applications, and notification to the Town and Parish Councils in the locality. As noted above, the application has been the subject of seven separate periods of consultation in response to initial and further submissions by the Applicant.
52. **428** individuals have made representations (totalling 670 comments), some commenting on each round and some commenting on certain submissions only. The following table provides a breakdown of the number of objections received to each submission/round of publicity etc:

Version / Consultation round		Number of objections received
1	May/June 2016 – V1 original submission	326
2	Dec 2016/Jan 2017 - Response to Reg 22, noise.	71
3	Sept 2017 - V3 proposals - Straw Bales.	77
4	April 2018 - V4 proposals - 3.0m high soil bunds	89
5	May 2019 - Publicity of noise review commissioned by the Council and Applicant's response	14
6	April 2020 - V5 proposals - 4.0m high soil bunds	62
7	March 2021 – Financial Viability Assessment and Record of events at Freeth Farm	31

53. The following is a summary of the planning issues raised and is not intended to be a full detailed description of all comments submitted during each of the consultations undertaken:
- The proposed sand extraction is not needed - contrary to the Wiltshire and Swindon Minerals Plan;
  - Inadequate separation distances - best practice requires a distance of 200-250m as applied in other counties. The distance of the proposed workings to homes is

unacceptably close, children will be subjected to excessively high levels of noise, vibration and dust for up to 6 years. Freeth Farm Cottages being almost completely surrounded by 4m high x 19m wide noise attenuation bunds for more than two years is unacceptable. These bunds are highly intrusive and cause a level of sensory deprivation which may be in breach of the Human Rights Act;

- Inadequate provision of bunds and fencing – the site is within 1km of Compton Bassett and the proposed bunds will not mitigate noise due to slope of the ground;
- Loss of public footpaths, bridleway and private rights of way – the proposed re-route of the rights of way is unworkable as route known to become too boggy. Footpath should not be lost as runs along an ancient hedgerow. Freeth is a quiet place with beautiful surroundings which will be destroyed, and loud noises and large machinery will disturb cycle rides and spook ponies. The proposed Bridleway diversion route is wholly unsuitable and would be unsafe for horse riders. The ROMP regime should not, however, be used to effectively render this Freeth Farm area a “no go” area for equestrian use over the life of the development;
- Loss of agricultural land – permanent loss of Grade 2 land will result from reduced land height, high water table and underlying clay;
- Public nuisance and health risk – dust blow from the conveyor is a potential health risk. The Freeth Farm sand is a Grade 1 carcinogen and can be entrained in light winds and carried towards the nearby properties;
- Damage to local business – Compton Bassett has a number of sensitive dust receptors and the application will damage the health of local businesses;
- Noise nuisance – pumping to reduce water table to extract sand will cause noise nuisance and harm particularly overnight to Compton Bassett residents. The sand extraction noise levels would exceed the statutory limits for normal operations. The temporary operations activities (topsoil removal and bund formation) would be likely to exceed statutory noise limits and would last for significantly longer than the statutory limitation of 8 weeks per year. The application falls short of statutory noise limits, more investigation should be undertaken. Hill’s proposed noise monitoring scheme is ludicrous, measuring just 4 times a year would be entirely ineffective;
- Loss of Visual Amenity – the site is highly visible from Compton Bassett, the Conservation Area, the AONB and Cherhill Down and amenity of adjacent properties will be restricted by high bunds and will obscure landscape views;
- Permanent damage to Scheduled Ancient Monument – the site impinges on a scheduled monument and mitigation measures are incorrectly sized. Appropriately sized measures will be required on perpetuity;
- Permanent destruction of nationally important archaeology - the extraction area is a recently designated SHINE Monument. The geophysical survey results suggest

more extensive and complex archaeological remains exist within the area and ideally they would be preserved rather than destroyed. The area of the proposed quarry is part of a nationally important large Saxon settlement and that the bridleway protected by the conditions in the original planning permission is a Saxon road running through the settlement;

- Permanent damage to local hydrology – extraction will cause adverse effects on local hydrology and likely to undermine the foundations of adjacent properties;
- Increase flood risk – extraction is likely to increase flood risk in the adjacent FRZ3 area and low-lying farmland;
- Permanent damage to local ecology – extraction would cause loss of ancient hedgerows and a parcel of ancient woodland, removal of ponds and loss of habitat for newts and badgers and disturbance of farmland birds. Potential impact on adjacent Wiltshire Wildlife Trust Reserve has not been assessed.
- The very limited social and commercial benefit of extracting small amount of low-grade sand is overwhelmingly outweighed by the damage to local amenity, businesses, ecology, scheduled ancient monument and archaeology, as well as noise nuisance and risks to public health;
- The ROMP is believed to be invalid and, in any event, it was originally granted subject to various planning conditions that have the effect of materially reducing the extent of the proposed area for sand extraction and rendering the present revised application invalid;
- The Applicant's argument that statutory noise limits should be waived by the Mineral Planning Authority (MPA), appears to imply that the MPA might be held responsible for rendering the development uneconomic, is not right;
- The proposed removal of the 1956 Condition (g) to increase the excavation area would have the effect of materially changing the scope and extent of the authorised development - this would be potentially unlawful in the same way that Section 73 of the TCPA 1990 cannot be used to increase the scope of a permitted development. There is no extant permission to extract sand from the CDAS5 Bridleway area. Current planning law does not allow the Applicant to make a material change to increasing the consented excavation area simply to increase the financial benefit that will accrue.
- A critical review of the Financial Viability Assessment (FVA) shows that HQPL's claims that the development is only just economic with an IRR of 9.3%, so that any increase in the buffer zone from 35m would make the development uneconomic is incorrect.
- HQPL's FVA has grossly underestimated the available sand tonnage by using the incorrect density for compacted sand; using exaggerated sand extraction and

processing losses at 15% rather than 10%; and by ignoring the significant residual capital value of the conveyors and loading shovels.

- The review shows that the true IRR for the project with a 35m buffer zone is around 30% and that the project would remain commercially viable with an IRR of 21% for an increase in the buffer zone to 84m, which is equivalent to a buffer zone of 100m from the main property. Even using HQPL's exaggerated sand losses, the 84m buffer zone project would still achieve an IRR of 17.7%

54. **James Gray MP** – shares the concerns expressed by constituents about the applications for this development.

### **Planning Considerations**

55. Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

### Principle of development

56. A Review of Mineral Planning Permissions (ROMP) application, has been submitted for Freeth Farm Quarry for the approval of appropriate conditions to work this site. It is not proposed to process the mineral, ready for sale, on site, but instead transport the mineral to the existing processing facilities at the Sands Farm area within Calne Quarry. To avoid the need to transport the mineral by road, planning permission is sought to install and operate a field conveyor between Freeth Farm Quarry and Calne Quarry.
57. Policy MCS 9 of the Minerals Core Strategy states that ultra-short transfer of minerals by conveyor either within or between sites will be encouraged. The Policy recognises that numerous short distance road trips within sites or to other nearby sites for processing etc can have serious localised impacts in terms of dust, noise and air quality.
58. The ES which accompanies the does not identify any adverse impacts that should prevent the conveyor being installed. Indeed, the use of conveyors instead of dump trucks forms part of the package of mitigation measures that avoid or reduce the impacts associated with the mineral development.
59. The conveyor will allow the mineral to be transported to the Sands Farm complex without HGVs having to pass through Calne town centre on the A4, a part of which is designated as an Air Quality Management Area (AQMA). Members will recall that at its 20 June 2018 meeting the Committee approved a suite of five applications for the Lower Compton and Sands Farm minerals and waste management complex that enable all HGV movements to access and exit the complex without having to travel through Calne town centre and the AQMA. These HGV routing arrangements are

controlled by a S106 Traffic Management Plan. The proposed conveyor arrangement to transfer mineral to the Sands Farm site for processing and onward sale using established HGV routes is therefore considered acceptable in principle.

### Noise

60. The Applicant has carried out a Noise Impact Assessment (NIA) which considers the likely noise, and the resulting impact, from the proposed mineral extraction and conveying operations to the processing plant site and restoration activities, and the means by which these impacts may be minimised. As noise is a complex technical issue, and given the concerns raised about earlier submissions, officers have obtained external expert assistance from Noise and Vibration Control Specialists to assist with applying relevant noise policy and standards.
61. The NIA concludes that use of an electric conveyor instead of HGVs and dump trucks, provides the best available method of transporting the mineral off site to reduce operational noise. In addition to the proposed use of an electric driven conveyor, other measures to be employed to help ameliorate and reduce any noise impacts associated with the development include adherence to restricted working hours, maintenance of plant in accordance with manufacturer recommendations and the use of low tonal or white noise reversing beepers on plant. Noise levels would be monitored in accordance an Environmental Noise Scheme. This sets out the procedure to be adopted and outlines the measures to be taken in order to identify, mitigate, control and monitor the impact of from the site. Implementation of this Scheme and other measures can be secured by condition. No objections or other issues associated with noise have been raised about the use of a conveyor by the Environmental Health Officer or the Noise and Vibration Control Specialists. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policy MDC1 and Policy MDC2 of the Minerals Development Control Polices DPD.

### Dust

62. The ES includes an assessment of the potential for dust impacts associated with the operation of Freeth Farm Quarry, including the potential sources of dust emissions; the potential for air quality and dust impacts at receptor locations; and, where necessary, mitigation measures.
63. PPG sets out advice on how mineral operators should seek to minimise dust emissions. Policy MDC2 of the Minerals Development Control Policies DPD requires proposals for mineral extraction to be accompanied by an assessment of dust impact, with any mitigation requirements defined and submitted as part of the development proposal. The dust assessment study provided in the ES has been prepared by an independent environmental consultancy specialising in the assessment of air quality, dust and odour and reviewed by the Public Protection/Environmental Health Officer.
64. The assessment reports that the field conveyor will transport the damp extracted sand and is therefore not identified as a significant source of particulate matter. Due to the dampness of the sand, it is not necessary to enclose the conveyer to the processing

plant. The conveyor crossing over the track leading to Freeth Farm will be fully enclosed with spill protection installed to ensure no debris could fall onto any users of the track. The conveyor will be subject to regular maintenance and a cleaning programme that includes the removal of the build-up of deposits which, if left unmanaged, could create dust. These dust controls are also set out in a Dust Management Plan and its implementation can be secured by condition. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policy MDC1 and Policy MDC2 of the Minerals Development Control Policies DPD.

### Landscape and Visual Impact

65. A Landscape and Visual Impact Assessment (LVIA) has been undertaken for both the application for the approval of appropriate conditions and full planning application for the construction of a quarry field conveyor to Calne Quarry. The Landscape Officer has reviewed the ES and has no objections to the application.

66. The site is not located within an Area of Outstanding Natural Beauty (AONB), although the boundary of the North Wessex Downs AONB extends along the main road through Compton Bassett and is located approximately 700m to the east and 560m to the south of the extraction area. In addition, the AONB boundary is very close to the conveyor route as it heads south on the western side of the north to south oriented section of road to the west of Compton Bassett

67. Potential Key Effects on Landscape Receptors:

The LVIA finds that while the works themselves would clearly affect the features across the land and its character to a significant degree during the operational period, this is only temporary and the restoration scheme would, following aftercare and a period of maturation, successfully integrate the site back into the surrounding countryside.

68. Potential Key Effects on Visual Amenity:

For the temporary Extraction and Progressive Restoration stage, the LVIA records that:

*Significant effects would be likely to occur to visual receptors represented by eight viewpoints in close proximity to the Site, including residents at Freeth Farm, associated properties and Freeth Farm Cottages, as well as PRow users. However, for these receptors, significant effects would only occur during the temporary, short term initial soil stripping and bund construction works or later works to relocate bunds (for example, between Phases 4 and 5) or to recover the bunds for use in restoration. Once constructed and seeded to grass the presence of these mitigating features in the landscape would be less visually disruptive than the extraction and restoration works they would screen, so for the majority of time throughout the working phases, effects on visual amenity would be notable but not significant.*

*The revised phased working scheme would result in Freeth Farm Cottages being entirely enclosed by 4m high bunds only during Phase 6, rather than Phases 5, 6 and 7 as set out in the previous working scheme. This change has been incorporated in response to concerns from the Cottage residents and would improve the visual amenity*



*for residents throughout the duration of the extraction and progressive restoration operations.*

*In terms of other residential properties, it is considered that there would not be any significant visual effects on any residents within Compton Bassett or from any location within the North Wessex Downs AONB, partially due to the distance of these receptors from the extraction area, which ranges from approximately 700m to over 1km.*

*In terms of visual effects on PRow users, there would again be temporary, short term significant effects caused by soil stripping and bund construction that would last a number of weeks. However, following this, effects would reduce to a non-significant level, as the grassed bunds themselves would screen more visually disruptive extraction operations beyond. Some views towards the AONB (wooded scarp slope) from PRow in close proximity to the site would be adversely affected by the presence of the bunds, although these effects would be transient, temporary and would affect only limited sections of the PRow routes.*

69. Mitigating Potential Landscape and Visual Effects:

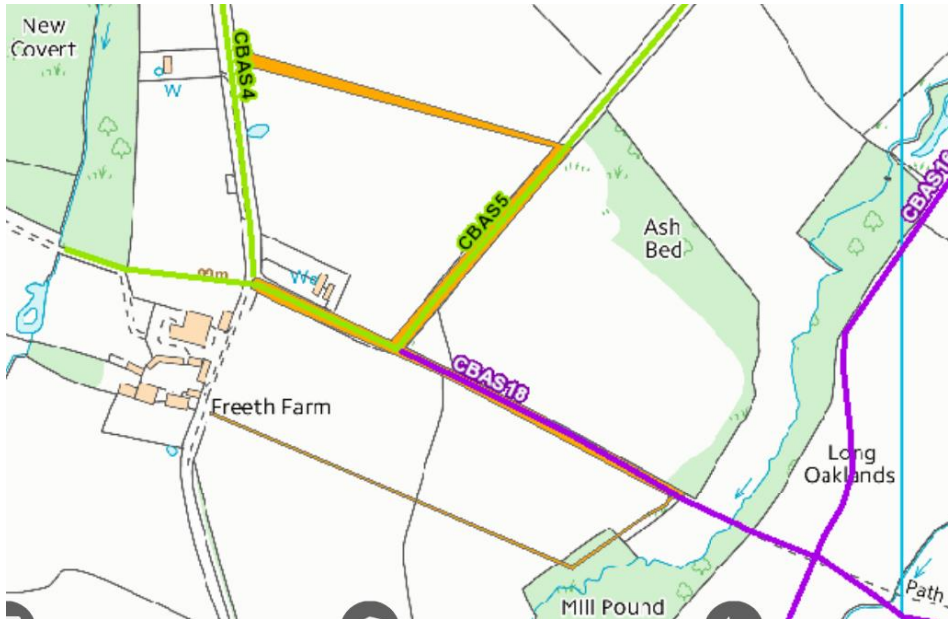
The LVIA sets out the number of measures included in the working scheme and restoration design proposals to reduce or compensate for unavoidable effects on landscape and/or visual receptors. With respect to the Conveyor Application these include:

- The bunds positioned where they best offer mitigation to views from residential properties and/or Public Rights of Way (PRow);
- PRow's shall be temporarily diverted, as required;
- The conveyor road crossing bridge clad and painted a green colour to improve its visual appearance;
- Reinstatement of all agricultural land and hedgerows to their pre-development patterns and grade.

70. These measures can be secured by suitably worded conditions. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policies MDC1, MDC 2 and MDC5 of the Minerals Development Control Policies DPD.

#### Public Rights of Way

71. The Freeth Farm Mineral Site is accessed from a single-track road running northwards from the Lower Compton to Compton Bassett road, and terminating at the south-western boundary of the permission area, currently used to access Freeth Farm and associated buildings. Public Right of Way (PRow) CBAS4 (bridleway) continues northwards along the western boundary of the Site. A further PRow, CBAS5 (bridleway) runs along a track eastward across the Site and then turns north-eastwards, extending through the northern section of the Site. From the point where it meets PRow CBAS5, PRow CBAS18 (footpath) continues eastwards along a field boundary through the Site to Ash Bed wood and then further eastwards towards Compton Bassett.



72. The Working Scheme submitted under the ROMP Application proposes the temporary diversion, rather than the stopping-up, of the two PRoWs until mineral extraction and restoration have ceased and an application to achieve this diversion has been submitted to the Council separately to the ROMP Application. The existing path to the west of the Site (known as CBAS18) will be diverted along the southern boundary of the Site [shown on plan above as the brown line] and the existing path (known as CBAS5) through the middle of the Site will be diverted along the northern boundary of the Site [shown on plan above as the orange line].
73. Concerns have been raised that the proposed conveyor arrangement will cause noise and visual disturbance to horse and riders. The ES does not identify any likely adverse impacts in this respect. A similar conveyor system operates at Calne Quarry (permission ref N/10/03280/WCM - conveyor to link Low Lane and Old Camp Farm mineral extraction to Sands Farm Quarry and retention of processing plant), which includes rights of way/Sustrans National Cycle route users passing alongside and under a conveyor, and officers are not aware of any problems. As noted above, the use of conveyors avoids the use of HGVs travelling to and from the track leading to Freeth Farm and along local roads, which was the intended arrangement under the extant 1956 permission. As noted in paragraph 56 above, Policy MCS 9 of the Minerals Core Strategy encourages the use of conveyors over quarry dump trucks for ultra-short transfer of minerals between sites, to avoid impacts in terms of noise and dust. The conveyor crossing over the track leading to Freeth Farm will be fully enclosed with spill protection installed to ensure no debris could fall onto any users of the track. Its erection will also require a licence from the Local Highway Authority. No objections have been raised by either the Highway Authority or the Rights of Way Officer to the use of a conveyor. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policy MDC1 and Policy MDC8 of the Minerals Development Control Policies DPD.

## Archaeology & Cultural Heritage

74. The ES includes a Cultural Heritage Impact Assessment which provides an assessment of the potential impacts of the working and restoration phases of the proposed development on the known historic environment resource including individual heritage assets and their settings. The scope of investigations and mitigation strategy for the scheme was defined in consultation with Historic England and the County Archaeologist.
75. The Assessment does not identify any impacts likely to arise as a result of the installation and operation of the conveyor between Freeth Farm Quarry and Calne Quarry. However, the County Archaeologist advises that the main extraction site has high archaeological potential and so where the conveyor mechanism will have any ground impact within the site, the archaeological work will need to be carried out in advance of work starting on the construction of the conveyor. This programme of archaeological recording can be secured by standard condition. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policy MDC1 and Policy MDC7 of the Minerals Development Control Policies DPD.

## Hydrology and Hydrogeology

76. The ES includes an assessment of the impact of the proposed development on hydrology and hydrogeology, including flood risk. The ES demonstrates that the proposed development has a minimal potential to cause negative impact in the locality, subject to the adoption of mitigation measures. The mitigation to be adopted, relevant to the conveyor, is as follows:
- Compliance with existing guidance and legislation concerning fluids handling for the protection of groundwater quality from potential accidental spillages / long-term leakage; and
  - Conveyor elevated 1.5m above the flood zone / ditch to the south of the site. [This design specification will be subject to a separate Land Drainage Consent Application].
77. These measures can be secured by suitably worded conditions. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policy MDC1 and Policy MDC3 of the Minerals Development Control Policies DPD.

## Ecology

78. An assessment of the ecological impacts is included in the ES. This reports that the extraction area is located within or part of four arable fields, which are ploughed hard up to the field edge. The route of the conveyor belt corridor passes through part of one field before crossing a grassland pasture field. Where required, sections of hedgerows will be removed to accommodate its route.

79. The ES assesses the proposed scheme to have some potential negative impacts associated with the loss of some woodland and hedgerow habitat, and the potential to cause death, injury or disturbance to badgers, other notable mammals, breeding birds, and individual/very low numbers of great crested newt and grass snake. Accordingly, the ES sets out relevant mitigation measures to protect these species. For the conveyor, the removal of habitats in which birds could nest will be conducted outside of the bird breeding season or after an ecologist has conducted a pre-works inspection to determine the presence of nesting / breeding birds.
80. The Council's Ecologist is satisfied that surveys have been carried out to the agreed scope and that suitable mitigation measures have been proposed. A requirement for the development to be carried out in accordance with the specific 'Ecological Mitigation and Enhancement Strategy' presented in the ES can be secured by suitable condition. It is therefore considered that this potential impact has been satisfactorily considered in line with the requirements of Policy MDC1 and Policy MDC6 of the Minerals Development Control Policies DPD.

## **CONCLUSION**

81. This is an application for the construction of a quarry field conveyor to transport excavated soft sand from Freeth Farm Quarry to the existing processing plant at Sands Farm Quarry. The application has been assessed in relation to its potential environmental impacts and found to be acceptable in terms of relevant Development Plan policies relating to impacts from noise and dust, landscape and visual amenity, rights of way users, heritage assets, the water environment and ecology, subject to the imposition of conditions.
82. The Development Plan encourages the use of conveyors in place of quarry dump trucks for ultra-short transfer of minerals between sites and their use at this site also addresses a local concern relating to HGV traffic passing through Calne town centre, a part of which is designated as an Air Quality Management Area. Accordingly, it is considered that the development is in accordance with the Development Plan and that there are no overriding material considerations to justify that permission should be refused.

## **RECOMMENDATION**

83. Having taken into consideration the environmental information, it is recommended that planning permission be GRANTED subject to the following conditions: -
1. The development hereby permitted shall be begun within 3 years from the date of this permission. Written notification of the date of commencement shall be sent to the Mineral Planning Authority within 7 days of such commencement.

REASON: To comply with the requirements of Section 91 (as amended) of the Town and Country Planning Act 1990.

2. The use of the development hereby permitted shall cease no later than the expiration of 6 years from the date of commencement of the operations to extract sand from Freeth Farm Quarry. The site shall then be cleared of any buildings, plant, machinery or materials associated with the use within 12 months of the cessation date and the site shall be fully restored in accordance with a scheme to be first approved in writing by the Mineral Planning Authority.

REASON: To limit the impact of the site on local amenity and ensure restoration within a reasonable timescale.

3. The development hereby permitted shall be carried out in accordance with the following approved plans:

639-01-16 dated Nov 2015: Proposed Conveyor Route Site Location Plan  
639-01-17 dated Jan 2016: Proposed Conveyor Route Topographical Survey  
639-01-18 dated Jan 2016: Proposed Conveyor Route  
639-01-19A dated 2 February 2016: Proposed Conveyor Bridge - General Plan Details  
639-01-20 dated Jan 2016: Conveyor Bridge Elevations and Sections  
639-01-23 dated Jan 2020: Plant Access, Fencing & Staff Parking Plan

REASON: For the avoidance of doubt and in the interests of proper planning.

4. No development shall take place until details of the materials to be used for the external appearance of the conveyor road crossing bridge have been submitted to and approved in writing by the Mineral Planning Authority. The details shall include the materials, colours and finishes to be used. The development shall be implemented in accordance with the approved details.

REASON: In the interest of the amenity of the local area

5. No development shall commence within the development area indicated until:
  - a) A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and
  - b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

6. Operation of the development hereby permitted shall only be carried out during the following times:

08:00 to 17:00 hours Monday to Friday

and at no other times or on Saturdays, Sundays, Bank or Public Holidays.

No routine servicing, maintenance or testing of vehicles and machinery shall take place outside the permitted hours.

REASON: To minimise the impact of development upon properties and the local environment.

8. Noise levels shall be monitored and managed from the date of the commencement of development in accordance with the Environmental Noise Scheme reference aecl/hqp/freeth farm/ens/01/20/v2 dated 24 March 2020 prepared by K. Gough.

REASON: In the interests of amenity, to enable the effects of the development to be adequately monitored during the course of the operations

9. No vehicle, plant, equipment and/or machinery shall be operated at the site unless it has been fitted with and uses an effective silencer. All vehicles, plant and/or machinery and shall be maintained in accordance with the manufacturer's specification at all times

REASON: To minimise the impact of development upon properties and the local environment.

10. No reversing beepers or other means of warning of reversing vehicles shall be fixed to, or used on, any mobile site plant other than white noise alarms or similar or audible alarms whose noise levels adjust automatically to surrounding noise levels.

REASON: To minimise the impact of development upon properties and the local environment.

11. The Dust Management Plan Version 1 produced by Land & Mineral Management dated May 2016 shall be implemented from the commencement of development and shall be complied with at all times

REASON: To minimise the impact of development upon properties and the local environment.

12. The development shall be carried out in strict accordance with all recommendations and procedures set out in the Ecological 'Mitigation and Enhancement Strategy' presented in section 5.6 of Chapter 5 of the Environmental Statement dated February 2020.

REASON: To secure the mitigation measures contained in the Environmental Statement in the interest of protecting environmental quality and of biodiversity.

13. The removal of trees or hedgerows shall only take place between the end of August and the beginning of March or following a search by a qualified ecologist for active birds' nests

REASON: To secure the mitigation measures contained in the Environmental Statement in the interest of protecting environmental quality and of biodiversity.

14. No floodlighting, security lighting or other external means of illumination shall be provided, installed or operated at the site.

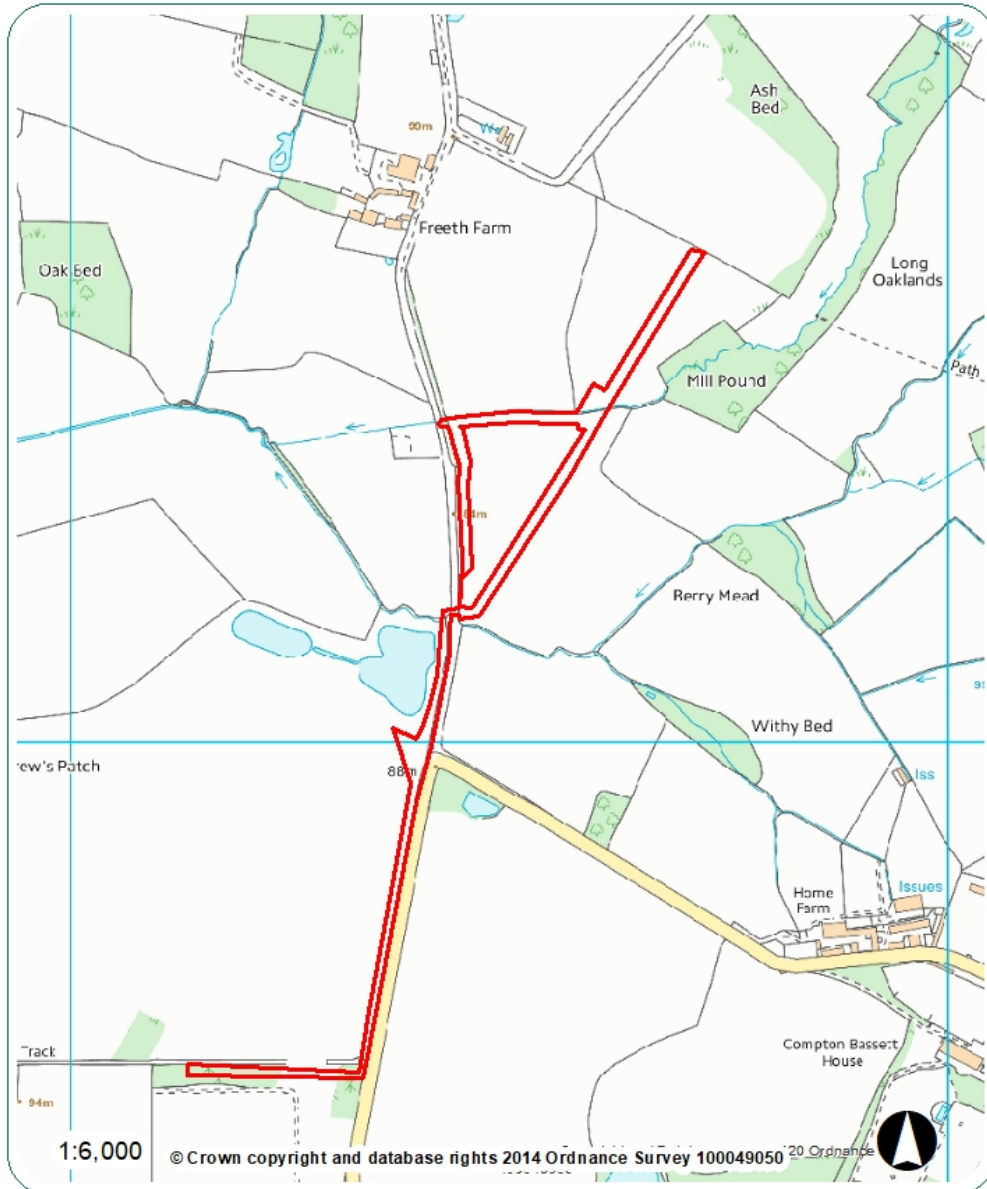
REASON: To secure the mitigation measures contained in the Environmental Statement in the interest of protecting biodiversity and local amenity.

15. Fluids will be handled in accordance with the protocol referred to in Paragraph 6.5.3.3.5 of Environmental Statement Chapter 6 Hydrology and Hydrogeology (including Flood Risk) dated May 2016.

REASON: To minimise the impact of development upon the water environment.

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## REPORT FOR STRATEGIC PLANNING COMMITTEE

<b>Date of Meeting</b>	14 July 2021
<b>Application Number</b>	15/04736/OUT
<b>Site Address</b>	Land south east of Trowbridge
<b>Proposal</b>	Outline planning application for mixed use development comprising: residential (up to 2,500 dwellings - Classes C3 & C2); employment (Class E ('Business' only), B2, and B8); two local centres (Classes E, C2, and C3); two primary schools, one secondary school, ecological visitor facility, public open space, landscaping and associated highway works including for the 'Yarnbrook / West Ashton Relief Road' and the access junctions.
<b>Applicant</b>	Ashton Park Trowbridge Ltd & Persimmon Homes Ltd
<b>Town/Parish Councils</b>	NORTH BRADLEY / TROWBRIDGE / WEST ASHTON
<b>Electoral Divisions</b>	SOUTHWICK – Cllr Horace Prickett TROWBRIDGE PARK – Cllr Daniel Cave TROWBRIDGE PAXCROFT – Cllr Mel Jacob
<b>Grid Ref</b>	386358 157356
<b>Type of application</b>	Outline
<b>Case Officer</b>	Andrew Guest

### Reason for the application being re-considered by Committee

In April 2018 the Strategic Planning Committee resolved to grant planning permission for this application subject to completion of legal agreements to secure the necessary mitigation from the developer for the development, including the provision of affordable housing and ecological measures. Unfortunately, it has not proved possible to complete the main section 106 agreement before now due to ongoing discussions about viability and the changing situation regarding the protection of bats that has seen the Council adopt the Trowbridge Bat Mitigation Strategy since the original meeting.

The original resolution required the provision of 30% affordable housing on the site. The viability of this level has been the subject of much discussion with both the Council and the applicant undertaking viability appraisals. To move matters forward and to safeguard/realise allocated public funding intended to ease early delivery of aspects of the development, the Director of Place & Environment is recommending that the original resolution by the Committee is amended to approve subject to completion of legal agreements, to include provision of a minimum of 20% affordable housing within the first 500 units, a minimum of 25% affordable housing within the next 500 units, and a minimum of 30% affordable housing within the remaining units; and subject to conditions, including some amended conditions. This level is agreed by both the Council and the applicant to be achievable.

As this remains a strategic development on a site allocated in the Wiltshire Core Strategy, is of significant scale, and is to be potentially partly supported by public funding, the final decision

on the recommended amendment remains a matter for the Committee to determine and not a matter for 'delegated powers'.

### **Purpose of Report**

The purpose of the report is to update the Committee on where the application has reached, and to consider the recommendation that the original resolution is amended to approve subject to completion of legal agreements, to include provision of a minimum of 20% affordable housing provision within the first 500 units, a minimum of 25% affordable housing provision within the next 500 units, and a minimum of 30% affordable housing provision within the remaining units.

All other conditions remain either as, or largely as, the original Committee report, with subtle changes only to some to address changes in legislation and/or for delivery, necessity or precision reasons.

The full 2018 Committee report is attached as annex 1 to this report.

### **Background and Report Summary**

The Committee is reminded that this is an outline planning application with all matters reserved except access. For the purposes of the application the 'access' includes specific points of access to the planned urban area *and* the entire proposed Yarnbrook and West Ashton Relief Road (YWARR) and associated works. It follows that full details of the YWARR accompany the application.

The Committee is further reminded that the application proposes to erect up to 2,500 dwellings on 57.4 ha of the site and employment development on 13.6 ha. It also proposes two primary schools and a secondary school, and two local centres and public open spaces (to include formal sports pitches (6.35 ha), 'destination play' area, equipped children's play space, 'major open space' and 'country park' (including an ecology education facility), other natural and semi-natural open spaces, and allotments) and the YWARR.

The proposed YWARR comprises a new approx. 1.8km section for the A350, notably by-passing the existing West Ashton traffic-signal controlled crossroads. Wiltshire Council has a broad objective to improve the A350 strategic road corridor through Wiltshire. Consequently, the Core Strategy includes a requirement for the new strategic growth at south east Trowbridge to facilitate delivery of strategic improvements to the A350, particularly at Yarnbrook and West Ashton where the existing junction arrangements are over capacity.

The YWARR element of the planning application will inevitably be costly to deliver. The Core Strategy recognises that the improvements to the A350 will have a wider benefit to the town and the strategic road network and confirms that responsibility for the improvements will be shared between the developers and Wiltshire Council. Thus – and on the basis of a shared approach – the cost of the improvements will be met by the developers of Ashton Park and through a forward-funding 'grant', care of the Homes England Housing Infrastructure Fund (HIF).

The HIF is a government capital grant programme intended to 'unlock' new housing on sites with complex infrastructure requirements. The fund provides marginal viability funding and forward funding where the costs of putting in infrastructure and building homes are great. The forward funding in this case would be eventually repaid by the developers to Wiltshire Council, for Wiltshire Council to then use on affordable housing projects. The fund is subject to 'use by' deadlines.

On viability in general the applicant has stated that even with the HIF funding viability is unachievable if the development is required to be fully policy compliant (notably Core Policy 43 expects provision of at least 30% affordable housing within the 30% affordable housing zone, which includes Trowbridge). To back this, a Viability Assessment (VA) has been prepared by the applicant. The VA has been subjected to independent scrutiny, the outcome of which is disagreement between the applicant's assessor and the independent scrutineer. To summarise, the applicant's VA concludes that viability would be achievable, or be closer to being achievable, with a reduction in affordable housing provision – to c. 11.1% rather than the 30% required by policy. Notwithstanding this, the applicant is agreeable to affordable housing provision being as set out in the recommendation. The independent scrutineer concludes that viability can be achieved with a higher percentage of 26%, plus a review mechanism. The applicant's VA and the independent review report are attached as annexes 2 and 3 respectively.

The proposal remains EIA development. The circumstances of the site and the proposal have not changed meaning that the Environmental Statement which accompanied the application in 2018 remains relevant. Likewise, the extant Appropriate Assessment decision under the Habitat Regulations remains relevant.

## Planning Issues

The acceptability of the development as a matter of principle is established by the extant resolution to approve, subject to legal agreements being completed, from April 2018. Circumstances have not changed to lead to a different outcome on the principle. Likewise, all matters of detail also remain acceptable and unchanged.

Since the decision in 2018 much time and effort has been spent negotiating the terms of the legal agreements. Some matters have taken longer to resolve than was originally anticipated – notably those relating to the delivery of ecology mitigation and associated land transfers and management. The public funding care of the HIF funding stream has been able to accommodate the time taken. However, it remains subject to an end 'use by' date.

## Viability

On viability in general, the applicant has provided the viability assessment (VA) and addendums. It concludes that the development is not viable based on a fully policy compliant proposal; it sets out what it considers to be the break-even point of viability, factoring in the public funding. Key paragraphs from the applicant's VA and addendums, including the methodology used, follow –

### 4. VALUATION METHODOLOGY

- 4.1 *The Structure of my Residual Appraisals produces a Residual Land Value<sup>1</sup> (RLV) which is then compared with an adopted Benchmark Land Value<sup>2</sup>. If the RLV exceeds the Benchmark Land Value, a surplus is generated and the scheme can be deemed "Viable". However, if the RLV is less than the Benchmark Land Value, a deficit is produced and the scheme should be considered "Non-Viable".*

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<sup>1</sup> RLV is the value of the land that remains after any, and all, deductions associated with the cost of developing, maintaining or reselling the land.

<sup>2</sup> BLV is the value of a site in its existing use.

4.2. *The issue of what is deemed to be an appropriate Benchmark Land Value for inclusion within viability studies is at present a highly topical subject. Planning appeal decisions and government guidance dictate that one has to ignore the amount that is actually paid for a development site and instead adopt an appropriate Benchmark Land Value (BLV).*

And the conclusions from the VA (updated to take account of the withdrawn LEP funding and discussions with the independent scrutineer, and set out the VA Second Addendum), are as follows –

## 2. UPDATED CONCLUSIONS

2.1. *As can be seen from the below summary table, all other inputs remaining unchanged, the aforementioned amendments have had the effect of increasing the ‘break even’ level affordable housing from 8.8% to 11.1% (245 dwellings of which 145 are Affordable Rent and 100 are Shared Ownership):-*

Tab	Scenario	RLV	BLV	Surplus/ Deficit	Viability/ Non-Viability
1A	<b>30.0% Affordable</b> <i>Policy Position</i>	£20.504m	£44.762m	<b>-£24.258m</b>	<b>NON-VIABLE</b>
1B	<b>20.0% Affordable</b>	£31.903m	£44.762m	<b>-£12.859m</b>	<b>NON-VIABLE</b>
1C	<b>11.1% Affordable</b>	£44.824m	£44.762m	<b>£61,814</b>	<b>VIABLE</b>

Notwithstanding the VA's conclusion that break-even occurs at 11.1% affordable housing provision, the applicant is agreeable to providing the affordable housing in the terms set out in the recommendation – that is, a minimum of 20% affordable housing provision within the first 500 units, a minimum of 25% affordable housing provision within the next 500 units, and a minimum of 30% affordable housing provision within the remaining units, with no review mechanism.

The independent review of the applicant's VA comes to a different conclusion. The review concludes as follows –

### 21. Conclusions

*Following a response to my initial ‘stage reports’ dated 15 February 2021 and 26 March 2021, I have carried out a detailed revised analysis as set out in this report. A good deal of the inputs into the financial viability modelling are agreed and have been adopted in my assessment. The principle areas of divergence remain in regard to BLV, and finance calculation (including expenditure and income profiling).*

*As detailed in the viability assessment results outlined above, I am of the opinion that the scheme is not financially viable when contributing fully to planning policy required s106, including 30% on-site affordable housing, comprising 395 units for affordable rent, and 267 units as shared ownership. My analysis of a planning policy compliant scheme yields a residual land value in the region of £24,438,000,*

and therefore a significant deficit of circa £3,957,000 against a target BLV of £28,395,000.

*In the light of this finding, I have sought to ascertain the level of s106 that could in my opinion be supported by the proposed scheme. My conclusions are detailed in my appraisal summary attached at appendix B to this report. In my opinion, the scheme achieves a financial balance when contributing fully to financial s106 contributions, however with a lower on-site affordable housing contribution of 572 units, split as 340 for affordable rent, and 232 for shared ownership. This assessment assumes maintenance of your Authority's target split of unit types as far as possible and amounts to a 26% proportion of the total housing provision in the scheme against a planning policy requirement of 30%.*

The Independent assessor's recommendation includes the following statement –

*Given the financial viability conclusions as detailed in this report; should your Authority be minded to grant permission on the basis of a reduced s106 contribution, we would recommend that a review clause is inserted into any agreement to allow for staged reviews of viability during the life of the scheme. This would potentially allow further contributions up to a maximum of planning policy compliance should market conditions improve, and/or costs are mitigated.*

#### National Planning Policy Framework & Guidance

In general, government guidance on viability advises that where up to date policies have set contributions expected from development, planning applications that fully comply with them should be assumed to be viable. It continues that it is up to the applicant to demonstrate whether particular circumstances justify the need for viability assessment at the application stage. In this case it is accepted that there are particular circumstances that justify a standalone VA – specifically, the unique infrastructure here in the form of the YWARR and the complex ecology protection measures.

Key statements from Planning Practice Guidance are as follows –

*How should site promoters engage in viability assessment in plan making?*

*Plan makers should engage with landowners, developers, and infrastructure and affordable housing providers to secure evidence on costs and values to inform viability assessment at the plan making stage.*

*It is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant. Policy compliant means development which fully complies with up to date plan policies. A decision maker can give appropriate weight to emerging policies. It is important for developers and other parties buying (or interested in buying) land to have regard to the total cumulative cost of all relevant policies when agreeing a price for the land. Under no circumstances will the price paid for land be a relevant justification for failing to accord with relevant policies in the plan.*

And ....

*How should viability be reviewed during the lifetime of a project?*

*Plans should set out circumstances where review mechanisms may be appropriate, as well as clear process and terms of engagement regarding how and when viability will be reassessed over the lifetime of the development to ensure policy compliance and optimal public benefits through economic cycles. Policy compliant means development which fully complies with up to date plan policies. A decision maker can give appropriate weight to emerging policies.*

*Where contributions are reduced below the requirements set out in policies to provide flexibility in the early stages of a development, there should be a clear agreement of how policy compliance can be achieved over time. As the potential risk to developers is already accounted for in the assumptions for developer return in viability assessment, realisation of risk does not in itself necessitate further viability assessment or trigger a review mechanism. Review mechanisms are not a tool to protect a return to the developer, but to strengthen local authorities' ability to seek compliance with relevant policies over the lifetime of the project.*

### The 'Planning Balance'

As is evident from the applicant's VA and the scrutiny review, there is a wide gap between the conclusions of the assessors. The applicant concludes that the break-even point is at c. 11.1% affordable housing provision whereas the independent scrutineer sees it at c. 26%. The applicant's is agreeable to providing 20% affordable housing provision in the first 500 units, 25% provision in the next 500 units, and 30% provision in all remaining units. Core Policy 43 (Providing Affordable Housing) normally expects at least 30% provision, although with an allowance for viability.

Ashton Park is the largest allocated site in the Wiltshire Core Strategy, anticipated to deliver c. 2,600 homes and c. 15 ha of employment land, and related essential infrastructure including schools, community hubs, open spaces and the improvements to the A350 c/o the YWARR. The applicant's planning application covers the larger part of the allocation – for up to 2,500 of the homes, all of the employment land, the schools (including a secondary school) and the A350 improvements. The A350 improvements will have wider strategic benefits beyond just Ashton Park; the schools, and notably the secondary school, will also have wider beneficial consequences – for example, helping to reduce cross-town traffic within Trowbridge. It follows that Ashton Park is a very important site, both in terms of the quantum of development it is planning to deliver and the knock-on benefits to the surrounding local and wider communities.

The delivery of Ashton Park is proving to be a slow process. Complex planning issues have delayed the planning permission, notably relating to ecology. The disagreement on viability is now adding further to the delays. The consequence of this is that the anticipated benefits of the development are not being realised. In the short term the delays put at risk the HIF funding which itself is intended to assist in addressing viability; and in the longer term the delays also present potential issues for the supply of housing in the wider housing market area. These are important material considerations to be weighed in the planning balance.

With the above in mind – notably the stalemate situation reached in the viability assessments which is now further delaying the development – it is considered appropriate in this instance to agree to the different approach for the delivery of the affordable housing across the site (an approach which is not strictly in accordance with the Core Strategy's affordable housing policy, but which will still deliver appropriate levels of affordable housing), this to expedite a planning permission. The applicant's agreement to staged provision of the affordable housing at the percentages set out would still deliver c. 26% affordable housing overall, albeit with lower numbers in the earlier phases of the development. Accordingly, this is considered to be a reasonable and appropriate approach under the circumstances. No review mechanism would be used; instead the fixed, higher levels of affordable housing would be achieved in later



phases of the development c/o the staged increases in fixed percentages (at 500 units, 1000 units, etc.).

In terms of the effects of this change, it would still deliver a minimum of 670 affordable houses in a 2,500 unit scheme across the overall site; as alluded to above, this equates to 26.8% provision which is around the viability level calculated by the independent assessor in any event. In addition, the HIF forward-funding would also be returned to Wiltshire Council, for its re-use for the delivery of further affordable housing.

The recommendation to the Committee is, therefore, to grant planning permission, subject to the requirement for affordable housing being changed to 20% provision in the first 500 units, 25% provision in the next 500 units, and 30% provision in all units thereafter.

In addition, in the event that the application does not now progress in a timely manner in terms of the completion of the S106 agreement, then the recommendation to the Committee is also that the application should - only in these circumstances - be refused planning permission by the Head of Planning Services using delegated powers, this in view of its failure to comply with local and national planning policy on matters relating to the delivery of essential infrastructure.

## **RECOMMENDATION –**

**Having taken into account the environmental information, the recommendation is to amend the April 2018 decision of this Planning Committee as follows –**

**That the Strategic Planning Committee authorises the Head of Development Management to ....**

**Either GRANT planning permission, this subject to the following ‘legal agreements’ being first entered into:**

1. an obligation under Section 106 of the Town and Country Planning Act 1990 between the applicant and Wiltshire Council requiring provision of the following:
  - minimum 20% affordable housing provision in the first 500 units; minimum 25% affordable housing provision in the next 500 units; and minimum 30% provision in all units thereafter;
  - Two new primary school sites of at least 1.8 ha each. Primary education financial contribution (of £9,509,390 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers) completion of two schools;
  - One new secondary school site of 5.24 ha. Secondary contribution (of £8,463,708 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers);
  - ‘Early Years’ education contribution (of £3,863,313 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers) or on-site provision;
  - Health / dental care contribution of £1,108,500 (2015 figure, to be adjusted for indexation), to be used for sites in Trowbridge Community Area only and subject to such sites remaining in NHS/public ownership;

- Elements of open space (equipping/phasing/maintenance contributions/etc.);
- Ecological mitigation, to be set out in a Biodiversity Management Plan covering the management, mitigation, monitoring and enhancement of all habitats and species affected by the development during the pre-construction, construction and operational phases, both within the application boundary and on land owned by Wiltshire Wildlife Trust. To include –
  - Provision of, and/or provision of funding for, a Steering Group to oversee implementation of the Biodiversity Management Plan;
  - Provision of, and/or provision of funding for, visitor facility, and related land transfer arrangements;
  - Provision of ecology Green Infrastructure, related maintenance/long term management contributions, ecological monitoring including remedial works triggered by monitoring and related land transfer arrangements;
  - Provision of, and/or provision of funding for, full time wildlife warden, and mechanism for his/her perpetual funding;
  - Agreement that no public access will be allowed through the agricultural land identified for employment use other than to areas which have been developed for that purpose. An impenetrable barrier will be maintained between housing and employment land on the east side of West Ashton Road until at least 75% of the employment site has been completed at which point a public footpath will be provided between the two which will breach the impenetrable barrier at a single point.
  - Financial contribution towards the cost of monitoring implementation and maintenance of mitigation, with bond or other means of security secured against non-delivery and/or non-maintenance of mitigation.
  - Provision for revision of the Green Lane and Biss Woods Management Plan to incorporate requirements arising from the Biodiversity Management Plan and the Habitats Regulations Assessment (including Appendix 2).
- Elements of transport infrastructure in line with the Trowbridge Transport Strategy, notably –
  - Completion of funding agreement with Wiltshire Council for the provision of YWARR and commuted sum for structures maintenance;
  - Provision and completion of Yarnbrook and West Ashton Relief Road (including works to redundant A350 and all other associated highway works), phased or in entirety, subject to the timescales set out by the HIF and LEP;
  - Provide and deliver a Bus Strategy for the site, identifying how a half hourly service between the site and the town centre can be achieved, firstly through the negotiation with commercial operators for a commercial service, or, secondly, and in the event that a commercial service cannot be initiated and/or maintained, by a supported service, funded at the reasonable cost of the developer. The bus service shall be provided for a period from occupation of the 50<sup>th</sup> dwelling to up to three years following occupation of the 2,450<sup>th</sup> dwelling, the exact period dependent on the commercial viability or otherwise of the service at the time. The Bus Strategy shall set out how the funding arrangements will work in the event that a supported service is required;
  - Provision of travel plans for the separate land uses on the site;
  - Financial contributions towards the legal costs associated with making of traffic regulation orders at a cost of £6,000 per identified TRO;
  - Implementation of all made legal orders relating to highways and transport issues associated with the site;

- 'Contingency Plan' for planned diversion of public footpaths NBRA9 and NBRA11;
  - Design and provide a wayfinding scheme aligned to the phasing of the development;
  - Construction and improvement of off-site highway works associated with the Yarnbrook and West Ashton Relief Road, alterations to West Ashton Road and improved connectivity to the town centre and to the White Horse Business Park;
  - Connectivity (vehicular) between Drynham Lane and site, unless secured by alternative means;
- Waste collection facilities contribution.
2. A legal agreement between Wiltshire Wildlife Trust and Wiltshire Council to achieve implementation and maintenance of ecology mitigation measures relevant to the Trust via a revised Management Plan for Green Lane and Biss Woods covering the following:
- To provide an account of the role the site plays in achieving the conservation objectives of the Bath and Bradford on Avon Bats SAC, and a specific objective to maintain the population of Bechstein's bats through maintenance of the structure and function of the habitats within the plan area;
  - To incorporate all relevant land transfers to WWT and commit the trust to managing these in line with the objectives of the revised plan;
  - To define the operating constraints for the ecological visitor centre and car parking arrangements which arise from the potential for recreational pressure to reduce the value of the site for Bechstein's bats;
  - To set out types and levels of acceptable amenity and educational use and the means by which these will be monitored and reviewed;
  - To set out what constitutes acceptable and unacceptable fire making and a protocol to be followed to minimise and deal with the latter;
  - To include an objective regarding the maintenance, and where necessary, replacement, redesign and / or repositioning of bat boxes for Bechstein's bat use;
  - To recognise the role of the Steering Group in reviewing the implementation of relevant aspects of the management plan, monitoring results and implementation of remedial measures;
  - To anticipate the potential effects of increased visitor numbers and identify monitoring to be undertaken, thresholds for unacceptable change and remedial measures.

Management Plan to be implemented by Wiltshire Wildlife Trust with governance of relevant elements by the Steering Group.

The agreement will also commit the Trust to employ a full time warden to implement the plan and to engage with local residents in order to enhance understanding of local ecological features with a view to reducing impacts from potentially damaging behaviours.

**Or in the event that the S106 is not now completed in a timely manner and in the above terms, to authorise the Head of Planning Services to then - in these circumstances - REFUSE planning permission for the following reason –**

1. The planning application fails to make provision for essential infrastructure made necessary by the proposed development – namely, affordable housing, education facilities, health facilities, open spaces, ecology mitigation, highways infrastructure and

waste collection facilities. With particular regard to affordable housing, the planning application fails to make adequate provision for affordable housing in accordance with adopted affordable housing policy and/or fails to offer a means of achieving compliance with adopted affordable housing policy over the lifetime of the development.

This is contrary to Core Policy 3 ('Infrastructure Requirements') and Core Policy 43 ('Providing Affordable Housing') of the Wiltshire Core Strategy and national planning policy (paragraph 57 of the National Planning Policy Framework and 'Viability' guidance in the Planning Practice Guidance).

**A planning permission will be subject to the following planning conditions –**

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:

- (a) The scale of the development;
- (b) The layout of the development;
- (c) The external appearance of the development;
- (d) The landscaping of the development;

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 3 An application(s) for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of fifteen years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- 4 The outline element of the development hereby approved shall make provision for the following:

- (i) At least 13.6 ha of land for employment purposes (Class E ('Business' only), B2 and/or B8 uses);
- (ii) Two separate sites of at least 1.85 ha each and two separate 14-class primary schools thereon, and a single serviced site of at least 5.24 ha for a secondary school;

- (iii) Two separate sites of at least 1 ha and 0.2 ha respectively for two separate 'local centres'; in combination the local centres to provide suitable premises for a mix of convenience shops and small other shops, community facilities, 'early learning' facilities and 'food & drink' premises (Class E), 'drinking establishments' (Class A4) and 'hot food & takeaway' uses (Class A5);
- (iv) Sites for public open space to be sited, laid-out and equipped in accordance with the specifications set out in the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD); and to include at least 6.35 ha of formal sports pitches with pavilion / changing rooms, at least 1.2 ha of 'designation play' area, at least 44.4 ha of major open space or country park (to include an Ecological Visitors Facility), at least 14.4 ha of natural and semi-natural open space including structural planting, and at least 0.9 ha of allotments;
- (v) An 'Ecology Visitors Facility'; and
- (vi) Up to 2,500 dwellings of which no more than 315 (including within the 'local centre') are to be provided on the north-east side of West Ashton Road.

The 'layout of the development' (as to be submitted and approved under condition no. 2) shall accommodate all of the above broadly in accordance with the 'Indicative Masterplan' (drawing no. A.0223\_77-01 Rev AB) dated 20/04/17 and the related parameters plans set out in the Design and Access Statement.

REASON: To ensure the creation of a sustainable and balanced urban extension, in accordance with the requirements of the Wiltshire Core Strategy and the intentions of the Design and Access Statement accompanying the planning application.

- 5 No application for reserved matters shall be submitted until there has been submitted to and approved in writing by the local planning authority a detailed Phasing Plan for the entire application site indicating geographical Phases and/or Sub Phases for the entire development. Where relevant these Phases or Sub Phases shall form the basis for the reserved matters submissions. Each Phase or Sub Phase shall include within it defined areas and quantities of housing and infrastructure relevant to the Phase or Sub Phase. No more than 50% of the houses (or no more than a meaningful percentage of the houses to be first agreed in writing by the local planning authority) to be built in any Phase or Sub Phase shall be occupied until the infrastructure relevant to the Phase or Sub Phase has been completed.

The development shall be carried out strictly in accordance with the approved Phasing Plan.

REASON: To ensure the proper phasing and delivery of the development, and in particular the affordable housing and essential infrastructure the development has made necessary, in accordance with the overall proposal and good planning in general.

[For the purposes of this condition 'infrastructure' is defined as the affordable housing, schools, local centres, open space, and ecology visitors centre; and the 'means of access' to the site including the entire Yarnbrook & West Ashton Relief Road and its related new roundabout junctions, the alterations to the existing West Ashton Road/Bratton Road/A350 junction, the new roundabout 'R4', the new spur roads and related bridges (from West Ashton Road and new roundabout R2)].

6 With the exception of the Yarnbrook & West Ashton Relief Road, before any other parts of the development hereby approved are commenced the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of detailed schemes for 'advance ecology mitigation', broadly in accordance with the Green Infrastructure & Biodiversity Strategy dated September 2017, as follows -
  - (i) a scheme for strengthening of the hedgerow alongside West Ashton Road to the south-west corner of Biss Woods with thorny planting and fencing, and provision for future maintenance;
  - (ii) schemes for the 100m buffer between Biss Woods and the employment land and between the employment land and the east of West Ashton Road housing land, to include landscaping with appropriate impenetrable fencing and hedge planting and provision for future maintenance in accordance with Figure 6.2 of the ES Addendum Volume 1;
  - (iii) a scheme for the Attenuation pond based on Figure 6.1 of the ES Addendum Volume 1, creating a barrier to pedestrian access between the Green Lane Nature Park Extension and the east of West Ashton Road residential area to include landscaping, fencing and provision for future maintenance;
- (b) The implementation and completion of all of the above schemes as approved and continuing maintenance thereafter in accordance with the maintenance elements of the schemes.

Before 150 of the dwellings on that part of the application site to the east of West Ashton Road are first occupied the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of detailed schemes for 'further ecology mitigation', broadly in accordance with the Green Infrastructure & Biodiversity Strategy dated September 2017, as follows -
  - (i) A scheme for a circular pedestrian footpath route which will be at least 3km in length and link the Green Lane Nature Park with the River Biss (with minimal use of roads). The scheme will include details of the footpath - its width, surfacing materials, fencing and signposting.
  - (ii) a scheme for the laying out and equipping of the 'Biss River Corridor' and enhanced planting between Biss Woods and the River Biss and the Green Lane Nature Park Extension, to include landscaping, boundary treatments and provision for future maintenance, where relevant in accordance with the specifications set out in the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD);
- (b) The implementation and completion of all of the above schemes as approved.

REASON: To safeguard ecological interests, and specifically bats and their habitats.

7 The 'means of access' to the site (which for the purposes of this condition includes the entire proposed Yarnbrook & West Ashton Relief Road and its related new roundabout junctions, the alterations to the existing West Ashton Road/Bratton

Road/A350 junction, the new roundabout 'R4', the new spur roads and related bridges (from West Ashton Road and new roundabout R2), and the West Ashton Road Cycleway Provision) shall be constructed substantially in accordance with the following 'PFA Consulting' drawings:

- P480/100 Figure 6.5 Rev F (Yarnbrook & West Ashton Relief Road Sheet 1 of 4) dated 18/08/17
- P480/101 Figure 6.6 Rev G (Yarnbrook & West Ashton Relief Road Sheet 2 of 4) dated 18/08/17 (as amended through an email from Aspect Ecology (AB to LK) dated 2/3/18)
- P480/102 Figure 6.7 Rev F (Yarnbrook & West Ashton Relief Road Sheet 3 of 4) dated 28/07/17
- P480/103 Figure 6.8 Rev E (Yarnbrook & West Ashton Relief Road Sheet 4 of 4) dated 18/08/17
- P480/104 Rev D (Central Roundabout (R4) Access on West Ashton Road) dated 18/08/17
- P480/105 Rev E (Northern Site Accesses & Cycleway Provision) dated 08/09/17
- P480/106 Figure 6.4 Rev F (Yarnbrook & West Ashton Relief Road Overview) dated 18/08/17
- P480/107 Rev E (Northern Junctions & Cycleway Provision Overview) dated 08/09/17
- P480/108 Figure 6.9 Rev B (Typical Section H-H through Relief Road with Elevation of Culvert) dated 07/07/17
- P480/109 Rev C (West Ashton Road Northern Cycleway Improvements) dated 09/09/17
- P480/110 Figure 6.10 Rev E (Yarnbrook & West Ashton Relief Road. Possible Planting Along Existing A350) dated 18/08/17
- P480/111 Rev C (Typical Section Through Relief Road (Roundabout R1-R2)) dated 18/08/17
- P480/112 Rev F (Primary Highway Works Plan) dated 08/09/17
- P480/113 Rev C (Access Junctions Swept Paths) dated 18/08/17
- P480/26 Figure 6.11 Rev D (Yarnbrook & West Ashton Relief Road Indicative Bridge General Arrangement) dated 18/08/17
- P480/41 Figure 6.12 Rev D (Yarnbrook & West Ashton Relief Road Southern Access Bridge General Arrangement) dated 18/08/17
- P480/51 Figure 6.13 Rev A (Northern Access Bridge General Arrangement) dated 02/04/14
- P480/114 Rev A (Highway Long Sections Sheet 1 of 4) dated 07/07/17
- P480/115 Rev B (Highway Long Sections Sheet 2 of 4) dated 07/07/17
- P480/116 (Highway Long Sections Sheet 3 of 4) dated 04/14
- P480/117 Rev A (Highway Long Sections Sheet 1 of 4) dated 07/07/17
- P843/08 Rev A (Biss Wood Scout Camp Site Access Visibility) dated 02/01/18
- P480/118 (Yarnbrook and West Ashton Relief Road. Minor amendment to R1 to access Paddock) dated 25/01/18

The means of access shall be provided in accordance with the Phasing Plan and Order of Delivery Schedule to be submitted and approved under condition 5.

REASON: To ensure proper and timely delivery of the means of access in accordance with the agreed scheme and in the interests of highway safety.

8 With regard to the reserved matter relating to the landscaping of the site, the details to be submitted for each Phase shall be in accordance with the following documents forming part of the application:

- Green Infrastructure and Biodiversity Strategy (September 2017);
- ES Addendum Volume 1 Figures 6.1 and 6.2 showing details of design of attenuation ponds and buffer between employment and residential land;
- ES Addendum Volume 1 Figures 6.4, 6.17, 6.18 and 6.19 showing details of dark corridors through mixed use development.

The details themselves shall include where relevant the following:

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any trees and hedgerows to be retained, together with measures for their protection in the course of development;
- a detailed planting specification for new planting showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- car park layouts;
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;
- minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape and ecology features.

9 Notwithstanding the landscaping details submitted for the 'access' elements of the application (including the Yarnbrook / West Ashton Relief Road), no development within any Phase or sub Phase relevant to that part of the access shall commence until a scheme of soft landscaping for that part of the access has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include :-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- minor artefacts and structures (e.g. signs, etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);



REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features and in the interests of wildlife.

- 10 All soft landscaping comprised in the approved details of landscaping for any particular Phase or sub Phase of the development shall be carried out in the first planting and seeding season following the first occupation of any building within the Phase or the completion of the Phase or sub Phase whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 11 No demolition, site clearance or development shall commence on site within any particular Phase or sub Phase, and; no equipment, machinery or materials shall be brought on to site for the purpose of development within the particular Phase, until a Tree Protection Plan showing the exact position of each tree/s and their protective fencing in accordance with British Standard 5837: 2012: "Trees in Relation to Design, Demolition and Construction -Recommendations"; has been submitted to and approved in writing by the Local Planning Authority, and;

The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development Phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work - Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the date of commencement of the Phase or sub Phase].

REASON: To safeguard trees to be retained in the interests of amenity.

- 12 Where a particular Phase or sub Phase of the development includes a play area(s), before 50% of the dwellings in that Phase or sub Phase are first occupied (or before a percentage/number to be otherwise agreed in writing by the local planning authority are first occupied) the following shall have been carried out:
- a) The submission to the local planning authority for approval in writing of a scheme for the laying out and equipping of the play area(s), to include landscaping, boundary treatment and provision for future maintenance and safety checks of the equipment; and
  - b) The laying out and equipping of the play area in accordance with the approved scheme.

REASON: To ensure that the play areas are provided in a timely manner in the interests of the amenity of future residents.

- 13 Before the first occupation of 1,250 dwellings on any part of the application site (or before a percentage/number to be otherwise agreed in writing by the local planning authority are first occupied) the following shall have been carried out:
- (a) The submission to the local planning authority for approval in writing of a scheme for the marketing of the 'Proposed Employment' land and the commercial elements of the 'Proposed Local Centres';
  - (b) Implementation of the marketing scheme in accordance with the approval;
  - (c) Construction and operation of the roundabout junction (R4) and at least 20m of the spur road and related services into the 'Proposed Employment' land.

REASON: To accord with the proposal and the requirements of the Wiltshire Core Strategy in that it allocates part of the application site for employment development.

- 14 With the exception of the 'Advance Ecology Mitigation', prior to the commencement of the development Stage 2 Road Safety Audit(s) shall be carried out for the Yarnbrook & West Ashton Relief Road and all other elements of the 'access' (either singly or in combination), and this/these shall be submitted to the local planning authority for approval in writing before any highway construction works begin. Thereafter, no development shall commence in any particular Phase or sub Phase of the development until full construction details/drawings of the means of access within that Phase or sub Phase have been submitted to and approved in writing by the local planning authority. Following approval the 'access' shall be constructed in accordance with the approved details/drawings and agreed Stage 2 Road Safety Audit(s).

REASON: In the interests of highway safety.

- 15 Notwithstanding the references in the Design and Access Statement, the development hereby approved shall make provision for vehicle parking in accordance with the Wiltshire Council Local Transport Plan 3 dated 2015. In this Strategy domestic garages will only count towards the parking provision if the minimum dimensions specified in the Strategy are achieved.

REASON: To ensure sufficient vehicle parking in the development in the interests of highway safety.

16 No development shall commence within any particular Phase or sub Phase of the application site until:

- (a) A written programme of archaeological investigation for the Phase, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and
- (b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

17 = No development hereby approved (save for the construction of the Yarnbrook & West Ashton Relief Road) shall commence in any sub Phase of the development which includes land either adjacent to the railway line or adjacent to the 'green corridor' alongside the railway line until details of measures to safeguard the amenities of future occupants of the development within the sub Phase from potential noise disturbance from trains have been submitted to and approved in writing by the local planning authority. The Development shall then be carried out in accordance with the approved details.

REASON: The railway line will be a potential source of noise disturbance to future nearby occupants of the development. This disturbance can be removed and/or reduced to acceptable levels through appropriate design and layout.

18 The application is supported by evidence which demonstrates that the potential for significant concentrations of contaminants to be present within the application site is low. However -

- (a) If, during any Phase or sub Phase of the development, any evidence of historic contamination or likely contamination is found, the developer shall immediately cease work within the Phase or Sub Phase and contact the Local Planning Authority in writing to identify what additional site investigation may be necessary; and -
- (b) In the event of unexpected contamination being identified, all development within the relevant Phase or sub Phase of development shall cease until such time as an investigation has been carried out and a written report submitted to and approved in writing by the Local Planning Authority, any remedial works recommended in that report have been undertaken and written confirmation has been provided to the Local Planning Authority that such works have been carried out. Construction shall not recommence until the written agreement of the Local Planning Authority has been given following its receipt of verification that the approved remediation measures have been carried out.

REASON: To ensure that potential land contamination is dealt with adequately in the interests of protecting the environment.

19 Prior to the commencement of any Phase or Sub Phase of the development which includes or affects any public rights of way within the Phase or Sub Phase, detailed

schemes for the improvement of these rights of way (including widening and/or re-surfacing) and a programme for implementing the improvements shall be submitted to the local planning authority for approval in writing. Thereafter the development shall be carried out strictly in accordance with the approved improvements and the programme.

REASON: Improvements will be required to these public rights of way as a consequence of the additional use they will endure due to the development. The improvements will ensure the continued safe use and enjoyment of the footpaths by members of the public

INFORMATIVE: The Design & Access Statement indicates that parts of a number of public rights of way may be re-routed due to the development. No works directly affecting any rights of way may commence until a permanent diversion or extinguishment order has come into effect. The applicant must apply separately to Wiltshire Council for such an order, it cannot be presumed that the granting of this planning permission will automatically be followed by the making of the order. If Wiltshire Council makes an order and any objections to it cannot be resolved, the matter will be referred to the Secretary of State for determination. The Planning Inspectorate will make the determination on behalf of the Secretary of State. The LPA may agree to a temporary closure or temporary re-routing of the rights of way on the grounds of safety if necessary.

20 Prior to the commencement of development of any residential units in any Phase or Sub-Phase of the development an application for the stopping up and/or diversion of public rights of way NBRA9 and/or NBRA11 shall be submitted to Wiltshire Council. Following which no residential development within any Phase or Sub-Phase crossed by these rights of way shall commence unless either:

- i) A footpath diversion and stopping up order that incorporates the stopping up of the existing footpath route across the railway at level has been made and confirmed by the local planning authority or the Secretary of State, or
- ii) the Secretary of State, upon consideration of a stopping up order made by the local planning authority as aforementioned in (i) above does not confirm the order.

Upon any confirmed diversion and stopping up order coming into force, the new footpath route shall be fully completed prior to the occupation of units within any Phase or Sub-Phase crossed by public rights of way NBRA9 and/or NBRA11.

REASON: To ensure the continued safe operation of the rights of way network.

INFORMATIVE: Network Rail will provide the developer with all the appropriate information to ensure railway safety issues concerning the White Horse and Yarnbrook railway level crossings are fully considered before a decision on the stopping up or diversion of the public rights of way NBRA9 and NBRA11 is taken by the local planning authority or Secretary of State.

21 Prior to first occupation of the first 150 houses on the development hereby approved, a Public Art Strategy shall be submitted to the local planning authority for approval in writing. The Strategy shall set out how public art will be provided as part of the development, and a programme for this. Thereafter the development shall be carried out in accordance with the approved Strategy and programme.

REASON: To achieve a high quality living environment in the interests of amenity, and to accord with policies CP3 and CP57 of the Wiltshire Core Strategy.

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No development shall take place within individual Phases or sub Phases of the development until a site specific Construction Environmental Management Plan, or Plans, (CEMP(s)) for that Phase or sub Phase, or an overarching CEMP for the entire application site, has been submitted to and approved in writing by the local planning authority. The CEMP(s) must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan(s) should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- Arrangements for liaison with the Council's Public Protection Team;
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08:00 Hours and 18:00 Hours on Mondays to Fridays and 08:00 and 13:00 Hours on Saturdays and; at no time on Sundays and Bank Holidays;
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above;
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
- Procedures for emergency deviation of the agreed working hours;
- Control measures for dust and other air-borne pollutants;
- Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- Construction traffic routing details.
- Ecology mitigation measures to cover -
  - protection of retained habitats;
  - creation of new habitats including provision of bat boxes;
  - management and monitoring of created and retained habitats (until taken over by management company or WWT);
  - precautionary working method statements and works to be overseen by an ecologist; monitoring requirements and details of frequency of monitoring, thresholds, remedial measures and timescales for remediation;
  - monitoring requirements for habitats, mitigation features and species including details of frequency of monitoring, thresholds, remedial measures and timescales for remediation (to cover amongst other things, establishment / width of hop-overs, habitat structure / composition of woodland in Biss and Green Lane Woods, bat use of underpasses);
  - testing and adjusting lighting, in accordance with monitoring results';
  - compliance procedures.
- And with particular regard to the Yarnbrook & West Ashton Relief Road the following specific ecology mitigation information -
  - Long and cross sections for each underpass based on site surveyed; measurements showing the relative positions of hedgerows, existing ground levels, earthworks and underpass;
  - The timetable of works required to complete the culvert works having regard to seasonal ecological and planting constraints;

- The programme of construction works to demonstrate how the ecological constraints of the culverts works have been fully integrated into the project programme (i.e. Gantt chart) and how it affects the critical path.
- A protocol for constructing underpasses and hop-overs including exact timescales, demonstrating removal of as little hedgerow as possible, erection of 4m high bat fencing and establishing new planting.

The approved CEMP(s) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by the Ecological Clerk of Works certifying that the required ecology mitigation and/or compensation measures identified in the CEMP(s) have been completed to their satisfaction, and detailing the results of site supervision and any necessary remedial works undertaken or required, shall be submitted to the Local Planning Authority for approval within 3 months of the date of substantial completion of the development or at the end of the first planting season following this, whichever is the sooner. Any approved remedial works shall then be carried out under the strict supervision of a professional ecologist following that approval.

REASON: In the interests of the amenities of surrounding occupiers and of wildlife during the construction of the development.

23

A Landscape and Ecological Management Plan (LEMP), or individual Plans, (LEMPs) for the 'River Biss Corridor', the '100m buffer' between Biss Woods and the employment land, the 'Green Lane Nature Park Extension', the 'Attenuation pond ... creating barrier to pedestrian access', other barriers to control access to Biss Woods, dark corridors through the mixed use development, and the Yarnbrook & West Ashton Relief Road shall be submitted to, and approved in writing by, the Local Planning Authority before commencement of the relevant element of the development to which the LEMP or LEMPS applies. The content of the LEMP(s) shall include the following information:

- a) Description and evaluation of features to be managed;
- b) Landscape and ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan);
- g) Details of the body or organisation responsible for implementation of the plan;
- h) Ongoing monitoring and remedial measures;
- i) Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.

The LEMP(s) shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery.

The LEMP(s) shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP(s) are not being met) how contingencies and/or remedial action will be identified, agreed and implemented.

The LEMP(s) shall be implemented in full in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species.

- 24 No development in any particular Phase or sub Phase of the development or associated with the Yarnbrook and West Ashton Relief Road in isolation shall commence on site until a scheme for the discharge of surface water from the Phase or sub Phase or from the Relief Road in isolation, incorporating sustainable drainage details, and any related programme for delivery, has been submitted to and approved in writing by the Local Planning Authority. The development within the Phase shall not be first occupied and/or the Relief Road shall not be first used by non-construction traffic until surface water drainage has been constructed in accordance with the approved scheme(s) and related programme(s).

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in any phase in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

- 25 No development shall commence on site (save for the construction of the Yarnbrook & West Ashton Relief Road) until details of the works for the disposal of sewerage, including the point of connection to the existing public sewer and any off-site works, and any related programme for delivery have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be first occupied until the approved details have been implemented in accordance with the approved plans and related programme.

REASON: To ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

- 26 There shall be no surface water drainage connection from this development to the foul water system.

REASON: To safeguard the integrity of the foul water system.

- 27 No external lighting (other than normal domestic lighting) shall be installed on site within each Phase or sub Phase until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication Guidance Notes for the Reduction of Obtrusive Light (ILE, 2005) (or any standards updating or replacing these standards), for that Phase have been submitted to and approved in writing by the Local Planning Authority.

Where lighting is proposed in ecologically sensitive areas (such as the 'dark corridors' for bats) the lighting details and related scheme shall ensure minimum impact on the ecological interests of these areas and accord with:

- 'Interim Guidance Recommendations to help minimise the impact of Artificial Lighting' (Bat Conservation Trust 03/06/14);
- ES Addendum Volume 1 Figures 6.4, 6.18 and 6.19 showing principles of lighting design;

- Lighting of the Yarnbrook & West Ashton Relief Road to be in accordance with Figure 6.17 and 6.20 of the ES Addendum Volume 1.

The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall then be installed.

In addition there will be no lighting above or beneath bridges except at B3 where lighting will be in accordance with Figure 6.17 and 6.20 of the ES Addendum Volume 1.

REASON: In the interests of the amenities and ecological interests of the area and to minimise unnecessary light spillage above and outside the development site.

- 28 With the exception of the Yarnbrook and West Ashton Relief Road, no development shall commence in any particular Phase or sub Phase of the development hereby approved until a scheme for the provision of fire hydrants to serve the Phase or sub Phase and any related programme for delivery has been submitted to and approved in writing by the local planning authority. Thereafter no dwelling shall be occupied within the Phase or sub Phase until the fire hydrant serving the dwelling has been installed as approved.

REASON: To ensure the safety of future occupiers of the dwellings.

- 29 Notwithstanding the information set out in the Waste Management Strategy (May 2015) accompanying the planning application, a further more detailed waste management strategy or strategies shall be submitted to the local planning authority for approval in writing prior to commencement of the development. The more detailed strategy or strategies will add detail to the initial Waste Management Strategy, specifying in particular where and how construction waste (notably the waste material excavated from the site to enable construction works) will be, in the first place, re-used on site (including estimates of quantities to be re-used and where); and, in the second place, removed from the site (including quantities, end disposal locations and transportation routes thereto). Additionally, the detailed strategy or strategies will provide a 'plan' for the management of other waste arising from civil and building construction, including measures to minimise such waste generation in the first place and to re-cycle wherever possible. The development shall be carried out strictly in accordance with the original Waste Management Strategy (May 2015) and the subsequent approved and complementary more detailed waste management strategy or strategies.

REASON: The original Waste Management Strategy contains insufficient detail to enable waste management to be agreed at this stage. The requirement for a more detailed waste management strategy arises from Wiltshire Council's Waste Core Strategy Policy 6 (Waste Reduction and Auditing), and in particular its requirement to demonstrate the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner and proposals for the transport of waste created during the development process.

INFORMATIVE: The reason for allowing the potential for more the one waste management strategy is in the event of the Yarnbrook and West Ashton Relief Road requiring a standalone strategy for the management of its waste.

- 30 Prior to commencement of the development hereby approved a strategic level scheme for the provision of ultra low energy vehicle infrastructure (electric vehicle charging points) and a programme for delivery shall be submitted to the local



planning authority for approval in writing. The approved scheme shall inform the subsequent reserved matters applications, and shall be implemented as approved and in accordance with the programme.

REASON: In the interests of air quality and reducing vehicular traffic to the development.

INFORMATIVE: It is recommended that the ultra low energy vehicle infrastructure should be provided at appropriate publicly accessible locations such as the local centres but not for individual residential dwellings.

- 31 Prior to the commencement of each Phase or sub Phase of the development or commencement of the Yarnbrook and West Ashton Relief Road hereby approved, a scheme or schemes of ecology enhancement measures as identified in the Environmental Statement Addendum Volume 1, to include (as appropriate) designs, locations, numbers and sizes of each measure and a programme for their delivery, for each Phase or sub Phase or the Yarnbrook and West Ashton Relief Road shall be submitted to the local planning authority for approval in writing. The scheme or schemes shall be implemented as approved in accordance with the programme and maintained thereafter.

REASON: In the interests of safeguarding other ecological interests.

- 32 With the exception of the Yarnbrook and West Ashton Relief Road, no development in any Phase or Sub Phase of the development hereby approved shall commence until a scheme for water efficiency relevant to all the buildings within the Phase or Sub Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter no building within the Phase or Sub Phase shall be first occupied until the water efficiency measures relevant to the building have been installed and are operational in accordance with the approved scheme.

REASON: In the interests of sustainable development and climate change adaptation.

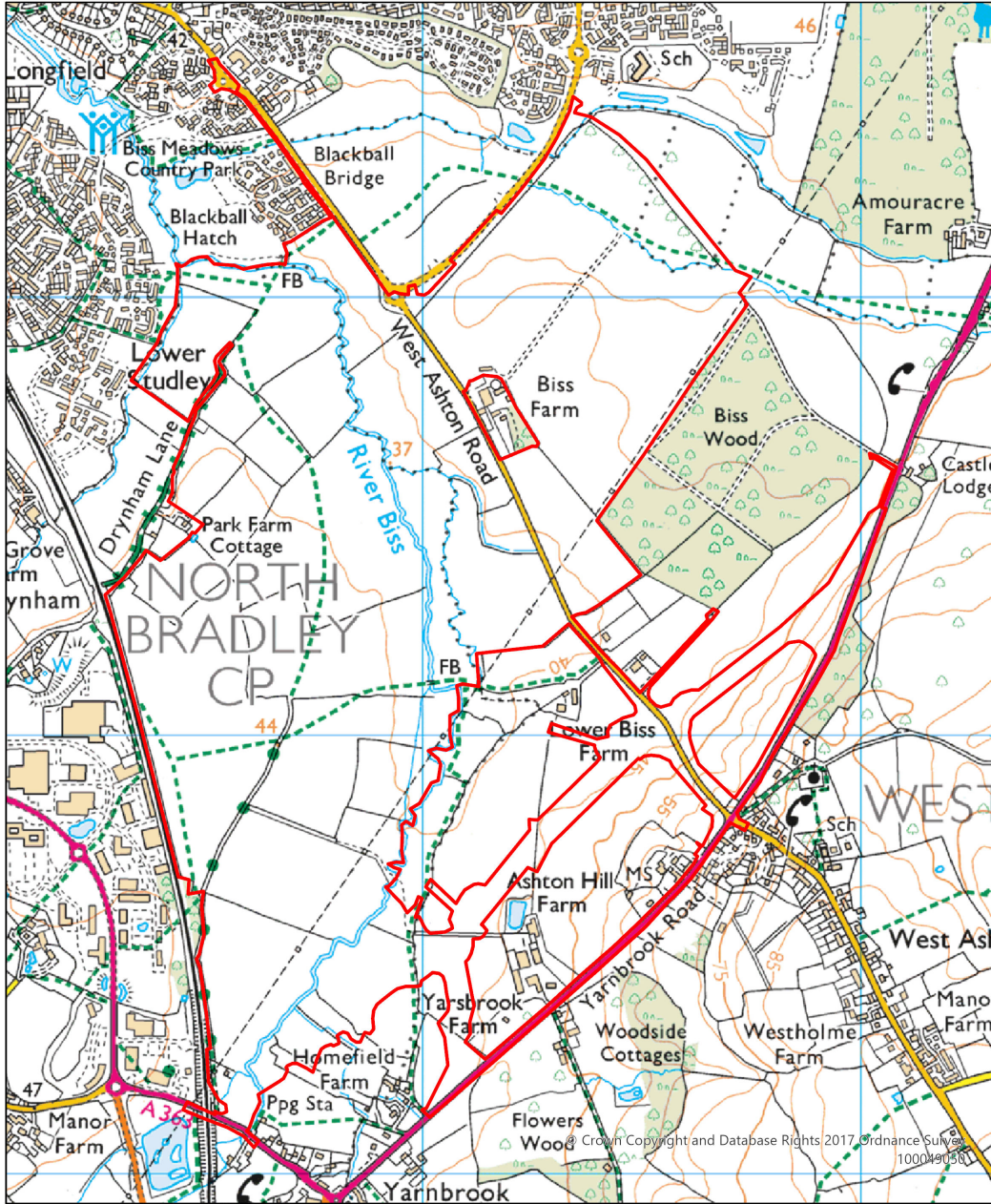
INFORMATIVE: The development should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum). Greywater recycling and rainwater harvesting should be considered. An appropriate submitted scheme to discharge the condition will include a water usage calculator showing how the development will not exceed a total (internal and external) usage level of 110 litres per person per day.

- 33 With the exception of the Yarnbrook and West Ashton Relief Road, no development hereby approved shall commence until a scheme setting out a strategy for the control / removal of Himalayan balsam has been submitted to and approved in writing by the local planning authority. The scheme shall include a programme for the implementation of the strategy. The strategy shall be implemented in accordance with the approved scheme and programme.

REASON: In the interests of ecology and to ensure compliance with the Wildlife & Countryside Act 1981 (as amended).

- 34 **INFORMATIVE TO APPLICANT:**  
The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations

2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website [www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy](http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy).



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**REPORT FOR STRATEGIC PLANNING COMMITTEE****Report No.**

<b>Date of Meeting</b>	25 April 2018
<b>Application Number</b>	15/04736/OUT
<b>Site Address</b>	Land south east of Trowbridge
<b>Proposal</b>	Outline planning application for mixed use development comprising: residential (up to 2,500 dwellings - Classes C3 & C2); employment (Class B1, B2, and B8); two local centres (Classes A1 - A5, D1, C2, and C3); two primary schools, one secondary school, ecological visitor facility, public open space, landscaping and associated highway works including for the 'Yarnbrook / West Ashton Relief Road' and the access junctions.
<b>Applicant</b>	Ashton Park Trowbridge Ltd & Persimmon Homes Ltd
<b>Town/Parish Councils</b>	NORTH BRADLEY / TROWBRIDGE / WEST ASHTON
<b>Electoral Divisions</b>	SOUTHWICK – Cllr Horace Prickett TROWBRIDGE PAXCROFT – Cllr Steve Oldrieve
<b>Grid Ref</b>	386358 157356
<b>Type of application</b>	Outline
<b>Case Officer</b>	Andrew Guest

**Reason for the application being considered by Committee**

The application is before the Committee because the proposal is a strategic development on a site allocated in the Wiltshire Core Strategy, is of a significant scale and is potentially supported by public funding. As such, the Head of Development Management considers that it should be decided by the Committee and not dealt with under delegated powers. The development has impacts on matters of acknowledged importance including ecology, landscape, highway safety, heritage assets, air quality, etc.. These are set out in the report.

**1. Purpose of Report**

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that, subject to the Environment Agency removing its holding objection, the application be approved subject to –

- the applicant entering into a 'Section 106' agreement with Wiltshire Council; and
- Wiltshire Wildlife Trust entering into a legal agreement with Wiltshire Council to ensure that the impact of the development on land owned, and to be owned, by the Trust is satisfactorily mitigated through an agreed Management Plan for Green Lane and Biss Woods.

## 2. Report Summary

This is an outline planning application with all matters reserved except accesses. For the purposes of this application the 'accesses' include specific points of access to the site *and* the entire proposed Yarnbrook / West Ashton Relief Road (YWARR) and associated works (as shown on the Overview Highways plans nos. P480/106F and P480/107E). It follows that full details of the YWARR accompany the application.

The proposal is 'EIA development', and so the application is accompanied by an Environmental Statement.

The application proposes to erect up to 2,500 dwellings on 57.4 ha of the site and employment development on 13.6 ha. It also proposes two primary schools (1.85 ha each) and a secondary school (5.3 ha) and two local centres (1 ha and 0.2 ha), and public open space (to include formal sports pitches (6.35 ha), 'destination play' (1.2 ha), equipped children's play space (0.8 ha), 'major open space' and 'country park' (including an 'ecological visitors facility') (44.4 ha), other natural and semi-natural open spaces (14.4ha), and allotments (0.9 ha)). All matters are reserved except access to the site and the YWARR.

The proposed YWARR comprises a new approx. 1.8km section for the A350, notably by-passing the existing West Ashton traffic-signal controlled crossroads. Wiltshire Council has a broad objective to improve the A350 strategic road corridor through Wiltshire. Consequently the Core Strategy includes a requirement for the new strategic growth at South East Trowbridge to facilitate delivery of strategic improvements to the A350, particularly at Yarnbrook and West Ashton where the existing junction arrangements are over capacity. The related emerging Trowbridge Transport Strategy includes the following objective –

*To maintain and, where feasible, improve the performance of the A350 strategic road corridor.*

The application has been publicised by way of site notices, press advert and neighbour notifications.

The site lies within the local parish/town council areas of North Bradley, Trowbridge and West Ashton. North Bradley PC raises no objections, subject to comments. Trowbridge TC raises no objections, subject to conditions. West Ashton PC makes various comments.

Twenty-nine interested parties have made representations, include CPRE, RSPB and The Woodland Trust. Of these 23 are objections and 4 are in support; the remainder make comments.

It is considered that as a matter of principle the proposal complies with the Core Strategy – and, specifically, its Settlement and Delivery Strategies, and the Strategy for the Trowbridge Community Area and its related 'development template' for the Ashton Park Urban Extension (APUE). It is further considered that the application demonstrates that matters of acknowledged importance – including ecology, highway safety, heritage, drainage, air quality, amenity and infrastructure requirements – have all been properly taken into account, and that the proposal adequately accommodates these and/or provides sufficient mitigation.

In terms of the environmental impact assessment, all necessary information has been provided in the Environmental Statement accompanying the planning application, which has allowed environmental effects to be fully and properly assessed. The application was submitted in May 2015 and has since been the subject of detailed improvement, concluding in September 2017 with the submission of a revised master plan and highways plans (and associated additional information). The primary reason for the revisions was to satisfy due

process under the Habitat Regulations with regards to the potential impact of the development on the Bath & Bradford-on-Avon Special Area of Conservation (SAC), and in particular the Bechstein's Bat population within the environs of the application site.

A principal change to the originally submitted master plan has been to relocate the proposed employment land from the western edge of the application site to east of West Ashton Road. This is to create a physical / non-residential barrier with Biss Wood, and so reduce recreational pressure on the Wood from new housing. The other principal change relates to the provision of 'bat underpasses' along a section of the proposed relief road to retain bat flight paths, with a consequent change in vertical alignment of the road by up to c. 4 metres with associated works. To accompany these amendments an Environmental Statement 'Addendum' has been provided which comprehensively assesses the revised Parameter Plans and the additional information provided in respect of highways and drainage modelling. In this report the addendum document is referred to as the 'Environmental Statement' or the 'ES'.

The application is recommended for approval subject to a holding objection from the Environment Agency being lifted, and legal agreements and conditions.

### **3. Site Description**

The application site covers approximately 177 ha of mainly open farmland located to the south-east side of Trowbridge.

In broad terms the larger part of the application site is bound by the Westbury-Trowbridge railway line to its west side (between Yarnbrook and Lower Studley) with the White Horse Business Park beyond; residential development (at Drynham Lane, Lower Studley and Longfield) and/or a tributary of the River Biss and the related 'green link' to its north-west side; the West Ashton Road and Leap Gate road to its north side; part of the Green Lane Nature Park (with the recent Leap Gate residential development beyond) to its north-east side; Biss Wood to its east side; and the River Biss (between approx. West Ashton Road and Yarnbrook) to its south-east side.

The site also includes further land to the south-east of Biss Wood and the River Biss, and an approx. 2km section of the A350 (between Long's Park Castle and Yarnbrook), these areas relating to the A350 'relief road' elements of the proposal.

Outside of the application site, but entirely encompassed by it, is Biss Farm (on West Ashton Road) comprising a small group of mainly residential properties and farm buildings. Also outside of the site are areas of land and properties between the A350, the proposed relief road route and the River Biss, these including parts of the Yarnbrook settlement itself and Ashton Hill Farm yard (accessed from the A350), and Lower Biss Farm yard and Larkrise Community Farm (on West Ashton Road).

Within the site is an approx. 2.6 km length of the River Biss and some related tributaries, drains and floodplains. The River Biss and its related corridor have the effect of dividing the main part of the site into two parts – referred to in this report as the 'east side' and the 'west side' of the river. Also within the site are various rights of way – NBRA9, NBRA1, NBRA11/WASH8, NBRA44/WASH20 and WASH16/TROW125. Overhead power lines and related pylons cross part of the site.

In terms of levels, the larger part of the site is more or less flat although with a very gentle fall from the east and west sides towards the River Biss corridor and/or its tributaries, and local undulation. On the south-east side ground levels rise more noticeably towards West

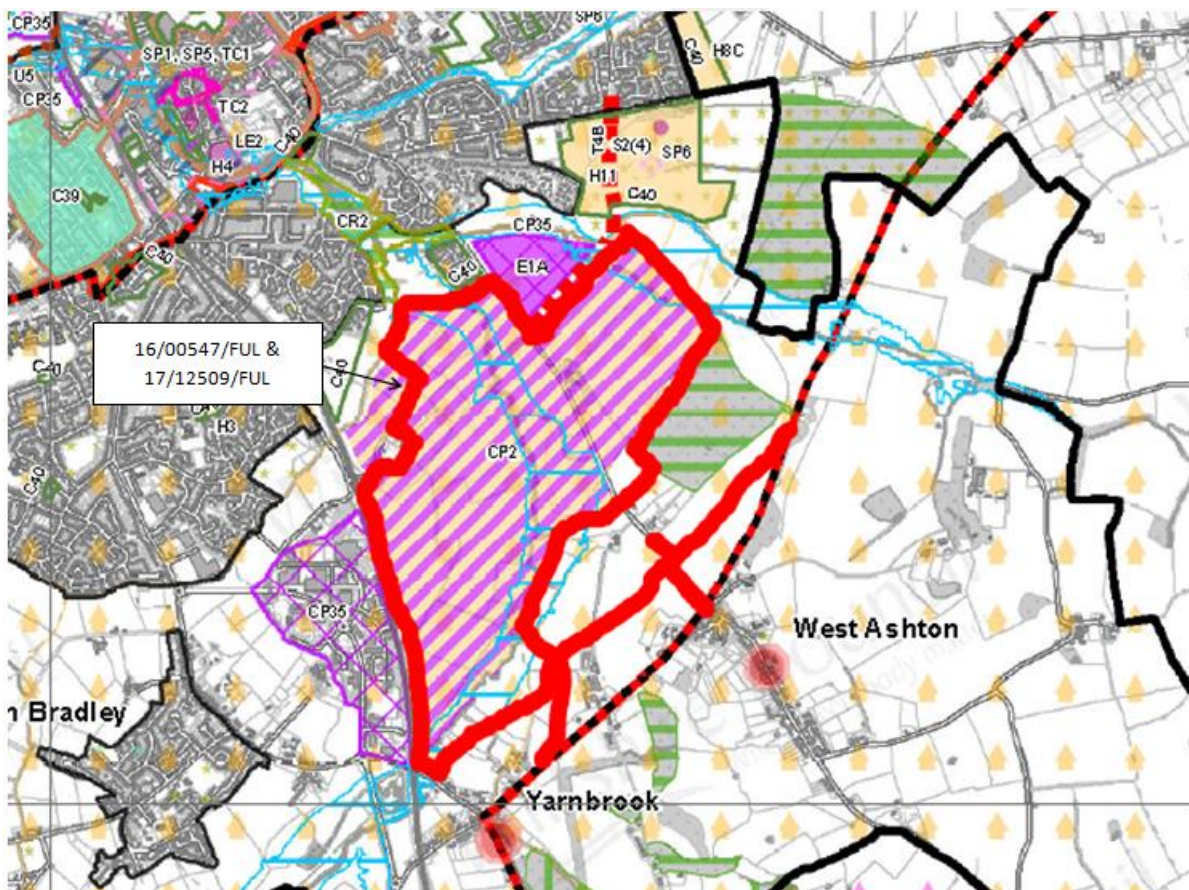
Ashton and the existing A350 in that area. The railway line is on an embankment at Yarnbrook, but soon becomes level with the site before effectively rising again over Drynham Lane.

In terms of parish areas, the application site includes land within North Bradley CP, West Ashton CP and Trowbridge CP.

In terms of planning policy, the site forms the larger part of the 'Ashton Park Urban Extension' (APUE) allocated housing and employment site. The River Biss corridor and the related Stourton Brook tributary lie within Flood Zones 2 and/or 3. Biss Wood (outside the application site) is ancient & semi natural woodland and a County Wildlife Site, and is home to colonies of bats, including Bechstein's bats. The bats are known to be linked to the Bath and Bradford on Avon Bats SAC (located approximately 7.8km away). There is a further ancient & semi-natural woodland designation at Biss Wood, outside of the application site.

#### 4. Relevant planning history

As referred to above, the larger part of the application site lies within the Ashton Park Urban Extension allocated housing and employment site as designated in the Wiltshire Core Strategy. The relevance of this is explained in the Planning Issues section of the report.



**Extract from Wiltshire Core Strategy policy map**  
[Red line: application site; purple/orange diagonal hatching: APUE allocated site;  
green horizontal hatching: County Wildlife Sites; blue horizontal hatching: Flood Zones 2 or 3]



The application site has no other directly relevant planning history. Standalone planning applications 16/00547/FUL and 17/12509/FUL (for 91 dwellings & 121 dwellings respectively) on land within that part of the APUE lying outside of the application site (that is, land west of Drynham Lane) are un-determined at this time.

## 5. Proposal

This is an outline planning application with all matters reserved except means of access (including the YWARR). The proposal is 'EIA development', and so the application is accompanied by an Environmental Statement.

Environmental Impact Assessment (EIA) is a process undertaken to ensure a development proposal that is likely to have significant environmental impacts is subjected to an assessment of these impacts prior to decision-making. The Environmental Statement (ES) summarises the findings of the EIA process. The 2011 EIA Regulations continue to apply to this ES as the procedures for this application were initiated before the 2017 Regulations came into force. The ES has chapters covering the following detailed matters – alternatives; socio-economic considerations; ecology and nature conservation; landscape and visual considerations; transport and access; air quality; noise and vibration; hydrology, drainage and flood risk; ground conditions; cultural heritage and archaeology; and soils and agriculture. Its summary is attached as an annex to this report.

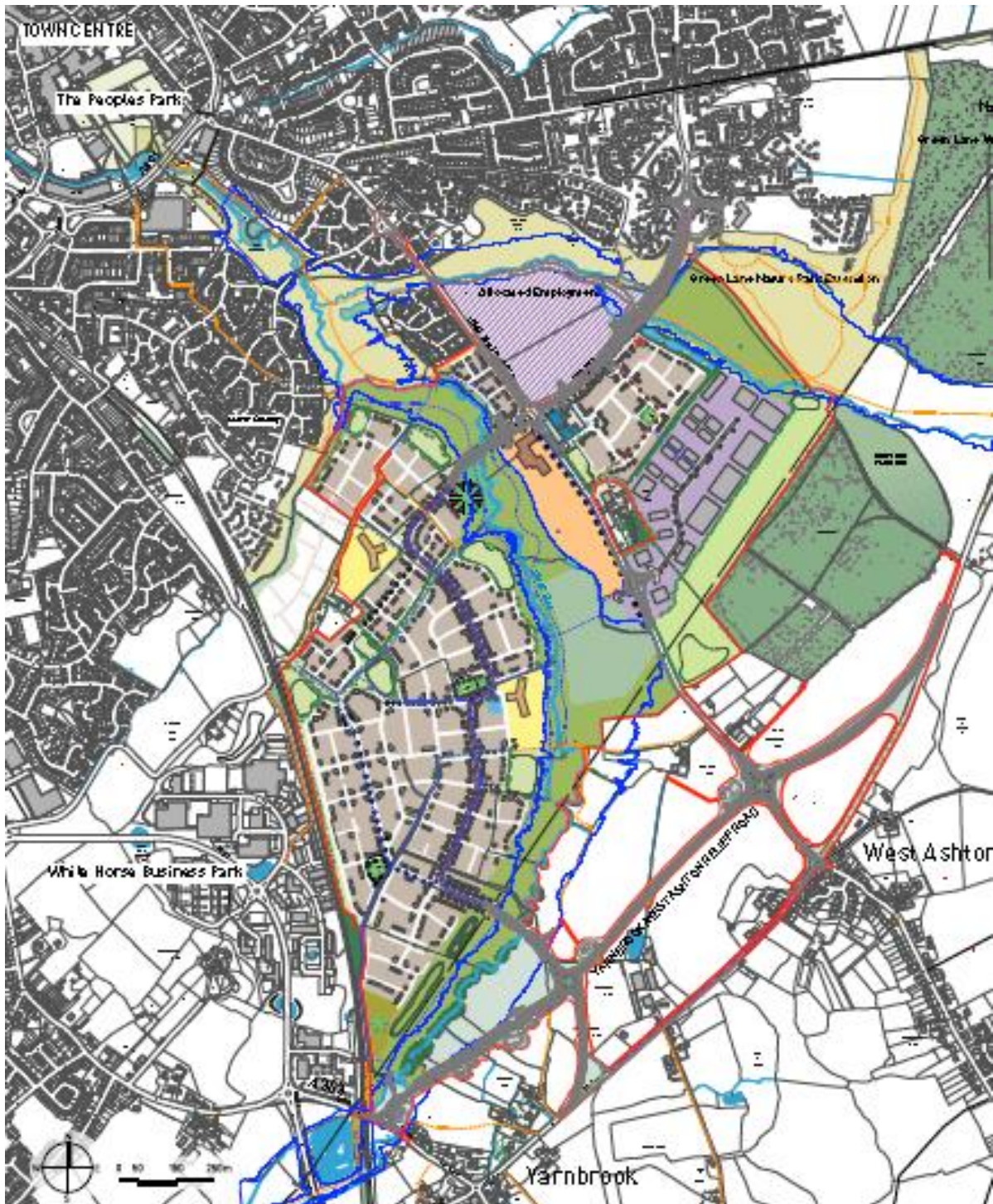
The application proposes to erect up to 2,500 dwellings on 57.4 ha of the site and employment development on 13.6 ha. It also proposes two primary schools (1.8 ha each) and a secondary school (5.3 ha) and two local centres (1 ha and 0.2 ha), and public open space (to include formal sports pitches (6.35 ha), 'destination play' (1.2 ha), equipped children's play space (0.8 ha), 'major open space' and 'country park' (including an 'ecological visitors facility') (44.4 ha), other natural and semi-natural open spaces (14.4ha), and allotments (0.9 ha)). All matters are reserved except access to the site.

The application is accompanied by an 'Indicative Masterplan', and a 'Land Use Parameter Plan', 'Movement and Access Parameter Plan', 'Building Heights Parameter Plan' and 'Green Infrastructure Parameter Plan' which were subjected to the Environmental Impact Assessment. There is also a Design and Access Statement setting out broad design principles.

The Indicative Master Plan and Use Parameter Plan indicate the employment land to be located on the east side of West Ashton Road, this together with a residential area and the larger 'local centre' (up to 315 dwellings). The secondary school and the formal sports pitches are indicated to be sited on the west side of West Ashton Road. Access to the employment land and sports pitches would be via a new roundabout junction on West Ashton Road, to the south of Biss Farm (referred to as 'Roundabout 4' (R4)) in the application particulars). The rest of the dwellings (c. 2,185), the two primary schools and the smaller local centre would be located on the west side of the site (that is, on the west side of the River Biss). Access to the west side would be via a new spur off the existing West Ashton Road / Leap Gate roundabout (referred to as 'Roundabout 5' (R5)) and a new roundabout (R2) forming part of the relief road element of the overall proposal (see more below). Both of these new main roads into the west side would require bridges to be constructed over the River Biss.

The Green Infrastructure Parameter Plan indicates the 'major open space and nature park extension' to be located within the River Biss corridor and adjacent to the existing nature park at Leap Gate. These would connect with the existing 'green links' elsewhere in Trowbridge. An 'impenetrable landscaped buffer' would be planted adjacent to Biss Wood to

protect this bat habitat from additional recreational access pressures. The formal sports pitches would be provided adjacent to the secondary school site. Children's play areas and informal recreation space would be provided within the residential areas, the latter incorporating flood attenuation measures, such as balancing ponds, if/as necessary. The allotments would be located in the south corner of the site.



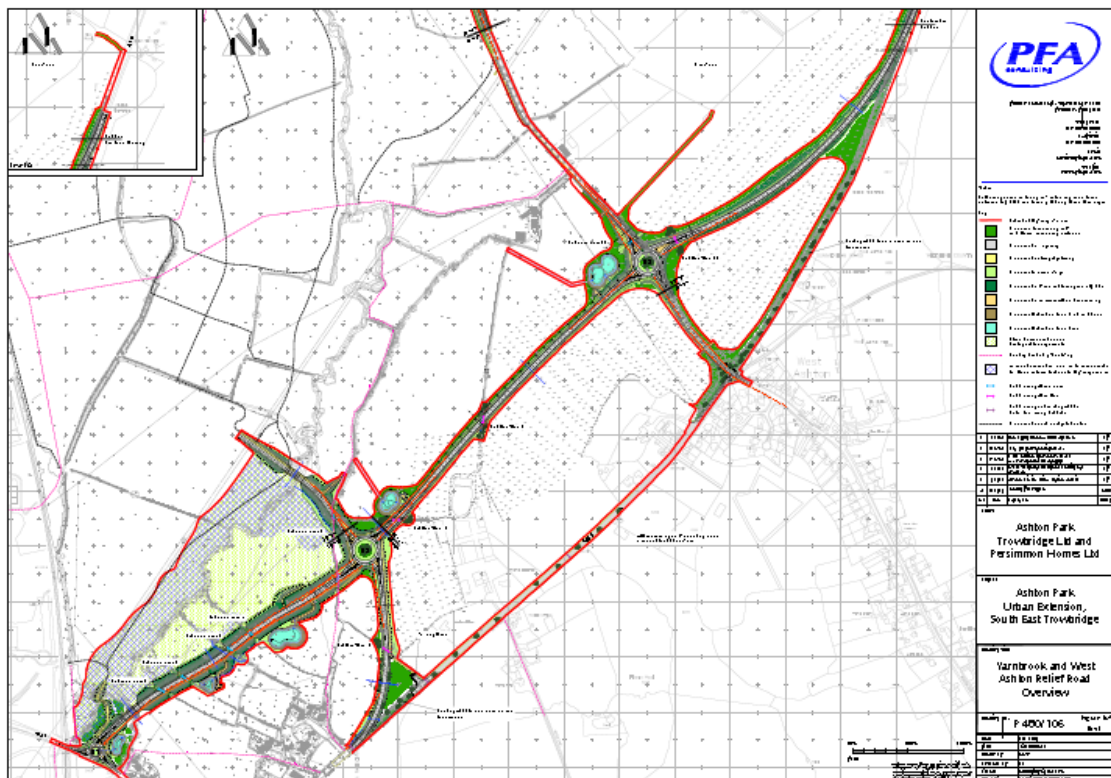
**Indicative Masterplan**

*Brown: residential; mauve: employment; orange & yellow: schools; blue: local centres*

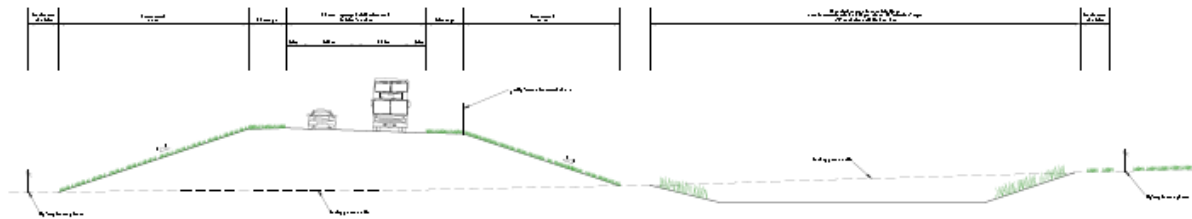
The Building Heights Parameter Plan indicates maximum heights of up to 14.5m above ground level for the employment, secondary school and local centres; and up to 13.0m above ground level for all other elements - to be “predominantly 2 storey but with allowance for up to 3 storey”. The Design and Access Statement indicates three density ranges – between 30-39 dph ('low density'), between 40-45 dph ('medium density'), and between 46-60 dph ('high density'). The low density areas are shown to be mainly on the fringes between built-up areas and the open areas; the larger part of the development would, however, be in the medium density range.

The application includes full details for the proposed Yarnbrook and West Ashton Relief Road (and associated features) (YWARR) and all accesses into the proposed development areas from West Ashton Road, Leap Gate and the proposed relief road itself (including, where required, bridges), (the non-reserved 'access' elements of the application).

The YWARR comprises a new approx. 1.8km section for the A350, by-passing the existing West Ashton traffic-signal controlled crossroads. From its north end the line of the new road would curve away from the existing route just to the south of Long’s Park Castle, and cross the existing West Ashton Road via a new roundabout junction (referred to as ‘Roundabout 3’ (R3)) approximately 0.25 km to the north-west of the existing crossroads. The new road would then run parallel with the existing line of the A350 before meeting a further new roundabout junction (‘Roundabout 2’ (R2)) to the west of Ashton Hill Farm. R2 would have four spurs – firstly, the in-coming A350 from the north; secondly, the return to the new A350, this merging just to the east of Yarnbrook; thirdly a new section of road connecting with the A363 (Westbury Road) just to the west of Yarnbrook via a new roundabout junction (‘Roundabout 3’ (R3)); and fourthly, a new access into the proposed residential land to the north-west. Improved visibility would be provided at the existing A350 / Biss Wood access by realigning the existing hedgerow.



Yarnbrook / West Ashton Relief Road overview



**Typical road section**

The new road would be constructed in part at a higher level than existing ground levels, to allow for the north-west to south-east natural changes in levels, other localised undulations, general design and construction requirements, and to accommodate 'bat underpasses'. Specifically, R3 would be c. 1.8m-2.4m above existing ground level and R2 c. 0.8m-2.0m above existing ground levels. At its highest, between R2 and R1 where 6 bat underpasses are required, the level difference would be up to c. 4.5m. In addition to the bat underpasses, several bat 'hop-overs' would also be provided.

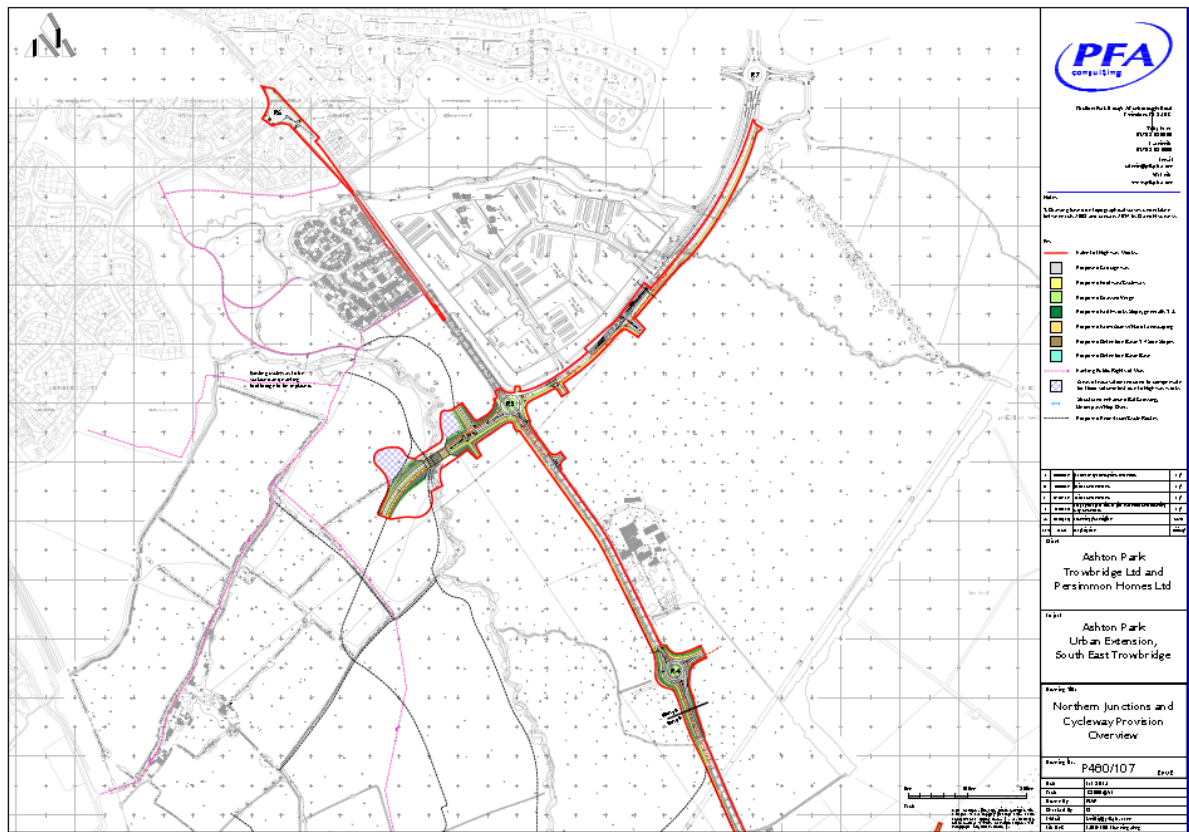
Bat underpasses and hop-overs in the manner proposed are required to accommodate bat colonies occupying Biss Wood in particular. These colonies are of international ecological significance.

The existing A350 where proposed to be by-passed would be removed to the north-east of the existing West Ashton crossroads and made a no-through road (for access only) to the south-west of the crossroads (with a short section beyond the no-through road removed other than a pedestrian path and cycleway). The existing traffic lights at the West Ashton crossroads would be removed and an un-controlled, four-arm (including to Rood Ashton Park) staggered crossroads formed, with priority for West Ashton Road.



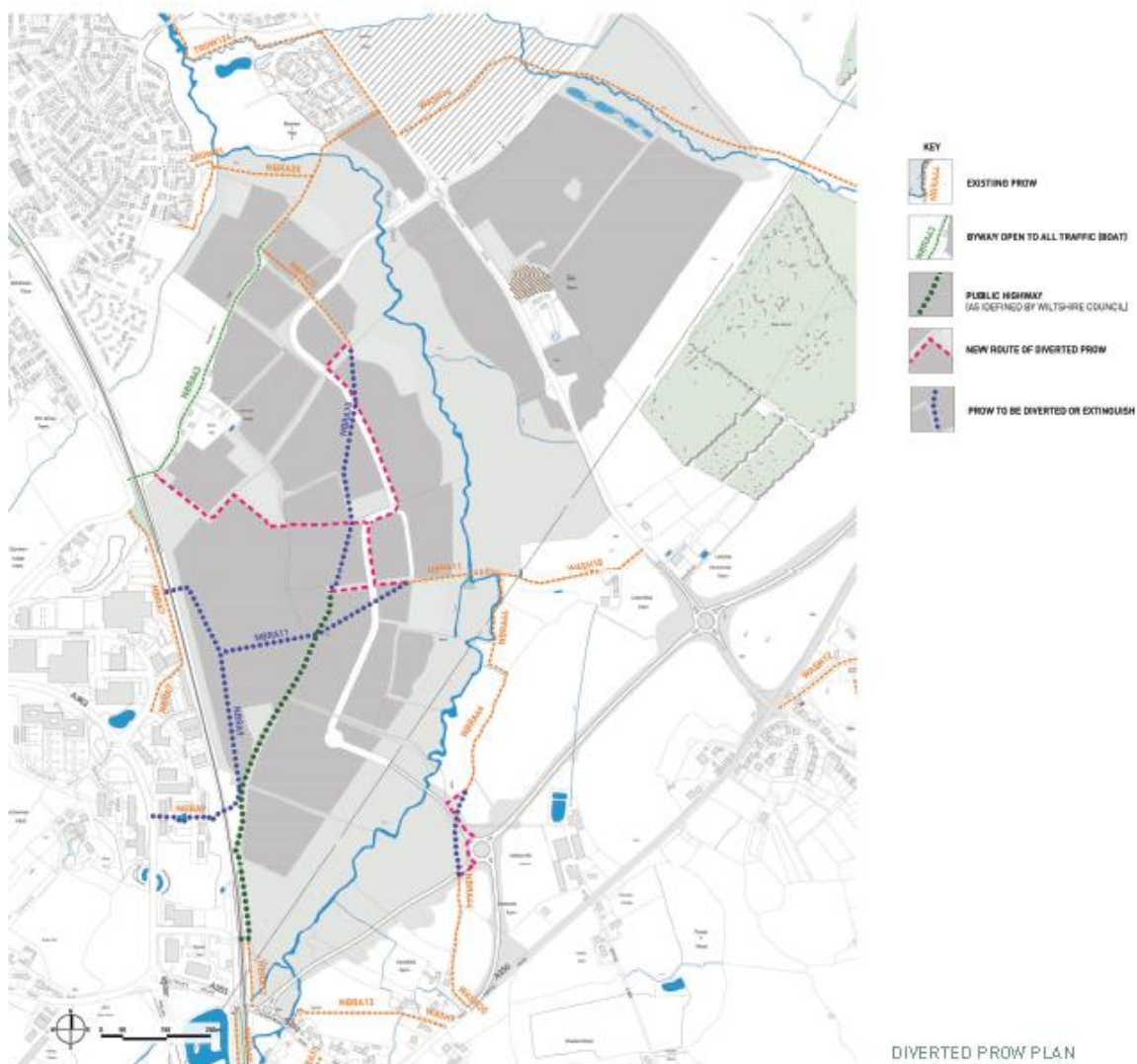
**Proposed changes to existing A350 / West Ashton Road crossroads**

Alongside West Ashton Road between West Ashton and the Broadcloth Lane roundabout, where land ownership allows, a footway and cycleway would be provided. No such facility exists at present for much of this road's length. Footways and cycle-ways would also be provided in other key locations including on the south side of Leap Gate and between the Homefield Farm area and the new development (via R2).



West Ashton Road (north) overview

A number of public rights of way cross the site, providing connectivity to the wider area. In due course separate applications will be made for diversions to some of these to enable an integrated development to be achieved. Notably, footpaths nos. NBRA9 and NBR11, which include 'at-grade' crossings of the railway line, would be diverted and/or extinguished to remove the crossings, with the new or diverted routes utilising the existing railway underpasses at Drynham Lane and Meridian Park.



**Rights of Way**

[orange and green: not affected; blue: to be diverted or extinguished; red: new or diverted routes]

The masterplan and detailed design of the road has been amended since original submission principally to accommodate the recommendations of the Appropriate Assessment through the Habitat Regulations process with regard to the potential impact of the development on the Bath & Bradford-on-Avon Bats Special Area of Conservation (SAC), and particularly the Bechstein’s bat population within the environs of the application. The consequences of this are discussed in more detail later in the report.

Wiltshire Council has a broad objective to improve the A350 strategic road corridor through Wiltshire. Consequently the Core Strategy requires the new strategic growth at South East Trowbridge to facilitate delivery of strategic improvements to the A350, particularly at Yarnbrook and West Ashton where the existing junction arrangements are over capacity. To this end the emerging Trowbridge Transport Strategy includes the following objective -

*To maintain and, where feasible, improve the performance of the A350 strategic road corridor.*

This Strategy is further referred to in the ‘Planning Policy and Guidance’ section of this report, below.

The relief road element of the planning application, which would assist in achieving the broad objective, will inevitably be costly to deliver. The Core Strategy recognises that the improvements to the A350 will have a wider benefit to the town and the strategic road network, and confirms that responsibility for the improvements will be shared between the developers and Wiltshire Council. Thus, on the basis of a shared approach, the cost will be met in part by the developer of the urban extension and in part by Wiltshire Council through Swindon Wiltshire Local Enterprise Partnership (SWLEP) funding and the DCLG Housing Infrastructure Fund (HIF), the former which has a strict delivery time table.

## **6. Planning policy and guidance**

### Wiltshire Core Strategy –

Core Policy 1 – Settlement Strategy  
Core Policy 2 – Delivery Strategy  
Core Policy 3 – Infrastructure requirements  
Core Policy 29 – Spatial Strategy for the Trowbridge Community Area  
Core Policy 30 – Trowbridge low-carbon, renewable energy project  
Core Policy 41 – Sustainable construction and low carbon energy  
Core Policy 43 – Providing affordable homes  
Core Policy 45 – Meeting Wiltshire’s housing needs  
Core Policy 50 – Biodiversity and geodiversity  
Core Policy 51 – Landscape  
Core Policy 52 – Green Infrastructure  
Core Policy 55 – Air quality  
Core Policy 57 – Ensuring high quality design and place shaping  
Core Policy 58 – Ensuring the conservation of the historic environment  
Core Policy 60 – Sustainable transport  
Core Policy 61 – Transport and new development  
Core Policy 62 – Development impacts on the transport network  
Core Policy 63 – Transport strategies  
Core Policy 64 – Demand management  
Core Policy 66 – Strategic transport network  
Core Policy 67 – Flood risk  
Core Policy 68 – Water resources  
Ashton Park Urban Extension (APUE) development template

### West Wiltshire Local Plan 2004 – ‘saved’ policies

Policy C40 – Tree planting  
Policy U1a – Foul water disposal  
Policy I2 – The arts  
Policy I3 – Access for everyone  
West Wiltshire Leisure and Recreation DPD

National Planning Policy Framework Relevant paragraphs of the NPPF are referred to in the Planning Issues section of the report.

### Wiltshire Local Transport Plan 2011 – 2026

Strategy ‘vision’ – *“To develop a transport system which helps support economic growth across Wiltshire’s communities, giving choice and opportunity for people to safely access*

essential services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions”.

### Emerging Trowbridge Transport Strategy

Objectives –

- To reduce transport related emissions and address climate change and local pollution;
- Promoting sustainable transport, including better local bus services (reflecting national guidance and the Local Transport Plan);
- Integrating development sites with established communities to increase travel choice, based on comprehensive networks and linked facilities;
- Improving accessibility throughout the town with new walking and cycling networks;
- Improving road safety, particularly for vulnerable road users;
- Creating better environments for people, rather than vehicles, in the town centre, development sites and elsewhere;
- To protect the natural environment;
- To safeguard the historic environment and to promote high quality new development;
- Delivering local employment opportunities which can be accessed by sustainable modes, particularly in the professional sector, to support local activity and limit out-commuting (reflecting local aspirations); and
- Supporting local development opportunities to support containment of trips, with people living near where they work (supporting economic activity locally at a scale appropriate for a county town).

In addition to the objectives relevant to Trowbridge and the development of the town, Wiltshire Council also maintains a separate objective to improve the A350 strategic road corridor through Wiltshire. To reflect this, and due to the close proximity of the A350 corridor, the following strategy objective is also promoted.

- To maintain and, where feasible, improve the performance of the A350 strategic road corridor. [Specifically for Trowbridge, the Yarnbrook and West Ashton Relief Road]

Executive summary - “Traffic modelling has shown that the Emerging Strategy is successful in reducing traffic congestion, with average journey times in 2026 similar to those experienced in 2009 and with delays on the A350 minimised. The strategy will also reduce carbon emissions and emissions of oxides of nitrogen, compared to the Reference Case without the mitigation measures in place”.

## **7. Consultations**

North Bradley Parish Council: No objection, subject to appropriate fencing between employment area and Green Lane Woods to control access to the woods thereby offering protection to bats.

Trowbridge Town Council: Support, subject to conditions.

*The Town Council has had a long-standing policy of supporting large scale development through an extension of the town and in particular supports this area as the most appropriate location for such development.*

*This site is allocated as a Strategic Site in the Core Strategy.*



*This application is in accordance with the Town Council Strategy and the Wiltshire Core Strategy.*

*The majority of the development is within the parishes of West Ashton and North Bradley with only small areas in Trowbridge.*

*The majority of the application is in outline and therefore issues about layout, house design and position of other elements of the development should be reserved for subsequent Reserved Matters Application(s).*

*The Application is in Full Detail with regard to the West Ashton and Yarnbrook Relief Road, access roads, junction layouts and associated cycle routes and it would therefore be appropriate to raise any issues in detail regarding these matters at this stage.*

*Changes since the original application are mainly mitigation measures relating to Bechstein Bats, including elevation of the road to provide 3m clearance bat tunnels in a number of locations, reduction in public access to areas close to Biss Woods and relocation of the business park close to Biss Woods to reduce access to and recreational pressure on the woods.*

*Other changes previously requested by the town council have now been incorporated into the revised proposal, including; cycle/footway provision along the length of West Ashton Road to West Ashton Village; and realignment of the public rights of way and footpaths close to the railway line to divert pedestrian and cycle traffic to the two under bridges (at Drynham Lane and Platinum Motors) and away from the level crossings, potentially allowing for the removal of the two pedestrian level crossings adjacent to White Horse Business Park.*

*That the Masterplan indicates access to the remaining part of the Ashton park development which is in the control of Wainhomes and would support access to this site from the main Ashton Park development in preference to the unsatisfactory access from Southview Park.*

*The [TC's] committee RESOLVED:*

*That Trowbridge Town Council welcomes the progress being made on the plans for the development at 'Ashton Park' to meet the needs of the growing sustainable community of Trowbridge. The Town Council welcomes the proposals for the West Ashton and Yarnbrook Relief Road, providing additional capacity on the A350 and approaches to Trowbridge, improving traffic flows, accessibility and contributing to the economy of the town and area. Trowbridge Town Council has a number of aspects which should be addressed through appropriate conditions at this stage or through proposals and conditions at the Reserved Matters stage to improve sustainability and accessibility:*

- i) Full cycle route provision from Leap Gate adjacent to Pond A1 in an east south easterly direction towards Jubilee Woods, to facilitate a through route to the A350 and then onwards to Steeple Ashton to provide safe and sustainable access between Steeple Ashton village and Trowbridge.*
- ii) The improvements to the existing routes through Biss Meadows and the footbridge from Biss Meadows to Ashton Park site linking to the development should be completed and fully open prior to the occupation of the first house to secure sustainable access options from Ashton Park to Trowbridge Town Centre.*

West Ashton Parish Council: Comments.

*At the outset and during the lengthy Core Strategy consultation and Inspector's assessment of the plans consideration was given to the potential impact on the environment i.e. Ashton*

Park south east of Trowbridge. Many representations were made regarding the affect the Greenfield development would have and the consequential impact on wildlife, particularly rare and endangered species of bats.

*It is therefore with some misgivings that it has been now proposed to move the Business Park originally allocated in North Bradley to West Ashton and of all things in close proximity to Biss Wood. This proposed Business Park in the south of the development is scheduled to permit building heights of up to 16.5m above current ground level (14.5m plus a base of 2m above current levels). This is far in excess of normal housing construction with the obvious impact on visual amenity and environmental impact vis-a-vis the bat issues already mentioned. This situation will be further compounded by the potential for light pollution that will be enormously detrimental for wildlife in Biss Wood and the foraging areas of bats.*

*The master plan appears to propose the location of business units less than 100m from Biss Wood. This may have to be revised to ensure that there can be no perceived connection between the unlicensed felling of trees and a mistaken belief that a much-reduced wood might no longer merit a place on the ancient woodland register.*

*It would seem more sensible to keep the business park in North Bradley but reduce the employment area to accommodate housing, similar to the change in planning now for the "Land West of Biss Farm". Note: this site could also facilitate a relocation of the recycling centre in Canal Road that causes considerable traffic congestion, it is also too small for an expanding Trowbridge. The change in the location of some housing would facilitate an improved buffer between the housing in Ashton Park and Biss Wood. With adequate screening it would give better protection to the environment and wildlife in Biss Wood that also includes the protected species of Bechstein Bats.*

*Persimmon were unable to find any businesses to take up premises on the "Land West of Biss Farm" that was designated as an employment site, it is now to be developed primarily for housing. Perhaps it would be expedient to set aside the relocated Business Park as a rural environment and plant trees thus preserving the environment whilst contributing to housing needs.*

*Sustainable Transport - The re-routing of part A350 with associated landscaping and highway works is to be welcomed, something that is long overdue. However the plan does not include adequate pavement or cycle paths from West Ashton to Trowbridge via the C49. There is a part of the route that will require a narrowing of the C49 to facilitate a pavement and cycle path albeit narrower than the 3m normally provided. It must be within Wiltshire Council's powers to Compulsorily Purchase (CPO) to acquire a narrow strip of land to achieve standardisation on the route and before any building works have been undertaken. This must include a safe and direct means of crossing the A350. It is clear the C49 from Leap Gate will be a major traffic route from the Canal Road site via the Hilperton Gap to A350 travelling South and East.*

*Leap Gate to C49 has been designated a truck route from Canal Road. This route is through a Housing estate passing close to a school. This seems a peculiar development strategy. It would be beneficial to route the traffic via a new roundabout at Stoney Gutter instead of the traffic lights.*

*The Ashton Park development must deliver sustainable transport connections, whether by foot, cycle or bus from Trowbridge via the employment land to West Ashton. A bus turnaround is achievable at the existing traffic lights (A350 – Bratton Road) when the A350 has been re-routed. This must include a safe and direct means of crossing the A350.*

*Landscape Setting - The development of Ashton Park must demonstrate the preservation of the elevated views from West Ashton Village including mitigation of the visual impact of roofs (for example by choosing colours that blend with the surrounding countryside). This is particularly relevant for the larger buildings for the proposed Business Park.*

*The area between the existing A350 (either side of the crossroads to the re-routed A350) should be maintained as agricultural land and if possible planted with trees to further protect the environmental aspect.*

*Proposals need to be carefully considered to achieve the successful integration of the highway works to minimize visual impact and disturbance. This should include substantial block tree planting. Street lighting should be designed to reduce the light pollution of upward glare.*

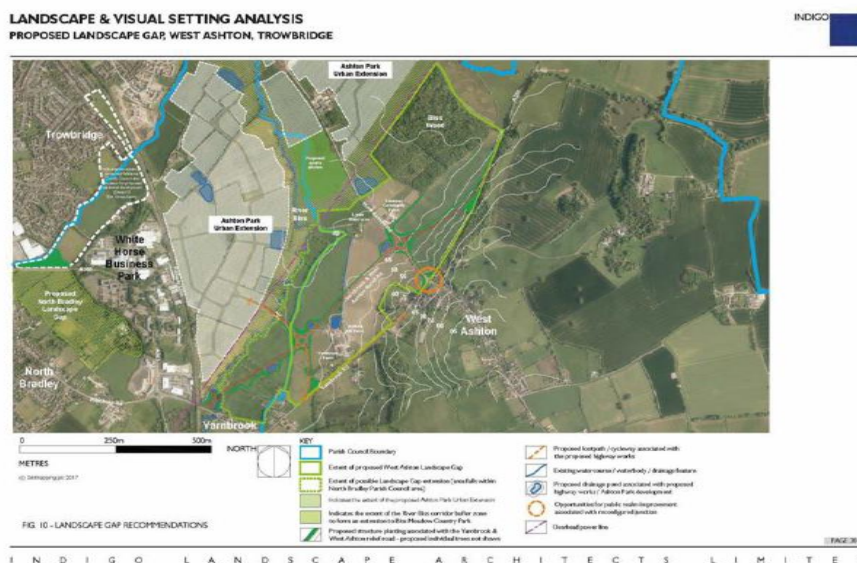
*The open, rural setting of land between Larkrise Farm and the boundary of the Strategic Site of Ashton Park, as shown in the Map below should be respected. Views from Larkrise Farm towards the development should be preserved by appropriate screening around the strategic site.*

*Parking facilities for houses should be a minimum of two off street per house with roads wide enough to allow the passage of emergency vehicles.*

*In summary West Ashton Parish Council understands the need for housing to address the shortage nationally. However whilst there appears to be a policy of allocating employment land there is very little take up e.g. the “Land West of Biss Farm”. The site has had planning permission since 1999 and will now be used for housing. Simply building more houses without business take up of the employment land only produces dormitory towns with significantly increased out-commuting.*

*Development of Brownfield Sites in Trowbridge could easily meet some of the housing needs and the wholesale development Greenfield sites should not be a first choice simply because it's easier.*

*However, West Ashton Parish Council accept the national need for housing and infrastructure growth to meet the demands of an expanding population.*



WC Ecology: No objection, subject to conditions / legal agreements.

*The ecological sections of the ES are comprehensive and I generally support the outcome of the assessment. I have summarised below what I see to be the key issues where mitigation needs to be carried forward to be secured through conditions.*

*The ES Addendum Volume 1 identifies a need for a Biodiversity Management Plan (BMP), a Construction Environmental Management Plan (CEMP), a Landscape and Ecology Management Plan (LEMP), a Habitat Creation and Management Plan (HCMP), and a Mitigation and Monitoring Implementation and Review Plan. In addition, the WWT's management Plan for Green Lane and Biss Woods will need to be revised to demonstrate how the increased visitor pressure and proposed land transfers will be accommodated.*

*I propose that these plans be reduced in number and scoped as follows:*

	<b>Geographical scope</b>	<b>Habitat and species management</b>	<b>Habitat and species mitigation</b>	<b>Habitat and species monitoring</b>	<b>Habitat creation/enhancement</b>
<b>BMP secured by S106</b>	Application site and WWT owned land	yes	yes	yes	yes
<b>CEMP secured by condition</b>	Application site and WWT owned land	yes	yes	yes	yes
<b>LEMP secured by condition</b>	Application site excluding land to be transferred to WWT	yes	no	yes	no
<b>Management Plan for Green Lane Woodland complex secured by S106</b>	WWT owned land including application land to be transferred to WWT	yes	yes	yes	no

KEY:

Construction phase	Operational phase	Construction and operational phases	Pre-construction and construction phases	Pre-construction, construction and operational phases
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*Impacts from construction and operational phase -*

*Bats – Putting effects on the Bath and Bradford on Avon Bats SAC aside as these have been considered as part of the HRA, the main risk to bats would be felling of trees with potential to support bat roosts now or in the future, disturbance to bat habitat from urban lighting, disruption of flight-lines and in this area of shrinking clay, changes to tree rooting zones which may shorten life expectancy of trees and therefore their capacity to provide bat habitat. To a great extent these impacts will be mitigated by measures provided to ensure no adverse effects on the SAC. The main residual effects will be to bat habitat where this occurs within the mixed residential development footprint. Vegetation hop-overs will be required for potential flight lines and as far as possible artificial lighting needs to be minimised next to bat habitats. These measures will be partly secured through specific conditions applied in relation to the Bat SAC. Residual impacts and mitigation should be addressed in a Biodiversity Mitigation Plan (BMP) secured through the S106. This should*

identify protocols for dealing with recurring issues in reserved matters applications, such as lighting, tree works, severance of hedgerows etc.

*Badger* – very low levels of activity were recorded, a small number of old outlier setts in the application site. The status and distribution of badgers can be expected to change over the timescales of delivery of this development therefore this matter should be addressed through the BMP which may identify a need for further surveys to support relevant reserved matters applications. Tunnels incorporated into the YWARR will provide safe options for badgers to cross this road.

*Dormouse* – several nests were recorded in hedgerows within the application boundary sustained by migration out from local woodlands. Urban development at the densities proposed is not compatible with trying to retain dormice. However habitat offsetting can be achieved within the application boundary for this species in areas where public pressure will be reduced, for example within planting adjacent to the railway line and in the 100m buffer between the employment zone and Biss Wood. Figure 6.21 also demonstrates where dormouse hop-overs would help to reduce severance effects. This should be addressed in the BMP and relevant reserved matters applications. Licences will need to be in place in order to remove anything other than short sections of hedgerow and works affecting dormouse will be covered in the CEMP. I

In the ES Addendum Volume 2, Aspect Ecology has prepared a note considering the Article 16 tests from the Habitats Directive that Natural England will need to consider before issuing a dormouse licence. From this I believe that it is possible that all three tests could be met. However, while I consider the mitigation could be adequate to maintain the favourable conservation status of the local population (as required by the Habitats Directive), I doubt there is sufficient information to support the consultants conclusion that residual effects on dormice will be moderately beneficial at a local level (ES Addendum para 6.5.227). I consider the development may be able to retain the broad range of this local population but it is hard to predict the effect on population size given the poor understanding of this population's status.

*Otters* – We should assume these are using the River Biss which is part of a wider territory area and precautions will therefore be necessary during the construction phase which can be secured through the condition for a CEMP. The bridge designs are suitable to allow otters to pass easily beneath them on dry land and tunnels have been incorporated for use during flood conditions when animals might otherwise be forced up onto the road. The river will be buffered by an extensive habitat corridor which will serve to reduce the effects of increased disturbance but is unlikely to eliminate it. Any increased effects of lighting will be minimal and will in any case be restricted by conditions to minimise effects on SAC bat species. At this stage it seems unlikely that a licence for otters would be required in order to proceed although further survey would confirm whether this is the case just before construction commences.

*Water voles* – This species is present in the northernmost part of the River Biss but distribution may change during the timescale of the construction period therefore further surveys will be necessary. The preliminary design ensures river banks will not be permanently damaged but construction activities could damage burrows and water voles if these are not carefully managed and overseen by an ecologist. This issue will be covered through the condition for a CEMP.

*Other Mammals* e.g. those of principle importance for the conservation of biodiversity including brown hare, hedgehog, water shrew, harvest mouse – Declines in these species, if present, are inevitable as a result of urban development. It is possible that habitat improvements enable populations of water shrew and hedgehog to persist/expand. The

*project does not provide specific mitigation for these species but protection measures during construction and the extensive provision of new habitat for biodiversity has the potential to offset these losses. Measures reduce habitat fragmentation for hedgehogs in urban areas could be addressed in the BMMP and incorporated into reserved matters applications.*

*Farmland birds – long term loss of these species, many of which are in long term decline, is an inevitable consequence of urban development. Extensive provision of new habitat across the application area both urban and non-urban, has the potential to offset these losses by providing habitat for other non-farmland species. In addition skylark plots proposed at paras 6.5.238 – 6.5.239 in the ES Addendum Volume 1 may bring an overall improvement for skylark if these areas remain undisturbed by residents. Further information on all measures will be sought through the BMP. Specific measures will be required during construction to ensure nesting birds not harmed and these can be addressed through the CEMP.*

*Schedule 1 bird species – Kingfisher and Barn Owl recorded. Habitat conditions for Kingfisher should be improved in the long term due to the proposed enhancements along the River Biss and there is a potential for long term gains in barn owl habitat as the quantum of unimproved grassland and attendant vole populations will be significantly increased. The scope and locations of habitat mitigation and enhancements will be included in the BMP with full planting details coming forward through the condition for submission of landscape plans. Measures will be required during the construction phase (i.e. included in CEMP) to ensure these species are not disturbed if nesting.*

*Great Crested Newts – present in White Horse Business Park ponds and possibly in one pond in the application site next to the railway line. This latter pond is not directly affected by the scheme but could be affected by reductions in water levels due to adjacent urbanisation. In terms of harm to individual newts, the development may only be expected to affect newts in their terrestrial phase within 250m of the ponds as habitat quality is currently poor (intensive arable). The Council's preferred approach for mitigation would be to enhance breeding and terrestrial conditions for this local population to the extent that a benefit can be assured even if minimal precautions to harm individuals are taken in relation to the development footprint during the construction phase. Retention of water levels, creation of new ponds and terrestrial habitat should be addressed through the BMP and relevant reserved matters applications taking the Great Crested Newt Mitigation Framework at Figure 23 of the ES Addendum Volume 1 into account. A licence will need to be in place in order to destroy terrestrial habitat.*

*In the ES Addendum Volume 2, Aspect Ecology has prepared a note considering the Article 16 tests of the Habitats Directive that Natural England will need to consider before issuing a great crested newt licence. From this I believe that it is possible that all three tests could be met. Note that Council will not accept that garden habitat in a development of this nature as being suitable to mitigate for loss of great crested newt terrestrial habitat.*

*Woodland habitats – increased access to publically accessible woodlands, particularly Green Lane and Biss Wood will lead to trampling, litter, disturbance, fires etc. The effects of this on Bechstein's bats is considered in the HRA and the mitigation secured through that process, including a permanent full time warden, visitor's centre, revised management plan and annual revenue stream to fund remedial measures will also serve to minimise the long term effects on other species and woodland habitats. In addition, the BMP will present a scheme to demonstrate how the recreational capacity of the scheme will be increased in order to focus pressure away from sensitive woodland habitats (para 6.5.53 in the ES Addendum Volume 1). The effects of air quality on local woodlands were reviewed as part of the re-screening of the application under the Habitats Regulations which concluded that in the medium to long term, negative effects would be minimal. In regard to this, Natural*

England has not objected to the development in relation to Picket and Clanger Wood SSSI or Bratton Downs SSSI.

Other habitats – habitats across the site are generally of limited value in their own right due to the site's intensive agricultural use. The provision of extensive areas of new habitats (38% of total development) and open space, managed specifically for biodiversity will bring an overall habitat enhancement in terms of floristic and invertebrate interest and potentially for other species groups. Elimination of exotic invasive species such as Himalayan balsam will be dealt with through the CEMP.

#### Mitigation and Compensation -

Most of the mitigation and compensation measures secured by condition and S106 for the bat SAC will also mitigate and compensate for other species. Discussion of the scope of these measures is contained in the ES Addendum Volume 1 in section 6.5. Monitoring for bats is described in the "Outline Monitoring and Review Framework" provided between paras 6.5.193 and 6.5.211 and will cover monitoring of bat flightlines, hop-overs, underpasses, bridges and offsite woodlands.

#### Enhancements -

The section on enhancements in the EA Addendum Volume 1 starting at para 6.5.253 confusingly seems to refer to measures which have already been put forward as mitigation in paras 6.5.1 to 6.5.252. The following enhancements from para 6.5.255 represent additional measures to those detailed under mitigation and compensation:

- Hibernaculum specifically designed for lesser horseshoe bats in accordance with Appendix 13 within green infrastructure in the east of the proposed development near to Biss Wood but outside the floodplain.
- Bat boxes in accordance with para 6.5.255, Figure 6.24 and Appendix 6.7
- Dormouse nest boxes
- Ponds for water voles in the river Biss corridor
- Otter holt and shelters in ecological quiet zones adjacent to the River Biss in accordance with Appendix 6.14 and Figure 6.24
- Hedgehog domes in accordance with Appendix 6.15 with close board fencing designed to allow access by hedgehogs to gardens
- Bird nesting facilities within buildings, bird boxes within areas of green infrastructure and existing woodlands Appendix 6.11 and Appendix 6.16
- Amphibian and reptile hibernacula in accordance with Appendix 6.17
- Wildlife tunnels at river bridge crossings in accordance with Figures 6.14 and 6.16
- New habitat to include plant species of particular value to butterflies of local interest and green spaces areas to include butterfly banks to provide sheltered, south-facing basking areas akin to that demonstrated in Appendix 6.18
- Insect boxes and hotels to be provided in areas of open space to encourage species of principal importance for conserving biodiversity in England akin to that demonstrated in Appendix 6.19

#### Conditions -

1. Before works commence a scheme of enhancement measures identified in the ES Addendum Volume 1 including (as appropriate) their design, location, number and size, shall be submitted and approved by the planning authority together with a timescale for their delivery. The scheme shall be implemented in accordance with the agreed details.

2. Conditions for CEMP and LEMP will be worded to ensure they cover aspects of ecology other than SAC bats.

*Informative -*

*Notwithstanding the above conditions, it is assumed that the development will be brought forward in line with the design, mitigation, compensation and enhancement arrangements detailed in Volumes 1 and 2 of the Environmental Statement Addendum dated September 2017.*

*S106 -*

1. A Biodiversity Mitigation Plan will be prepared by the developer to meet the following requirements:
  - to be submitted and approved before commencement;
  - to include monitoring, management, creation and enhancement of species and habitats during the pre-construction, construction and post-construction phases across the development sites and woodlands in WWT ownership;
  - to include protocols for dealing with recurring issues in reserved matters applications, such as lighting, tree works, severance of hedgerows etc.;
  - scope of work to be in line with works outlined in the ES Addendum Volumes 1 and 2.
  - progress, feedback and monitoring to be reported to Wiltshire Council and the Steering Group in accordance with specified timescales.
2. A single Ecological Clerk of Works will be appointed to deliver specialist consultancy advice across all strategic elements of ecological work for the project in relation to design and delivery of mitigation, management and creation/enhancement of habitats and monitoring (but see below for co-ordination of bat monitoring for the YWARR).
3. Bat monitoring of the YWARR will be designed and co-ordinated with input from a specialist, approved by the Council, with a proven track record of published research in measuring the effect of linear development schemes on bat flight patterns.

WC Landscape: No objection

*Landscape and Visual Impact Assessment - An LVIA, prepared to current best practice and scoped with Wiltshire Council Landscape Officer has been submitted with the ES. In summary there will be experiential landscape and visual effects as a result of the development, largely through the construction stage when the site will be transformed from an agricultural landscape to residential dwellings. Existing landscape features/ characteristics will be incorporated within the development with a central core of green infrastructure featured around the River Biss. Overall the residual landscape effects will be low as the site will, in time, be perceived as an indiscernible urban extension to Trowbridge.*

*The site is physically and visually well contained. Direct views onto the site are mainly limited to PROWs that cross the site. Any significant visual and cumulative effects will be reduced through the filtering effects of mitigation planting. Development on higher ground to the south has been avoided to reduce visual effects. Modern energy efficient lighting with cut offs will be used to minimise light pollution.*

*Key management objectives described in the West Wiltshire Landscape Character Assessment (March 2007) and captured in the masterplan:*



*Conserve and manage the traditional hedgerow pattern and network, repair and replace where lost –*

*The existing hedgerow pattern is to be retained on site as part of the GI Strategy, for biodiversity and to reinforce local landscape character. Infill and new hedgerows will be planted with local native species as detailed at 6.5.80 in the ES and managed to grow on standards within the hedges. This measure will contribute to reinstating landscape character lost through the death of elm trees in the 1970s and potential future loss of ash from Chalara fraxinea.*

*To ensure their longevity and environmental contribution existing hedgerows should not be used to form boundaries to residential properties.*

*Conserve and manage woodland; conserve riparian vegetation and the river corridor -*

*One of the key factors in conserving and managing Biss Wood will be controlling the increased access by local residents which could cause degradation to valuable habitats. Although the creation of a 100m undeveloped/unlit buffer will provide an appropriate offset to Biss Wood, the provision of alternative high quality recreational public open space and local circular routes for dog walking plays an important indirect role in conservation management. The masterplan retains the River Biss and its floodplain as an open space asset; it provides the central core from which other green infrastructure radiates out. The new country park provides a sustainable transport link to the town centre by foot/cycle routes through Biss Meadows Country Park.*

*New landscapes should be well designed with native species whenever possible, and SUDs features designed with a natural aesthetic that is both pleasing to look at and of benefit for biodiversity. The development of an onsite warden facility/visitor centre, run by the WWT, will play an important role in educating local residents and managing/conserving the local woods and GI.*

*Screen the urban edge of Trowbridge and enhance its setting -*

*As an edge of town development the site interfaces with the open countryside and design measures should be employed to avoid a hard urban edge. The scheme has addressed this through several methods; development has been retained to the lower area of the site avoiding the visually prominent slope that runs up to the A350, lower density housing has been placed to the periphery of the site, the different character areas of the development include proposed landscape treatments/tree planting which will help to break up the roof mass in the long term (as sketched in the DAS). Detail design should look for opportunities to plant large native species e.g. Oak, particularly in public open spaces where they can achieve their full potential.*

*Screen the visually intrusive warehouses –*

*New woodland planting is proposed to the railway line west of the employment area will strengthen existing vegetation and help to contain views.*

*..... The masterplan shows a lot of riparian/woodland planting along the river corridor to the south of the employment area which will provide some screening from the A350. However I feel there is an opportunity for some additional planting to filter views from the open space and avoid a hard urban edge along the river corridor.*

*Seek ways to mitigate the visual impact of the A350 road corridor e warehouses –*

*The proposals for the relief road are welcomed. It will enhance the character and setting of West Ashton and provide an improved environment for Yarnbrook. The proposals submitted show a substantial amount of new hedgerow and woodland planting which will provide landscape enhancement and a visual buffer for the moving traffic. Drainage ponds provide an opportunity for attractive landscape/ecological assets similar to the one on Phillips Way.*

WC Highways: No objection, subject to conditions and S106 agreement.

*The revised masterplan for the site affects travel patterns associated with the development, in particular because of the commuting patterns associated with the housing and employment areas. The proposed layout amendments shown in the revised masterplan have been tested, and the outcomes are noted in the submitted TA Addendum – Updated traffic Modelling document.*

*The modelling indicates that the proposed new roads and junctions associated with the proposed development will have capacity up to the design date of 2026, but there will be sparse available capacity at some junctions for future growth beyond the plan period.*

*The TA assumes a mix of development, including the site for a new secondary school on the site. The TA, however, makes assumptions that the secondary school will be built within the plan period, and that trips associated with the school will be partially contained within the site. If funding for a secondary school is not forthcoming in the plan period, then it is reasonable to assume that the majority of trips will be to existing secondary schools in Trowbridge, all on the west side of the town. The TA Addendum forecasts 234 morning peak hour trips associated with the secondary school, with 50% contained within the overall site. The effect of the change in movements if no school is built would result in those contained trips moving off the site, balanced to some degree by the removal of those trips coming from outside the development area. No material harm is envisaged within the site as a result, but the need to transport school users to existing sites needs to be accommodated by sustainable (including bus) transport to prevent the central/west side of Trowbridge being further prejudiced in relation to morning congestion.*

*The TA Addendum indicates, through the examination of network wide journey times, that between the base year of 2014 and 2026, average journey times would increase by about 9% in the morning peak hour and about 7% in the evening peak hour. In the morning peak hour the provision of a Yarnbrook and West Aston Relief Road would mitigate the impacts of the development at Ashton Park. In the evening peak hour, the average journey time would be about 0.2 minutes longer as a result of the Ashton park development and YWARR than without either. This is considered to be an acceptable degree of impact.*

*In relation to the tested individual route journey times, the analysis demonstrates that, although journey times will increase on all corridors between 2014 and 2026 (as might be anticipated with growth spread across the town), the impacts are generally mitigated through the provision of the YWARR, except for the northbound A363 (A350 to A361) which is forecast to have a modest increase from 399 to 412 seconds. Journey times on the A350 corridor are marginally improved as a result of the Ashton Park and YWARR proposals.*

*The TA reviews impacts of the revised masterplan proposals on five local junctions; these are all shown to be within capacity at 2016, although reserve capacity is particularly limited at the R3 roundabout (A350/West Ashton Road junction), in particular on the northbound A350 arm.*

*The 2015 Transport Assessment demonstrated that the link flows on the YWARR would be approaching design capacity at the forecast (2026) year. The forecast traffic flows on the A350, between roundabouts R2 and R3 will be at or around capacity by 2026. The*

*implications of the need to address issues relating to the Habitats Regulations Assessment and the accommodation of bat flight routes (by way of an increase in embankment height of circa 4m to accommodate multiple underpass culverts) severely prejudices the ability to widen the road at a later date in a viable manner. In other circumstances we would seek to ensure that such a road could reasonably be upgraded at a later date. The road link between R2 and R3 is not on a significant embankment and would not be subject to any severe future widening constraints. That part of the road on 4 metre embankment between R1 and R2 will likely be classified as an arm of the A363; it carries significantly less traffic (because the link to Yarnbrook roundabout shares the R2 –R3 link loads), and is subject to other widening constraints. The proposed arrangement is therefore considered to be acceptable in the circumstances.*

*It can be anticipated that the new road (in line with other parts of the Trowbridge network) will increasingly be affected by a spreading of the peak period to affect times outside the traditional peak hours, as drivers seek to avoid the worst of delays by changing their travelling start times.*

*The following observations are made in relation to the sustainable transport proposals, which will be critical to ensuring that options for local travel are available:*

#### *Walking and Cycling –*

*Fig 15 of the TA shows the proposed strategic network of pedestrian and cycle routes to serve the development. There will be little movement to the east and south of the site, and the focus of demand will be in respect of trips to the town centre and trips to the west side of the railway line, with its local employment opportunities. The strategy in relation to the latter provides for closure of existing at grade crossings on the railway. Whilst this represents a least risk strategy, it results in increased journey lengths to certain destinations. It is recommended that the risk approach in the TA (closure of at-grade crossings) be accepted, and that closures/diversions be pursued to address this issue. The closure of the surface level crossings will be subject to formal orders, but the expressed concerns regarding potential risks resulting from intensified use is acknowledged. The alternative routes proposed are via existing under-bridges. Improvements to route integrity and conditions will be required. At the northern railway crossing under-bridge an upgraded path, 3m wide, will be required between the site and Aintree Avenue. The Section 106 agreement shall secure the removal of vehicular rights the site has on the route, except insofar as they are required for normal exemption purposes. It will be necessary to provide, within the overall layout, a vehicular connection to the NBRA43 PROW to allow for the potential closure of the under-bridge for use by vehicular traffic at a future date. Private rights of access might mean this is not achievable in the short term; in the interests of proper planning, future development of this small area of land should only be permitted with vehicular access to the east of the railway, as the under-bridge is of inadequate width. At the southern under-bridge a made path across the landscaped area of the White Horse Business Park between the under-bridge and the southern end of Epsom Road is sought to make the connection to the employment area. However, this is across private land, so a contribution towards the costs of delivery should be included in the s106 agreement. Existing vehicular rights to the site should likewise be removed, and vehicular access to third party served land secured within the site layout.*

*Any proposals to close existing surface level crossings for pedestrians is likely to be resisted by some users, and will be subject to legal processes; at this stage it would be sensible to assume that the routes need to be maintained in their current locations; risk mitigation measures need to be considered in this scenario. Discussions have been held with Network Rail, who support closure of both at grade rail crossings. Provisions will be required in a s106 agreement for the developer to part fund an overbridge as a contingency measure in*

*the event of an inability to secure closure and a proven unacceptable increase of use of existing at-grade crossing points.*

*Principal routes to the town centre are identified in Fig 11 of the TA. There will be a requirement to upgrade some off-site existing footpath/cycle routes to make the development acceptable.*

*The provision of a route to serve cyclists and pedestrians travelling between West Ashton and Trowbridge is an acknowledged concern. The proposed arrangements will provide for a route along West Ashton Road (the desire line) for pedestrians but no dedicated cycle track. An alternative route for less experienced cyclists will be made available along the redundant route of the A350.*

*The planning application is in outline; all internal arrangements for foot and cycle routes will be determined under reserved matters submissions. A key requirement for the Council will be to ensure that all desire lines are adequately provided for, but the principles illustrated on the revised masterplan are acceptable. A bus route through the site has been identified, but agreement needs to be reached at RM stage the appropriate locations for bus stops etc.*

*The TA contains at Fig 11 a Pedestrian and Cycle Audit map, with comments. A planning condition will be required to secure improvements to the two principal routes between the site and the town centre, as well as to other destinations, in accordance with a detailed schedule of improvements to secure a network suitable to encourage cycle use and local walking trips. The network shall generally include all the route indicated on the plan at Fig 15. A comprehensive wayfinding scheme needs to be identified and provided.*

*Buses -*

*A site bus strategy has been requested previously to demonstrate how bus services will be supported unless and until they become commercially viable. This has not been forthcoming, and will therefore be a requirement by condition. It will be necessary for an assessment to be made of future patronage levels, the costs of bus provision and the income from ticket sales. It should be assumed, in line with the ETTS [emerging Trowbridge Transport Strategy] that the level of service for the site should be not less than half hourly, with periods of service to fully cover the peak periods of travel for employment and school trips in particular. The bus strategy should complement and justify the acceptability of the suggested service routes outlined in Fig 18 of the TA, and explain what temporary measures will be made during phased build-out of the development.*

*A350 Yarnbrook and West Ashton Relief Road -*

*The need for the road scheme is adequately summarised in the Atkins report 'A350 Yarnbrook and West Ashton Relief Road - Outline Business Case: Appendices Part 1, March 2015'.*

*The road scheme associated with the development is a key transport infrastructure element of the development, mitigating impacts at known local congestion points. The scheme is identified on PFA drg P480/117, and has agreement in principle from the LTB (LTB meeting 1<sup>st</sup> May 2015, progress to FBC) for a funding contribution. However, owing to the need to amend the scheme to meet HRA requirements for mitigation for the preservation and accommodation of bat flight paths, the YWARR scheme has had to be significantly modified from the 2015 submission proposals, such that the overall height of the road is up to 4m higher in order to accommodate the perceived need for 3m high by 5m wide bat underpasses.*

*The Design and Access Statement confirms, para 5.30, that the proposed development will deliver the Yarnbrook and West Ashton Relief Road.*

*It will be necessary to identify at what stage in the proposed development the provision of the road is necessary, and to tailor a planning undertaking to ensure that the delivery of the road is secured. It is the Council's requirement that the developer of the Ashton Park site take responsibility, via a highways agreement with the council, to deliver the scheme in its entirety, with agreed public funding being made available as and when defined mileposts are achieved. At this stage the funding arrangements have not been secured to support the additional costs associated with bat mitigation. It remains unclear as to the impacts of the additional costs on the viability of the scheme if public funding element of the shared delivery arrangement is not forthcoming at an appropriate stage.*

*The TA does not directly address the delivery mechanisms for the road in the context of the phasing of the development. However, forecasting for phased delivery up to 1500 dwellings before delivery of the YWARR completion has been undertaken. Unsurprisingly, deferment of completion of the YWARR will result in an incremental deterioration of local conditions. However, it is anticipated that an agreed phasing arrangement can be agreed which will provide for a number of dwellings to be completed on the site, and for a cash flow to be generated by the developer, prior to the completion of the YWARR. It is anticipated that agreement will need to be reached providing a limit of the number of dwellings to be constructed together with a time period within which the road has to be completed; this would ensure that adverse local implications arising from development associated traffic would be relatively short lived (e.g North Chippenham site had a four year period to provide a link road through the site between the B4069 and the A350). It is recommended that any phasing should not result in conditions less favourable than the 2026 forecast with YWARR.*

*The forecast flows on the link between R2 and R3 are circa 3200 vph; which is at the upper limit of capacity of a 7.3m wide road; this capacity restraint reinforces the view that Trowbridge will experience peak hour spread towards the end of the plan period.*

*Roundabout 1 is, because of site constraints caused by the nearby railway bridge, a sub-standard arrangement based on normal design requirements. There will be a need to ensure that additional signing is provided to address the shortfall (measured against new-build standards) of visibility for eastbound traffic approaching this roundabout.*

*Off-site impacts -*

*The development will generate a material increase in flows affecting e.g. the Stoney Gutter traffic signals controlled junction and the junctions on approaches to the town; such impacts have been assessed in the context of the impacts on route journey times, and it is not considered justifiable that this development should be responsible for mitigation at all junctions impacted, given the significant requirement for the delivery of the YWARR with its material local benefits. Indeed some junctions, such as the County Way junction with West Ashton Road cannot reasonably be altered to provide additional capacity.*

*RSA [Road Safety Audit] -*

*There is no detail for the road infrastructure for which detailed planning permission is sought beyond general alignment drawings. I am satisfied that the RSA by TMS properly addresses the Stage 1 issues, notwithstanding the material amendments to the levels on the link between roundabouts R1 and R2.*

*However, detailed drawings showing full construction details will be required, as well as a Stage 2 RSA for the route; any approval for the detailed consent will therefore have to be conditional on additional information being provided.*

Roundabout 1 is, because of site constraints caused by the nearby railway bridge, a sub-standard arrangement based on normal design requirements. There will be a need to ensure that additional signing is provided to address the shortfall of visibility for eastbound traffic approaching this roundabout.

#### *Legal Orders -*

The development will require a number of traffic orders, road closures and footpath diversions in order to facilitate the proposed development and to regularise the position in relation to affected routes. In the context of the existing footpaths having at-grade crossings on the railway (NBRA9 and 11), Network Rail may be required to be a signatory to the planning agreement to achieve the desired outcomes, unless a side agreement can be completed. A schedule of affected roads and paths has been tentatively agreed with the applicant.

#### *Internal Roads and Infrastructure -*

This is an outline application in relation to internal layout, and a condition is sought to guide the reserved matters applications. I am generally satisfied with the sectional arrangements for the primary roads, secondary and lesser. Tracking for refuse vehicles should be in accordance with the design vehicle identified in the adopted 'Waste storage and collection: guidance for developers', which is an 11m + vehicle.

Design should seek to achieve a 25mph design speed for bus routes within the site and 20mph maximum on roads elsewhere. Traffic calming measures incorporating humps should not be extensive.

#### *West Ashton Road -*

There is an extant requirement for West Ashton Road to be upgraded (related to the permitted Persimmon employment site off West Ashton Road). This upgrade should not be compromised by the subject site proposals, but any changes proposed should be identified. Issues relating to 'pinch points' are acknowledged, and there appears to be no easy fix to the problem, unless or until adjacent land is developed.

#### *Parking -*

The D&A Statement indicates that parking will be provided in accordance with the council's adopted strategy. Reference is made to the 2011 strategy; the updated 2015 strategy will be required to be complied with. Garages are to be counted as spaces (ref para 5.54), so a condition is required to govern the minimum floorspace of garages. ....

#### *Highways Recommendations -*

It is recommended that permission be granted only subject to a planning obligation to cover highways interests and conditions.

#### *S106 Heads of Terms for Highways and Transport -*

- Completion of funding agreement with Wiltshire Council for the provision of YWARR and commuted sum for structures maintenance
- Provision and completion, phased or otherwise, of Yarnbrook and West Ashton Relief Road (including works to redundant A350 and all other associated highway works) [within 5 years of the commencement of the development or prior to the occupation of 1000 dwellings, whichever is the sooner].

- *Provide and deliver a Bus Strategy for the site, identifying how a half hourly service between the site and the town centre can be achieved, firstly through the negotiation with commercial operators for a commercial service, or, secondly, and in the event that a commercial service cannot be initiated and/or maintained, by a supported service, funded at the reasonable cost of the developer. The bus service shall be provided for a period from occupation of the 50<sup>th</sup> dwelling to up to three years following occupation of the 2,450<sup>th</sup> dwelling, the exact period dependent on the commercial viability or otherwise of the service at the time. The Bus Strategy shall set out how the funding arrangements will work in the event that a supported service is required.*
- *Provision of travel plans for the separate land uses on the site, in accordance with the Council's guidance.*
- *Financial contributions towards the legal costs associated with making of traffic regulation orders at a cost of £6000 per identified TRO.*
- *Implementation of all made legal orders relating to highways and transport issues associated with the site.*
- *Contingent payment for a railway bridge contribution and agreement of terms with Network Rail in relation to existing footpath diversions/extinguishment for paths NBRA9 and NBRA11*
- *Design and provide a wayfinding scheme aligned to the phasing of the development.*
- *Construction and improvement of off-site highway works associated with the Yarnbrook and West Ashton Relief Road, alterations to West Ashton Road and improved connectivity to the town centre and to the White Horse Business Park*
- *Provide internal site roads to deliver future use by existing premises served by Drynham Lane to the east side of the railway.*

WC Rights of Way: no objection, subject to separate processes being followed to divert/extinguish rights of way and legal agreement/conditions covering matters including:

- 1) potential triggers for when Network Rail would apply to close one or both crossings and
- 2) the funding of potential measures on the ground which must be put in place to meet the requirements of any legal orders.

WC Conservation: no objection.

*Above the various tiers of planning policy and guidance is the over-arching statutory requirement under the Planning (Listed Buildings and Conservation Areas) Act 1990 to give special regard to the “desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” (S16 and 66).*

*Paragraph 132 of the NPPF states that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. ... Significance can be harmed or lost through ... development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.”*

*Core Policy 58 of the Wiltshire Core Strategy echoes the above national policy in seeking the protection, conservation and, where possible, enhancement of heritage assets.*

*This is an adopted housing allocation in the Wiltshire Core Strategy and is submitted here in outline form. I am able to comment therefore on the general principles only.*

*The heritage assessment within the Environmental Statement is detailed and in my opinion the heritage assets closest to the application site have been assessed correctly. The impact on the identified assets would be minor or negligible given the vernacular nature of the assets themselves or due to the existing surrounding mitigating topographic and vegetative screening and other intervening built form.*

*Heritage assets further away from the application site have been considered, such as the Grade II\* St Nicholas Church in North Bradley, but in this case for example there is the White Horse Business Park and the railway embankment lying between the church and the application site. Consequently it is considered that the impact of the proposed development would be minimal.*

*Equally, the impact on highly graded listed buildings within Trowbridge would be unlikely to be affected due to their individual and group settings being contained within the town itself and not significantly relating to a wider setting. This is the same for the settings of the Conservation Areas of Trowbridge.*

*The cumulative impacts of the development need to take into account not just other residential development, as per the Environmental Statement, but also other large scale development such as proposed solar farms in the area and the Westbury thermal waste recycling plant application. This would give a more detailed analysis of how the landscape is becoming more industrialised rather than focussing just on mostly residential schemes.*

*The industrialisation and general building-up of this part of the countryside is of concern for the general heritage of the area. However I do not see that this scheme would have an overriding harmful impact on any one specific heritage asset that would cause substantial harm. Therefore I will leave detailed comments of the impact on the wider landscape for my Landscape colleagues.*

*Notwithstanding this, the Environmental Statement does need to include in the landscape visual assessment a section that covers the impact on wider heritage assets. This would ensure, for example, that no heritage assets with designed views in the direction of the application site are missed in the analysis of the impact of the scheme.*

*I would like to add one general landscape point as this is an outline application, and in order to protect the settings of the vernacular heritage assets closest to the site within the wider views: The landscape is one of wooded areas and tree belts mixed with farmland, including heritage assets, both designated and non-designated. To lessen the cumulative impact of the development within this landscape on the settings of those heritage assets the detailed application(s) should include robust soft landscaping schemes including tree planting within the site to soften the appearance of the built up areas within those longer views.*

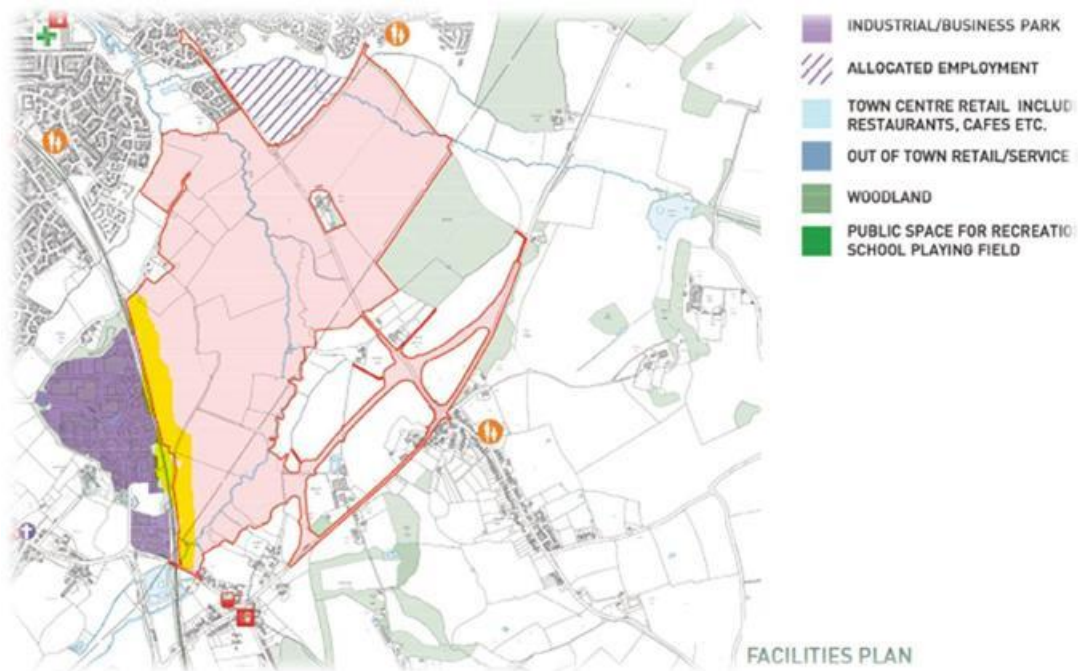
*Assuming acceptable mitigation as above then I accept the maximum ridge heights proposed on the Building Heights Parameter plan. I am basing that on the notes on the plan that state that the heights will be predominantly lower than stated but would rise in places to the maximum levels.*

WC Archaeology: no objection, subject to condition.

WC Public Protection: no objection, subject to conditions.



Noise – Possible noise disturbance for proposed residential development adjacent to the railway line (yellow shaded area, below) means survey and potential mitigation (through design and layout) will be required.



Public Protection's ..... concerns relate to how the amenity of the dwellings will be affected at their frontal exposure to the railway line in terms of front garden amenity and how this will be protected i.e. achievement of less than 50dB  $L_{Aeq,T}$  in gardens or mitigation to improve amenity levels. A proposed design aim of 55dB  $L_{Aeq,T}$  in balcony and garden areas equates to serious annoyance, daytime and evening and as such is not acceptable to Public Protection. 50dB  $L_{Aeq,T}$  may still correlate with moderate annoyance in outdoor living areas hence the desire to keep levels below this or design out amenity areas incident to railway noise which is less desirable. See indicative section showing railway proximity to dwelling frontages from the D&A below:



The design aim of a rating Level of 40 dB  $L_{Aeq}$ , 1 hour daytime and 35 dB  $L_{Aeq}$ , 15 minutes nighttime for fixed plant in employment areas and local centre/local shop sites near

*residential may be acceptable, however this needs to be justified in the context of BS4142 at the design stage.*

Contaminated land – Recommend condition.

*Air Quality - A “vision for a sustainable living environment” is supported and the need for this is apparent from the scale of the proposed development. The potential impact that could be had on air quality pressures in the Trowbridge area where sustainable low carbon alternatives to petrol and diesel vehicles are facilitated cannot be underestimated.*

*We [WC Public Protection] are keen to promote Ultra Low Energy Vehicle (ULEV) infrastructure provision across Wiltshire. Even where an AQA suggests that with appropriate mitigation in place, the air quality effects will be negligible LAQM & EPUK guidance states that:*

*“Even where the effect is judged to be insignificant, consideration should be given to the application of good design and good practice measures”*

*To this end we would request the provision of some ultra low energy vehicle infrastructure for this development in keeping with other new development currently e.g. standard charging facilities for all residential dwellings.*

*We want to see some form of physical mitigation present at this development upon its completion (or completion of phases) such that a tangible contribution to the reduction of oxides of nitrogen can be made from the outset of the development’s/phases’ use.*

WC Housing: no objection subject to provision of affordable housing as follows -

*Should it be decided that this site is suitable for residential development, under Core Policy 43 (Providing Affordable Homes) of the Wiltshire Core Strategy an on-site affordable housing provision of 30% will be sought in this location. As this site is proposing up to 2,500 new homes, the on-site affordable housing requirement would be for 750 affordable homes. From this we would require a tenure split of 60% affordable rented homes and 40% shared ownership homes. Therefore, we would seek 450 homes for affordable rent and 300 homes for shared ownership housing. For the affordable rented homes please see below an indicative property type mix which would broadly meet our current affordable housing needs; but this can be discussed in more detail should this application progress.*

*1 bed 2 person apartments = 25%*  
*2 bed 4 person houses = 35%*  
*2 bed 3 person bungalows = 5%*  
*2 bed 3 person apartments = 3%*  
*3 bed 5 person houses = 25%*  
*4 bed 6 person houses = 5%*  
*5 bed 8 person houses = 2%*

*With regard to the remaining 40% (i.e. 300 affordable homes) we would seek these to be for shared ownership tenure and we would currently require these units to be 2 bed 4 person houses and 3 bed 5 person houses with an approximate split of 65%/35% (2 bed houses/3 bed houses).*

*Registered Providers are reluctant to take flats over garages due to maintenance/management issues this is not an affordable housing type we would be able to currently support. Furthermore, I understand that 2 bed first and second floor affordable apartments are proving difficult to let, so again we would not encourage this property type.*

*I note that care home is also proposed. If this care home proposal is for bed spaces as opposed to individual apartments, I can confirm that an affordable housing contribution will not be sought. If, however, this is not the case and the applicant is intending to provide individual apartments for sale and rent then an affordable housing provision will be sought and I will amend my planning consultation response accordingly. ....*

*Regard must also be given to Core Policy 45 of Wiltshire Core Strategy which requires affordable housing to be well designed, ensuring a range of types, tenures and sizes of homes to meet identified affordable housing need in order to create mixed and balanced communities. The affordable housing should be pepper-potted throughout scheme in clusters of no more than 12-15 affordable units to ensure a mixed, sustainable and inclusive community. The Wiltshire Core Strategy specifies that affordable housing is expected to meet high standards of design, quality and should be visually indistinguishable from open market housing. In addition to complying with The Homes and Communities Agency's Design and Quality standards (or any other subsequent design guidance which may supersede); Wiltshire Council recommends, as a guide, that all affordable dwellings meet the minimum space standards shown in the table below:-*

<i>Number of bedrooms</i>	<i>Number of bed spaces</i>	<i>1 storey dwellings (sqm)</i>	<i>2 storey dwellings (sqm)</i>	<i>3 storey dwellings (sqm)</i>	<i>Built in storage (sqm)</i>
<i>Studio</i>	<i>1p</i>	<i>39</i>			<i>1.0</i>
<i>1b</i>	<i>2p</i>	<i>50</i>	<i>58</i>		<i>1.5</i>
<i>2b</i>	<i>3p</i>	<i>61</i>	<i>70</i>		<i>2.0</i>
	<i>4p</i>	<i>70</i>	<i>79</i>		
<i>3b</i>	<i>4p</i>	<i>74</i>	<i>84</i>	<i>90</i>	<i>2.5</i>
	<i>5p</i>	<i>86</i>	<i>93</i>	<i>99</i>	
	<i>6p</i>	<i>95</i>	<i>102</i>	<i>108</i>	
<i>4b</i>	<i>5p</i>	<i>90</i>	<i>97</i>	<i>103</i>	<i>3.0</i>
	<i>6p</i>	<i>99</i>	<i>106</i>	<i>112</i>	
	<i>7p</i>	<i>108</i>	<i>115</i>	<i>121</i>	
	<i>8p</i>	<i>117</i>	<i>124</i>	<i>130</i>	
<i>5b</i>	<i>6p</i>	<i>103</i>	<i>110</i>	<i>116</i>	<i>3.5</i>
	<i>7p</i>	<i>112</i>	<i>119</i>	<i>125</i>	
	<i>8p</i>	<i>121</i>	<i>128</i>	<i>134</i>	
<i>6b</i>	<i>7p</i>	<i>116</i>	<i>123</i>	<i>129</i>	<i>4.0</i>

*With regard to Wiltshire Core Policy CP46, where there is a housing need identified for Extra Care, adapted properties for disabled residents or wheelchair adapted accommodation these units would be sought within the mix and are to be built to Lifetime Homes Standards (or equivalent)/Adaptable standards (Building Regulations M4 Category 2: Accessible and adaptable dwellings standards). Based on current demonstrable need we can advise that, as well as general needs affordable homes, within the 30% affordable housing contribution to be delivered on a nil subsidy basis, there is also a demonstrable need in this community area for at least 10% of these affordable homes to be built to meet the specific needs of vulnerable and older people or those with disabilities. Should this application proceed I would be pleased to discuss these needs in more detail at the appropriate planning stage.*

*Any affordable housing units agreed would need to be provided at nil subsidy, in perpetuity and would need to be transferred to a Registered Provider, approved by Wiltshire Council. When providing affordable housing, developers are advised to engage with a Registered Provider at the earliest opportunity, in order to ensure that the appropriate standards are met at the design stage. Affordable housing will be secured via a S106 Agreement and nominated in line with the Council's current Allocation Policy and Procedures.*

WC Education: No objection subject to provision of land for schools/schools and /or related contributions.

*Education requirement for Ashton Park is –*

- *2 x 1.8Ha primary school sites*
- *1 x 5.24Ha secondary school site (size needed for viable 5FE school)*
- *Primary financial contribution of £9,509,390 (willing to consider developer option to build one or both primary schools etc)*
- *Secondary financial contribution of £8,463,708*
- *Early Years – advised separately.*

WC 'Early Years': No objection subject to Early Years contributions.

*There are currently 6 Early Years settings and 16 childminders within a two-mile safe walking route of this proposed development. The Early Years settings are operating at full capacity. Childminders only have limited capacity. The Local Authority has a duty to provide sufficient childcare for working parents under Section 6 of the Childcare Act 2006. Therefore, any increase in population as a result of this development will require additional childcare provision.*

*As alternative to our request for funding we would consider other options:-*

- *Land available for nursery provision that is for sale or lease for this purpose.*
- *Land available for nursery provision that is for sale or lease for this purpose.*
- *Space available as part of a community development where the nursery provider would have sole use of the allocated area.*

*Based on the number of qualifying properties, as specified above:*

*EARLY YEARS CONTRIBUTIONS REQUIREMENTS: Current cost multipliers per place: 0.04 per dwelling for 0-2 year olds (4 per 100 dwellings) and 0.09 per dwelling for 3-4 year olds (9 per 100 dwellings). £17,019 per place.*

Number of units	2 year olds 4 places per 100 dwellings	3 & 4 year olds 9 places per 100 dwellings	Total of places	Total required:
1750	70	157	227	£17,019 x 227 = £3,863,313

- Total required as per calculations above = £3,863,313 towards the development of Early Years provision
- This contribution is to be secured via a Section 106 Agreement, to which the Council's standard terms will apply.

WC Waste Management: no objection, subject to infrastructure requirements (waste and recycling containers and collection vehicle contributions).

WC Drainage: Comments as Environment Agency.

- ES 3.3.15 states SuDs design for 1 in 100 plus 30% climate change – as this application came in before the latest EA guidelines then it is assumed that the 30% cc has to be accepted rather than the 40% level (mentioned in FRA 3.31 – would be nice if they could confirm that their proposals will still work for the 40%)
- ES table 4.1 say attenuation ponds will be outside of EA 1 in 100 flood plain and drainage strategy to be agreed with EA and LLFA
- ES table 4.1 says proposals will not increase flood risk to Trowbridge or other locations and that it is not a requirement to resolve existing issues (council policy calls for betterment so could be argued that proposals should look to reduce existing issues)
- Separate applications will be needed to EA and LLFA for works to or close to Main river and ordinary water course respectively – discharges to main river and ordinary water courses will required LLFA consent
- ES section 11 – does indicate that there are areas of pluvial flooding in the site (surface water) as indicated by EA mapping – some of these have been observed by myself even after only moderate rainfall – no attenuation or housing recommended in these areas without mitigation works – FRA 3.50 suggests that the storm water proposals would remove the isolated areas of pluvial flooding
- ES 11.4.6 says 5m no development zone is proposed for ordinary water courses – the Council's drainage by laws mimic the EA requires thus the clear zone for ordinary water course should also be 8m as proposed for the main rivers
- ES 11.5.6 mentions temporary drainage arrangements during construction – these will require applications to and approval of the appropriate drainage control authority (or both)
- ES section 11 suggests any flows from the site at the discharge points will be limited to the current calculated Q bar rate (within the individual catchments) – whilst this would equate to around a current 1 in 2.3 year return period – not helping the 1 in 1 event but reducing the rate for longer return periods resulting in storage on site allowing a prolonged discharge at that rate – this would allow flows from other sources downstream of the connection points to clear Trowbridge – there is a known issue at confluence of the Paxcroft Brook and River Biss
- FRA 2.20 says site is not in an area with critical drainage problems – do not agree with this statement – area is affected by pluvial and fluvial flooding (although indicated development area stated to be in FZ 1 there are still pluvial flood issues – fields at moment but for years identified to provide flood plain for the protection of Trowbridge)

- *FRA 2.20 site IS within 20m of a main river*
- *FRA 3.65 – The council tend to look for 20% reduction in peak discharge rate from sites – even greenfield – the ES indicated the proposal to use Qbar for discharge rate means that for 1 in 1 year storm there would not be a reduction in peak rate but there would be reductions for events over the 2.3 year return period*

WC Arts: no objection, subject to arts contributions and incorporation.

WC Urban Design: no objection, subject to conditions.

*Subsequent to the subtle improvements made to the 'Indicative Masterplan' regarding the legibility derived from the block pattern & movement hierarchy, and various clarifications and revisions made to the DAS in respect of character and the inclusion of illustrative layout vignettes to demonstrate principles, I can confirm that my previous concerns have now been addressed and I support this application.*

Highways England: no objection.

Environment Agency: holding objection.

*We still have outstanding concerns, which have been raised in previous correspondence, that have not yet been addressed through this current consultation.*

*The revised FRA ..... appears to contain the evidence resulting from the hydraulic modelling exercise that we responded to in our letter dated 6th October 2016. Since we made our comments on the hydraulic model, we are now being asked to consider additional amendments to the highway embankment (required due to bat migration), and have also seen some evidence that there could be other works within the floodplain such as sports pitches.*

*As stated above, for such a high profile planning application it is prudent for the developer to ensure that all significant works proposed within the floodplain are fully supported by hydraulic modelling and an appropriately updated FRA, demonstrating no increase in flood risk. ....*

In addition the EA advises that the applicant may need an environmental permit for flood risk activities (formerly known as Flood Defence Consent prior to 06 April 2016) for carrying out work:

- in, under, over or near a main river (including where the river is in a culvert)
- on or near a flood defence on a main river
- in the flood plain of a main river
- on or near a sea defence

Since the holding objection was made the applicant's drainage consultant has re-run the River Biss Hydraulic Model to assess the impact on flood risk due to the raised embankments within the Yarnbrook and West Ashton Relief Road and the associated flood compensation measures. According to the drainage consultant the output has shown there is no material change in flood risk from that assessed without the raised embankments and their associated flood compensation. This verifies the conclusions of the ES Addendum and appended FRA. The Environment Agency has been re-consulted and its final views are awaited. The recommendation reflects these circumstances.

Natural England: no objection / comments.

*Natural England has now reviewed the revised Habitats Regulation Assessment for this application (dated 27 February 2018).*

*Summary of advice –*

*Natural England concurs with the conclusion of the Habitats Regulation Assessment, namely:*

*Council concludes that the project (as proposed in planning application 15/04736/OUT) would not have an adverse effect on the integrity of the Bath and Bradford on Avon Bats SAC, either alone or in combination with other plans and projects.*

*Background to this conclusion –*

*Natural England has worked very closely with the Council's Ecologist and others over a span of several years to come to this conclusion, reviewing and commenting on many iterations of the HRA and iterations of the planning application, looking at the full suite of issues identified in what is a very complicated situation. We are now satisfied that the Council has fully considered the requirements of the Habitat Regulations and demonstrated that there is sufficient mitigation incorporated into the development proposals to allow the above conclusion.*

Natural England makes no other comments in respect of other ecology considerations in general.

Historic England: No objection.

*.... In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.*

*..... Historic England provided pre-application comments regarding this site in 2013 and commented on the application in 2015. We have considered the matter further in regard to the additional documentation submitted and noted the proximity of the site to the Steeple Ashton and Trowbridge Conservation Areas and the Church of St Nicholas, designated grade II\*, at nearby North Bradley and whilst particularly mindful of the impact of the proposal on their settings, we maintain our view that no highly graded designated heritage assets would be directly affected by the proposed development.*

Sport England: No objection, subject to conditions.

NHS Estates: No objection, subject to infrastructure requirements

*Wiltshire Clinical Commissioning Group (the CCG) will be taking a greater interest in Primary Care moving forward, which includes the provision of doctors surgeries. The development of large numbers of housing clearly impacts on more than Primary care, but given that some 80% of NHS activity is at doctor's surgery level it is easier to consider the direct correlation between new housing and GP services in a given locality and I believe this is more likely to fit CIL tests.*

*In Trowbridge there were 4 practices but 2 are merging in the newly extended Adcroft surgery building, which has just come on stream and Widbrook is now under the same umbrella group practice. The Adcroft project has been planned for 8 years. The extended building gives some additional capacity to take more patients. However the practice most likely to be impacted by this particular scheme is likely to be Lovemead Surgery. This practice is already under severe strain, mainly due to its existing building, which by standard NHSE calculations is 50% under spaced for the number of patients registered.*

*To address this problem the CCG is taking forward a project to alleviate the strain on the towns services generally which is in the form of an 'Urgent Care Centre' and has identified a preferred site in the centre of the town. The building includes 631m<sup>2</sup> specifically for Primary Care services. This scheme will be partly funded by NHS England capital but there is large shortfall in the overall funding which this S106 request could partly help to alleviate. The planned programme for this project is building during 2020/21.*

*I have re-run NHSE's S106 Calculator figures using updated building costs identified under live NHS capital funded surgery projects across the south of England. The basis of the previous figure used has been shown to be far too optimistic for this type of specialised building. To be clear this cost does not include the land cost.*

*The new figure requested is now therefore £2,056,500<sup>1</sup>.*

*The offer of a new surgery on the site is not attractive to NHSE and the CCG as it would probably mean a branch run by an existing practice and the direction of travel for Primary Care is larger surgeries providing a wider range of services. It is not made clear the basis of this offer and previous experience has shown that developers think that an offer to construct and lease a building to a practice on commercial terms is sufficient to meet their obligations, which is absolutely of no help to the NHS. We therefore request that the above sum is put towards the overall costs of the Urgent Care Centre which will provide GP services to residents of this proposed development.*

*The average number of patients per GP across England is approx. 1700. The number of new houses you have stated at 2500 which generates a potential patient population of 5750 at 2.3 people per household (based on 2011 census data). Therefore 5750 / 1700 gives the 3.4 GPs.*

#### Network Rail: Comments.

*Having reviewed the transport assessment, I can confirm that Network Rail supports section 5.26 which informs that the proposed development involves the diversion of footpath NBRA11 which would allow for two level crossings to be closed. ....*

*..... we require a mechanism in place to ensure that provision is delivered to mitigate the significant impact the development will have on these two level crossings, therefore we require monitoring and the cost of mitigation to be paid by the developer [this in the event that the two level crossings are not closed following separate applications for footpath diversion orders].*

*I request that detail of the monitoring and mitigation are included in a legal agreement or condition on any planning approval.*

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<sup>1</sup> In August 2015 NHS Estates requested a financial contribution of £1,108,500. In view of this the figure now set out is considered unreasonable, and so the recommendation is that the original contribution is sought, subject to any required adjustment for inflation.



*The S106 (or condition) needs to be clear and needs to detail the following:*

- *When the monitoring starts, the type of monitoring and how often it will take place. Who should receive the outputs from the monitoring and when.*
- *The triggers for the mitigation.*
- *How and when the money will be paid (this could be in stages to follow GRIP).*
- *Who will be responsible and pay for the cost of the orders to close the crossings.*
- *Who will be liable for the new asset.*

*On the basis the above is accepted by the developer, I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.*

*Safety - No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land, Network Rail have various structures/assets which need to be considered and any impact will need to be mitigated through the Asset Protection process therefore, the applicant must contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.*

*Fencing - If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.*

*Drainage - Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, soakaways/attenuation ponds should not be constructed within 20 metres of Network Rail's boundary. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.*

*Access to railway - All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.*

*Site layout - It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.*

*Children's play areas/open spaces/amenities - Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.*

*Piling - Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.*

*Excavations/earthworks - All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.*

*Method statements/fail safe/possessions - Method statements may be required to be submitted to Network Rail's Asset Protection Engineer for prior approval of works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period of booking of 20 weeks. The applicant will be liable for all costs incurred by Network Rail (including all possession costs, site safety supervision, asset protection presence). The applicant is reminded that Network Rail can refuse any third party works that would impact adversely on its infrastructure.*

*Signalling - The proposal must not interfere with or obscure any signals that may be in the area.*

*Plant, scaffolding and cranes - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.*

*Environmental issues - The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.*

*Landscaping - It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.*

Wessex Water: General observations.

*The applicant proposes surface water disposal to SuDS with discharge to local land drainage systems. Therefore we leave the Lead Local Flood Authority to comment on the surface water proposals and flood risk measures.*

*Surface Water connections to the public foul sewer network will not be permitted. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.*

*The proposed development is crossed by water mains 350mm 450mm & 600mm dia. with the approximate position being marked on the attached record. There must be no building or structure within a minimum 6m either side of the 450mm & 600mm mains and 5 metres either side of the 350mm water main. Wessex Water acting as Statutory Undertaker require 24 hour unrestricted access to the mains for the purposes of maintenance and repair. Developer needs to accurately locate and plot the line of the water main and ensure that the*

*easement strip is clear from structures and obstruction and that surface levels over the main are not reduced or significantly increased. Subject to engineering agreement and application, it may be possible to divert a main at the developer's cost. Please see <http://www.wessexwater.co.uk/Developers/Supply/Building-near-a-water-mains/> for further guidance and contacts.*

*On water supply, the outline scheme proposed can be implemented in accordance with Section 41 of the Water Industry Act 1991.*

Wiltshire & Dorset Fire and Rescue: recommendations and advice.

*At this stage of the planning application Wiltshire Fire & Rescue Service is required to make comment relating to section B5 of Approved Document B. Essentially, this relates to the provision of reasonable facilities to assist fire fighters within the building and to enable fire appliances to gain access to the building.*

*Complying with these requirements, in advance of the formal Building Regulations consultation process, will assist during that process and are made without prejudice to it.*

- Access and Facilities for the Fire Service - Consideration is to be given to ensure access to the site, for the purpose of fire-fighting, is adequate for the size and nature of the development.*
- Fire Safety Legislation - Once constructed and put to use, commercial premises will be subject to the Regulatory Reform (Fire Safety) Order 2005. Further information can be found on the Wiltshire Fire & Rescue Service website, where published guides are available to download.*
- Water Supplies for Fire Fighting - Consideration should be given to the National Guidance Document on the Provision of Water for Fire Fighting and the specific advice of this Authority on the location of fire hydrants.*

*Wiltshire Fire & Rescue Service's core objectives include the reduction of deaths, injuries and property damage caused by fire. The following recommendations are made with this in mind and, whilst not requirements, may become so during the formal Building Regulations consultation process and are made without prejudice to that process.*

- Domestic Sprinkler Protection - A core objective of the Wiltshire Fire & Rescue Service is to support and encourage an increase in the provision of residential sprinklers in domestic properties in Wiltshire and Swindon.*

*Residential sprinklers are not new and, although a British invention, significant developments have been made in the United States, Australia and New Zealand. In these countries there are whole communities with such installations and a zero fatality rate from domestic fires where a sprinkler system is installed.*

*The following information may be of interest to you:*

- Sprinklers work from a standard main, although a 32mm connection is required*
- Are inexpensive to install, particularly in a new building*
- Do not activate by accident causing unwanted damage*
- Only operate through individually activated heads, not the whole system*
- Are not unsightly as they fit flush to the ceiling behind a flat cover*
- Cause less water damage in a fire than normal fire fighting operations*

- *Significantly reduce fire and smoke damage*
- *Commercial Sprinkler Protection - The nature of the proposal gives reason for this Authority to strongly advise the consideration of an appropriate sprinkler system for these premises.*

*There are ten good reasons to install automatic sprinkler systems:*

- *In the UK, there has never been a fire death in a building with sprinklers*
  - *Installation cost is minimal in a new build (approximately 2-5%)*
  - *Maintenance costs are low and sprinkler systems are designed to last in excess of 50 years*
  - *Fire damage can be reduced by 90% compared to a similar, unprotected building*
  - *The chances of accidental discharge due to a manufacturing fault is 1 in 16,000,000 heads*
  - *The likelihood of accidental damage causing a discharge is 1 in every 500,000 heads*
  - *Installation of a sprinkler system may allow the relaxation of other passive fire safety measures*
  - *Insurance costs may be significantly reduced*
  - *Sprinklers will control a fire with significantly less water than full fire service intervention*
  - *Greatly reduced business disruption due to a fire and improved recovery from it.*
- *Sprinkler Protection in Schools - In February 2007 Jim Knight MP, Minister for Education and Skills, stated all new and refurbished schools should be subjected to a risk assessment to decide whether sprinklers should be installed. It is his opinion only the very lowest risk schools would not be fitted. This measure has been put in place to counteract the growing problem of fires in schools, which is currently costing the economy in the region of £100m per year.*

*A partnership between the Department for Education and Skills, Chief Fire Officer's Association and the Building Research Establishment has developed a risk assessment toolkit, which is designed to assist designers and project management teams in carrying out this risk assessment. Copies of the toolkit have been sent to all Education Authorities and fire and rescue services.*

*Wiltshire Fire & Rescue Service is able to take an active part in the process, which will require data supplied by us.*

National Grid: Informatives.

Wiltshire Wildlife Trust: WWT owns both Biss Wood and Green Lane Wood Local Nature Reserves. In 2015 WWT raised a holding objection for the following (summarised) reasons:

- Development likely to have a very significant detrimental effect on the wildlife that occurs in the woods and on WWT members' quiet enjoyment of the nature reserves;
- This is due to the impact of change from the relative rural isolation of the woods, to an 'urban fringe' situation with additional human pressure (recreation and uncontrolled supervision of dogs, cats, people, etc.);
- And, in combination impact with recent development at Land East of Trowbridge;
- Net gains in biodiversity are not fully outlined in the Green Infrastructure and Biodiversity Strategy, and the establishment of coherent ecological networks that are

more resilient to current and future pressures is not proven. The Wiltshire Green Infrastructure Strategy has not been completed;

- The site is in close proximity to a significant maternity roost associated with the Bath and Bradford on Avon Bat Special Area of Conservation (SAC);
- The provision of green infrastructure and a visitors facility would not truly provide net-biodiversity gain when balanced against the identified impacts;
- Principle of a visitor facility supported – but a firm commitment on the part of the developer is required;
- Mitigation proposals are unsecured. No terms for a legal agreement and for on-going management and staffing. Precedent set by failure of adjacent Nature Park to be handed over to WWT in accordance with that development's S106 agreement.
- Concerns over impact of YWARR on Biss Wood.

WWT's 2015 response concludes with the following statement:

*Wiltshire Wildlife Trust remain committed to future dialogue with the Council and the applicant, in order to fully establish and confirm the extent and appropriateness of any mitigation measures, required to fulfil the principles of sustainable development in relation to this planning application.*

At the time of writing this report WWT had not provided a more recent response. However, since 2015 dialogue between Wiltshire Council, the Applicant and WWT has taken place in respect of appropriate mitigation and management. Accordingly the Appropriate Assessment is based upon an Agreement between WC, the Applicant and WWT, (*“Agreement with Wiltshire Wildlife Trust over mitigation and monitoring to offset the effects of recreational pressure on bats (dated 10 March 2017)”*), (attached at annex 3 to this report).

In summary the “Agreement” commits the applicant and WWT to the following –

- Establishment of a Steering Group to ensure the timely delivery of mitigation, monitoring and remedial measures during and post construction;
- A timetable for all green infrastructure planting before the first reserved matters application is submitted, and secured by relevant planning conditions/S106;
- The Section 106 will secure:
  - Long term management of nature park extension and Green Infrastructure landscape works
  - Provision and reasonable maintenance of the Ecological Visitors Facility
  - Replacement of capital works
  - Remedial works
- Appointment of a full time equivalent warden;
- A fence and robust thorny planting along the sides of Green Lane and Biss Woods to prevent unauthorised access routes being opened up;
- WWT to amend its Management Plan(s) for Green Lane and Biss Wood to include the following commitments:
  - Unsupervised informal fires (not burning of brash etc. from routine management), camp building, BBQs will never be tolerated as part of the management plan.
  - Amenity and educational use of the woodlands will be recorded and kept under review to provide data on all potential sources of human disturbance. If bat monitoring suggests human disturbance could be contributing to impacts, remedial strategies will be reviewed with the Steering Group or Wiltshire Council Ecologists, implemented and monitored.
  - Where monitoring demonstrates boxes are vulnerable to being lost, alternative roost designs and locations will be agreed with the Steering Group or Wiltshire Council Ecologists.

- Car parking currently available to WWT members will not be increased above existing levels, although the location may change from the existing site off the A350. Specific car parking and toilet facilities will not be provided to facilitate informal recreational access.
- Funds obtained from the applicant and rent charges on properties will be ring-fenced for delivery of the agreed measures.
- The applicant will provide a Compliance Ecologist on approval of the first reserved matters application for the duration of the construction period.

The finer detail of this “Agreement” is the subject of the on-going dialogue between the applicant and WWT.

## 8. Representations

The application was publicised by way of site notices, newspaper adverts and neighbour letters. The application generated representations from 29 interested parties, including RSPB, CPRE and the Woodland Trust.

### Representations against (x23) –

- Loss of ‘greenfield’. ‘Brownfield First’ approach required, particularly as Trowbridge has brownfield sites.
- Over-development; max. building height too high. Unsuitable indicative layout.
- Trowbridge has insufficient facilities (inc. surgeries, schools, social services, car parks) and road capacity to support this scale of development. New residents will out-commute to other towns for work, etc., as car biased development.
- No requirement for further commercial development.
- Loss of wildlife – notably in River Biss corridor. Loss of wildlife species. Loss of trees/hedgerows. Harmful to Bechsteins bats colony in Biss Wood as a consequence of recreational and other pressures; Biss Wood should have SAC status. Business park unsuitable as ecology buffer so close to protected species due to size/height of buildings, light pollution, noise, security, etc.. Bat ‘hop-overs’ not proven to work.
- Harmful impact on ‘isolated’ character of ancient woodlands (Biss Woods). Much vandalism of woodland in this area as a consequence of other nearby developments.
- Disturbance to / development in flood plain will lead to flooding elsewhere.
- Loss of prime agricultural land.
- Increased traffic as a consequence of the development will not relieve congestion, notably at Yarnbrook. Road bridge required over railway.
- Pollution (noise, smell, etc.) from additional traffic and commercial development.
- Speeding traffic causes noise and vibration related disturbance in West Ashton Road.
- No need for relief road; meaningless without Westbury by-pass.
- Additional landscaping / tree-planting required.
- Improved pedestrian access required via railway under-bridges.
- No strategy for public transport provision.
- It will be more dangerous for vehicles exiting from properties close to proposed roundabout on A363 than presently in view of proximity of proposed roundabout. Road-about in this location is a compromised design in view of proximity to railway line. Mitigation required to limit impact of noise/disturbance to nearby houses here. Traffic calming required on A363 between new roundabout and Hungry Horse roundabout to reduce flows here. Concerns over potential flooding here.
- Rurality of nearby scout camp must be maintained, with mitigation as necessary; required 200m visibility splay at entrance to scout camp on A350 must be maintained; removal of traffic signals at West Grafton and Stoney Gutter junctions will make exiting scout camp site more difficult. No indication given for future uses of land either side of relief road. A new access to the camp site from West Ashton Road would provide solution (for scouts

and Biss Wood volunteers). Further mitigation of scout camp required – bund, tree works, fencing, etc.. Open land between Green Lane Wood and Biss Wood requires protection.

- 'S106 land' between Green Lane Wood and Biss Wood has still not been handed over to the Wildlife Trust, this indicative of a lack of commitment to wildlife interests by developers.
- The quality of provision offered by Larkrise Community Farm (LCF) would be directly affected and the ambiance of a practical working farm be completely diminished if surrounded by housing, highways, pollution and noise. The new road would bring much more traffic closer to the LCF having a detrimental effect in terms of pollution and noise on animal stock and general wildlife in and around the area toward Biss Wood. It would also create safety problems due to the increase in traffic and access to the site; and security problems in view of the proximity of the proposed housing. Pavements/footways would be necessary alongside West Ashton Road.

CPRE objection as follows –

*CPRE Wiltshire objects in principle to the development of greenfield sites before the supply of brownfield sites has been exhausted. For that reason, we resisted the inclusion of greenfield land to the south-east of Trowbridge, including the Ashton Park site, in the Wiltshire Core Strategy as a strategic development site.*

*We acknowledge, as stated in the NPPF (para. 52), that "The supply of new homes can sometimes be best achieved through planning for large-scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities", and support the view that local planning authorities, with the support of their communities, should consider whether such larger-scale developments provide the best way of achieving sustainable development. "In doing so", para. 52 continues' "they should consider whether it is appropriate to establish Green Belt around or adjoining any such new development". We can see no evidence of such careful consideration in the application documents.*

*The Planning Statement from Pegasus says (para. 1.7) that the material considerations in this case — the NPPF and environmental, economic and social impacts of the development — have been assessed comprehensively by the E.S. and demonstrate that, for permission to be granted, appropriate mitigation would have to be secured through planning obligations or conditions.*

*Accordingly, we reserve our comments on all matters other than highways and access until a full planning application is presented.*

*We strongly support the eventual development of a western Westbury bypass. The provision of the Yarnbrook/West Ashton Relief Road and associated highway infrastructure, the downgrading of part A350 with associated landscaping and highway works, the provision of access points as in the Planning Statement para. 3.2 (southern vehicular access from proposed Yarnbrook/West Ashton Relief Road; two access junctions from West Ashton Road ; two access junctions from Soprano Way), and cycleway improvements to West Ashton Road would be useful contributions to that end.*

Representations in support (x4) –

- Beneficial to Trowbridge, notably the planned secondary school.
- Relief road will bring benefits to Yarnbrook. Relief road should be delivered early in programme.

- Will there be self-build opportunities?
- Support for mixed uses across site, but relief road will require early delivery.
- Requirements to accommodate bats are disproportionate.

The RSPB has made the following general comments:

*Referring to the Green Infrastructure Parameter Plans on page 195, the only major issue we have with the bullet points listed under section 12.105 relate to the locations and models of bird boxes, we would like to make the following comments and recommendations.*

*The latter are all retrofitted to external features and with one or two exceptions are difficult to position in a new development before the GI has begun to mature. The exceptions are the cups for house martins and swallows and the sparrow terrace, in our experience the latter is seldom used by more than one pair and in general sparrows seem to favour swift boxes if they are available.*

*Swallows only occupy cups in open sided buildings and house martins under eaves and barge boards, both species can cause problems due to "fouling", as a consequence some new residents find them a nuisance, whilst we hope this will not be the case, we believe it is sensible to allow the latter to choose them as an optional extra otherwise they may well be removed at the first available opportunity.*

*The boxes recommended for garden birds have a limited life span, need ongoing maintenance and are also easily removed or vandalised, we would suggest that these are left to the discretion of the new residents as well !! Provision for the species that are accustomed to nest in the cavities traditionally found under the eaves of older buildings is simply achieved with the use of "swift boxes" these will be occupied by house sparrows and starlings as well as swifts, blue tits, great tits and over wintering wrens. Bat Conservation advise us that they are also favoured by crevice roosting bats, they will be a permanent, low maintenance feature for the life time of the building and their inclusion is generally considered good practice as required by the NPPF. ....*

*We note that a Landscape and Ecological Management Plan or similar will be prepared for the Reserved Matters Application .....*

## **9. Planning Issues**

The main issues to be considered in this case are firstly the principle of the proposal; and then, assuming the principle is accepted, the impact of the specific proposal on detailed matters, including ecology, landscape and visual amenity, highway safety (including rights of way), heritage assets, flood risk and other utilities, supporting infrastructure and public services (schools, health facilities, recreation facilities, affordable housing, etc.) and residential amenity in general.

The ES, together with any other information which is relevant to the decision, and any comments and representations made on it, must be taken into account by the local planning authority in deciding whether or not to grant consent for the development.

### Principle

The Wiltshire Core Strategy sets out a 'Settlement Strategy' (Core Policy 1) and a 'Delivery Strategy' (Core Policy 2) for new development across the county. Proposed development



which complies with the Settlement and Delivery Strategies will be sustainable in the overarching context of the Wiltshire Core Strategy.

The Settlement Strategy identifies four tiers of settlement – Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages. With the exception of the Small Villages, each settlement has a defined boundary. Inside the boundaries new development which fulfils the defined purposes of the settlement will be acceptable as a matter of principle; outside of the boundaries, and so in the ‘countryside’, there is effectively a presumption against new development which should otherwise be inside.

Within the Settlement Strategy Trowbridge is identified as being a Principal Settlement. Core Policy 1 explains that Principal Settlements “... are strategically important centres and the primary focus for development”; and that their purpose is to “... 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”.

Core Policy 29 of the Wiltshire Core Strategy sets out the specific ‘Spatial Strategy’ for the Trowbridge Community Area. It confirms that over the plan period (2006 to 2026) approximately 7,000 new homes will be provided in the Area of which about 5,860 will be at Trowbridge town. These will include “... an area for strategic growth to the south east of the town (Ashton Park) ...” where 15 ha of employment land and 2,600 houses will be delivered.

In its broadest terms the planning application – for 13.6 ha of employment land and up to 2,500 dwellings – is considered to comply with Core Policies 1, 2 and 29 and, as such, is acceptable as a matter of principle. The marginal shortfall in proposed housing numbers is in view of the application site not taking in the entire land allocation (for ownership reasons); the separate ‘live’ applications for c. 91-121 dwellings at land north of Drynham Lane and within the remainder of the allocation largely makes up the difference. The slight shortfall in proposed employment land is primarily as a consequence of the revisions to the master plan arising from the recommendations of the Appropriate Assessment following due process under the Habitat Regulations described earlier. This said, additional employment would be provided beyond the specific employment area in any event, notably in the local centres.

Core Policy 29 requires delivery in accordance with the Ashton Park Urban Extension (APUE) development template which is also part of the Core Strategy. It sets out specific infrastructure requirements, and each of these is assessed in the following topic-based sections of the report. A section will cover the detailed design of the proposed road; but in terms of its principle, the template sets out a requirement for the development to be ‘in line’ with the emerging Trowbridge Transport Strategy (eTTS). The eTTS sets out a list of planned schemes for Trowbridge, and this includes the Yarnbrook and West Ashton Relief Road. It follows that because the planning application incorporates a relief road it complies as a matter of principle with the eTTS (and, by association, the APUE development template).

### Ecology

Core Policy 50 of the WCS requires development proposals to demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features will be retained, buffered and managed favourably in order to maintain ecological value, connectivity and functionality in the long term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to

ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem networks. Any development that would have an adverse effect on the integrity of a European nature conservation site will not be in accordance with the Core Strategy. Major developments must include measures to deliver biodiversity gains.

The APUE development template sets out six ecology requirements for the land allocation. These are for –

- *100m woodland/parkland buffer between all ancient woodland, including Biss Wood and Green Lane Wood, and built development.*
- *Bat roost sites, foraging habitat and flight lines within, and in the vicinity of the site to be identified, retained and protected in the long-term, including sensitive lighting.*
- *Applications will be screened for potential impacts on the Bath and Bradford on Avon Bats SAC [Special Area of Conservation]. Any appropriate assessment must conclude 'no adverse effects'.*
- *Surveys for other relevant protected species and habitats required prior to development.*
- *The riparian corridor along the River Biss should be enhanced to create a mosaic of wetland and species-rich grassland habitats.*
- *The site is in a woodland Strategic Nature Area; landscaping includes a high proportion of woodland planting, particularly where this provides enhanced ecological connectivity to Biss Wood. Contributions towards opportunities for woodland creation in the landscape setting of the site where possible.*

The application is accompanied by an Environmental Statement. Its ecology chapter considers existing baseline conditions, the likely significant effects of the proposed development (both singly and cumulatively) and mitigation measures. On baseline conditions it records the nearest European site as Salisbury Plain Special Area of Conservation (SAC), (5.2 km to the south-east), with populations of bats within the local area linked to the Bath and Bradford on Avon Bat SAC (7.8 km to the north-west). Closer to the application site it records statutory ecology designations at Picket and Clanger Woods SSSI (Site of Special Scientific Interest) and Green Lane Wood LNR (Local Nature Reserve), with non-statutory designations and ancient woodlands at Biss Wood LWS and WWTR. As Natural England has indicated that Green Lane Wood LNR and Biss Wood LWS are being considered for statutory designation (that is, as SSSI(s)), for the purposes of the ES the Bechstein's bat population within these areas has been assessed as being of conservation significance at a regional to national level. Other designations are also recorded further afield.

The ES survey of the site itself records it as being dominated by arable land and agricultural grassland, considered to be of negligible-low ecological value. Areas of low to moderate ecological value include some pasture and field margins, marshy grassland, ruderal vegetation, hedgerows, trees, scrub, watercourses, ditches and a pond; whilst the River Biss corridor is considered to be of moderate to high ecological value.

Surveys of protected species found a range of bat species which commute in the locality, including across the route of the proposed relief road; and low numbers of dormice, otter, water vole and other mammal and bird species. A colony of great crested newts was observed close-by.

The ES concludes that those designations further afield, including Salisbury Plain SAC, are unlikely to be affected by the proposed development, singly or cumulatively with other developments. Those national and local designated sites close to the site may be affected

by additional recreational pressure arising from the increased human population (both singly and cumulatively with other developments). However, with appropriate mitigation (which in the case of the application site includes the creation of significant areas of green space, purpose-designed to be both attractive for recreation and wildlife), and the provision of a wildlife visitor facility and full-time warden, the ES concludes that the effects on the designations would not be significant adverse, and this is agreed.

A similar conclusion is drawn with regard to the effects on fauna (excluding bats which are discussed in greater detail below). Inevitably given the large area of new build involved, there would be some change to the balance of species the site supports. However, given that much of the land to be developed is presently in intensive agricultural use, and because the development would provide large areas of open and un-developed space (including areas secluded from recreational activity, and designed and planted for the benefit of fauna), and as there is further extensive arable and pasture land to the south and east in any event, the ES concludes that the effects are of minor to moderate beneficial significance at the local and regional level. Again, this is agreed.

In terms of the APUE Development template, the proposal, therefore, satisfies the fourth, fifth and sixth bullet points referred to above.

Bats –

The Bath and Bradford on Avon Bats SAC is designated for its nationally important populations of Bechstein's bats, greater horseshoe bats and lesser horseshoe bats. The proposed development is located some distance from this designation meaning that any adverse effects (both singly and cumulatively with other developments) would be in relation to those bats commuting between the SAC and the wider breeding woodlands. The ES initial assessment concludes that, without mitigation, the effects on foraging and commuting bats from the completed development would be, at the regional to national level, of major significance, adverse and permanent.

The ES identifies the main potential effects of new development on roosting bats in the following terms:

- Minor losses in roosting potential (from loss of trees);
- Potential disturbance to roosts from lightspill;
- Degradation of off-site woodlands through anthropogenic disturbance;
- Direct disturbance and potential for killing / injury of bats, as well as roost loss, through vandalism of boxes or camping fires in off-site woodlands; and
- Reduction in the permeability of landscape reducing movement of bats between off-site woodlands.

In addressing these, the ES states that losses in roosting habitat would be mitigated through the provision of bat boxes on retained and new trees. Potential disturbance from light-spill would be addressed by ensuring key habitats of value to bats are unilluminated and maintained as 'intrinsically dark' areas / corridors. Mitigation in respect of anthropogenic disturbance and increased recreational pressure would be through the provision of other more desirable recreational opportunities for residents within the new development itself (e.g. the nature park extension and river corridor / related circular walks) and by connectivity to existing accessible green infrastructure elsewhere in and around Trowbridge.

Direct disturbance through vandalism and unauthorised access to breeding woodlands would be managed by physical restriction (buffers, bunds, ponds, fences, etc.) and

separation (keeping residential development away from the woodlands). A warden would also be funded, and education material provided to residents.

The ES identifies the main potential effects relating to the potential loss, degradation or fragmentation of bat foraging habitats as –

- Minor losses in foraging habitat (hedgerows and treelines, grassland);
- Degradation of retained on and off-site habitats as a result of land use change (e.g. potential pollution, run-off, etc.);
- Recreational pressure;
- Fragmentation of retained new and off-site habitats (reduced permeability of the landscape).

Proposed mitigation to address these effects includes retaining key foraging and commuting habitat such as the River Biss corridor, hedgerows and woodland; enhancement of retained habitats; creation of replacement/new habitat (including formation of a 100m buffer around Biss Wood, to include planting, etc. attractive for bats); ‘prickly’ barriers in appropriate locations to discourage ‘off-piste’ recreation by residents and an attractive network of recreational opportunities elsewhere; fronting of houses on to green corridors to achieve passive surveillance; and management of woodlands and new habitats to maintain their suitability (by a warden / Wiltshire Wildlife Trust).

With particular regard to the potential fragmentation, or severance, ‘effect’, the ES focuses on the relief road and Biss River bridges which form critical parts of the planning application and which offer potential barriers to commuting bats. The ES notes that as a general rule mitigation for the ‘barrier effect’ of roads should act to maintain the functionality of the commuting feature and, therefore, ensure permeability of the road for bats.

The ES examines in great detail the different ways in which permeability has been maintained in other situations – via over-passes (that is, bridges for bats), under-passes, or vegetated links / ‘hop-overs’ (that is, vegetated crossing points along the road, formed by tall vegetation/trees on either side of the road with interlinking or converging canopies). Ultimately it concludes that over-passes would not be suitable for the proposed road here, this on the basis of the relatively small scale of the road, the surrounding land-form, and inconclusive research on their effectiveness. The mitigation set out is, therefore, to provide underpasses and hop-overs.

Surveys of the site have confirmed that there are 11 points where bats presently cross the line of the proposed roads (mainly on the line of existing hedgerows). Of these, 7 would be maintained through the provision of underpasses under the new road, and the others by way of hop-overs. The ES quotes a recent scientific study on underpasses which concludes that they are more likely to be successful than over-passes, but that the height is a critical factor to this; the study recommends approximately 3m for woodland adapted species, such as Bechstein’s bats. In view of this the underpasses for the relief road are proposed to be 3m in height (by 5m in width). The knock-on effect of this height requirement is that the road in places (specifically between roundabouts R3 and R2) would be on an embankment c. 4.5m above existing ground levels. With due regard to existing ground undulation and with suitable landscaping on its slopes, a raised line for the road is not considered unreasonable; this is considered in greater detail in the Landscape section of the report. The ES provides a fully detailed specification for both the underpasses and hop-overs.

Regarding the proposed bridges over the River Biss, the ES confirms that these are acceptable from an ecological standpoint as river bridges are known to be effective in allowing bats to pass beneath.

Subject to implementation of the mitigation measures the ES concludes that the residual effects on foraging and commuting bats from the completed development would be at the local / regional level, of minor significance, beneficial and permanent.

#### Air quality and ecology –

The ecology chapter of the ES cross-references to the air quality chapter. It notes that, in the main, increases in pollution (NOx, N) are very minor (and based on a 'worst case scenario' without consideration of forecast reductions in vehicle emissions), and so are of minor to moderate significance, adverse and permanent at a national level. Mitigation is proposed which has the effect of making these 'effects' negligible, and so accordingly acceptable. This is considered in greater detail in the Air Quality section of this report, below.

#### Habitats Regulations Assessment –

The UK is bound by the terms of the EC Habitats Directive (and EC Birds Directive and the Ramsar Convention). Under Article 6(3) of the Habitats Directive, an 'appropriate assessment' is required where a plan or project is likely to have a significant effect upon a European site, either individually or in combination with other projects. This Article has been interpreted as meaning that any project is to be subject to an appropriate assessment if it cannot be proven, beyond reasonable scientific doubt, that there is no significant effect on that site (a precautionary approach), either alone or in combination with other plans or projects. The aim of the Habitats Directive is to conserve natural habitats and wild species across Europe by establishing a network of sites known as Natura 2000 sites (referred to as European sites).

Further to this, Article 6(4) states that where an appropriate assessment has been carried out and results in a negative assessment (or in other words, any proposed avoidance or mitigation measures anticipated are unable to reduce the potential impact so it is no longer significant) or if uncertainty remains over the significant effect, consent will only be granted if there are no alternative solutions, and there are imperative reasons of over-riding public interest (IROPI) for the development and compensatory measures have been secured.

In this case the Bath and Bradford on Avon Bats SAC is the 'European site', and the effects of the proposed development on it without mitigation are 'significant effects', as confirmed by the Environmental Statement. Consequently Wiltshire Council, as 'competent authority' for administering the Habitats Directive, has screened the proposed development (the process to identify the likely impacts of the project on the European site) and undertaken an appropriate assessment having regard to the mitigation options. The outcome of this appropriate assessment is that Wiltshire Council (as 'competent authority') is satisfied that the proposed mitigation options can avoid adverse effects PROVIDED that the safeguards stipulated in the appropriate assessment are secured by condition or S106 agreement, whichever is the more appropriate. Without prejudice to all other material planning considerations, planning permission can, therefore, be given without prior necessity under the Habitats Directive to assess alternative solutions and without reference to imperative reasons of over-riding public interest. The full appropriate assessment is attached as an annex to this report. The assessment has had regard to the Environmental Statement.

#### Ecology conclusions –

Mitigation measures in respect of ecological designations are proposed in order to minimise potential adverse effects from increased recreational pressure and reduced air quality, including provision of extensive and multi-functional green infrastructure linking the proposed

development to other areas of green space in the wider surrounds, as well as an extension to the Green Lane Nature Park and a site for a visitor facility. Further mitigation in the form of a full time warden(s) and access management are also proposed.

Mitigation and enhancement measures in respect of habitats and fauna at the site are also proposed, including new wildflower grassland, scrub, trees and ponds as part of an extensive area of green infrastructure throughout the development. These habitats will provide significant benefits to a wide varietal of faunal species. Measures are also proposed to avoid effects resulting from construction activities, anthropogenic effects and lighting.

In addition to large scale habitat creation and enhancement, specific mitigation measures in respect of bats and other relevant species are also proposed. These take the form of underpasses and vegetated hop-overs to facilitate movement across the proposed relief road, sensitive lighting design including dark corridors, and contributions to off-site habitat management.

Following mitigation, it is considered that the proposed development would result in enhancements to the existing ecological interests of the site, the effects being overall minor to moderate beneficial significance at the local to regional level.

Given effective implementation of mitigation proposals, residual effects on the populations of bats linked to the Bath and Bradford on Avon Bats SAC would be non-significant, to minor beneficial.

### Landscape

Core Policy 51 of the WCS relating to 'landscape' states that new development should protect, conserve and where possible enhance landscape character, with any negative impacts mitigated as far as possible through sensitive design. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. Proposals will need to demonstrate that the following matters in particular have been taken into account and landscape conserved and enhanced as appropriate:

- The separate identity of settlements and the transition between man-made and natural landscapes;
- Visually sensitive skylines, soils, geological and topographical features;
- Landscape features of cultural, historic and heritage value;
- Important views and visual amenity;
- Tranquillity and the need to protect against intrusion from light pollution, noise and motion; and
- Landscape functions including places to live, work, relax and recreate.

Core Policy 52 relating to 'green infrastructure' requires new development to make provision for the retention and enhancement of green infrastructure networks, and ensure that suitable links to the network are provided and maintained. It requires open spaces to be provided in accordance with open space standards and measures to be put in place for their long term management.

Core Policy 57 provides more general development control standards, requiring new development to, in particular, respond positively to existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building lines, etc., to effectively integrate development into its setting. It also requires the retention and

enhancement of existing important landscaping and natural features, including trees, hedgerows and watercourses.

The application site is not within or covered by any statutory or non-statutory landscape designation.

The impact of the development on the landscape must be considered with due regard to the site's allocation for development in the Wiltshire Core Strategy. The APUE development template within the WCS sets out three specific landscape requirements for the site as follows:

- *Conserve and enhance the landscape setting of Trowbridge by screening visually intrusive urban edges using landscape infrastructure of native species;*
- *Existing hedgerows to be retained and repaired and new hedgerow trees of large native species e.g. oak, should be planted to restore the clay vale landscape character;*
- *Existing woodland should be conserved and managed to maximise ecological, historic and landscape value.*

The template also sets out two green infrastructure requirements:

- *Provision of a destination play area;*
- *Provision of multifunctional green infrastructure corridor along the length of the adjacent River Biss, linking the development with the town; to provide sustainable links, informal recreation, flood mitigation, enhanced biodiversity and strengthened landscape character.*

The Environmental Statement accompanying the planning application includes a 'Landscape and Visual' chapter which considers the impacts of the proposed development on the character of the landscape and on visual amenity in general at key receptors, or viewpoints.

Landscape character -

In relation to landscape character, the ES chapter sets out baseline conditions - these include an assessment of the broad topography, which in view of it being uncomplicated and relatively level, and so not requiring substantial re-modelling, is assessed as of 'low sensitivity' to change; an assessment of water features including the River Biss, which are noted to be key defining characteristics with high susceptibility to development and so of overall 'high sensitivity'; an assessment of the public rights of way, which as a recreational resource are considered to have high value and high susceptibility to development, and so overall 'high sensitivity'; and an assessment of trees and hedgerows, which are considered to have an overall 'medium sensitivity'. The existing land use, which is overwhelmingly agricultural and to a greater extent intensely farmed and managed, is considered in the ES to be of low landscape value, although its susceptibility to development is high meaning that the overall assessment is that it is of 'medium sensitivity'.

Within the Wiltshire Landscape Character Assessment (2005) the application site is identified as being within the 'Rolling Clay Lowland' character area – "a largely peaceful, rural landscape". However, the sites proximity to existing urban developments to the north and north-east (which in some cases post-date the WLCA), and other built infrastructure including the railway line and White Horse Business Park to the west and the existing A350 and West Ashton and Yarnbrook settlements to the south-west, have given the immediate landscape around most of the site an urban/semi-urban 'feel'. This in turn has impacted on the rurality and tranquillity of the site. The ES, therefore, concludes that the overall

sensitivity of the landscape character of the site is 'medium'; medium landscapes are defined as –

“Areas that exhibit positive character but which may have evidence of past alteration to / degradation / erosion of elements or features resulting in areas of more mixed character. Potentially sensitive to change in general; again change may be detrimental if inappropriate but it may require special or particular attention to detail. ...”.

This assessment of the overall landscape character is agreed. Specifically, it is acknowledged that this is not a 'high' qualifying landscape, and so it is not essential for it to be conserved for its own sake; and nor is it a landscape that is necessarily or particularly sensitive to change in general, although this subject to appropriate design and detailing of planned change.

With this assessment in mind the proposed development has been designed with particular attention being paid to maintaining or enhancing key landscape features (such as the Biss River corridor), and retaining and/or providing green space and infrastructure. The Design and Access Statement says the following:

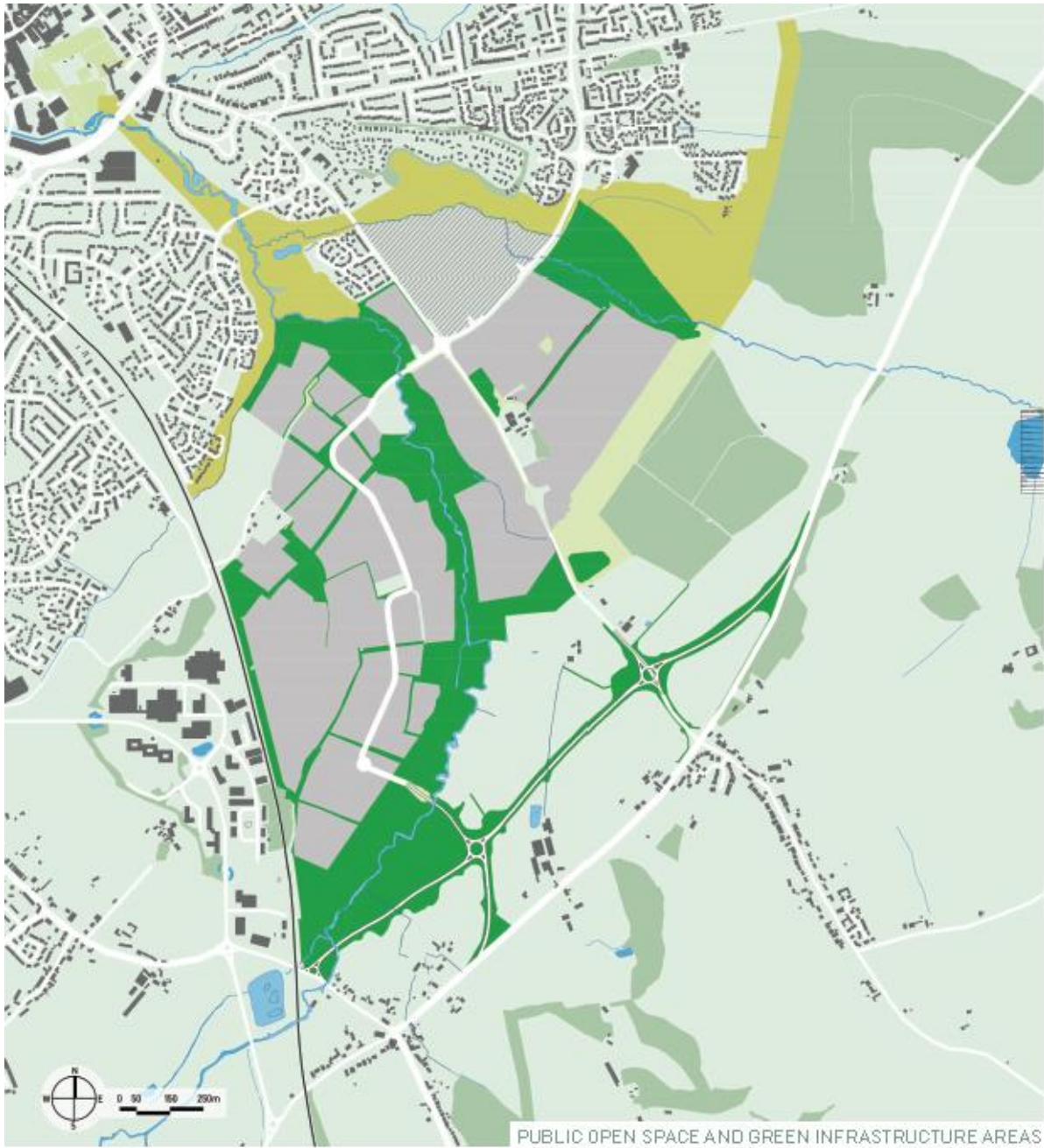
*Landscape design is a key component for creating a successful development at Ashton Park. The green spaces are an integral part of the place and create a strong landscape structure across the site. The new green infrastructure has been a driving factor in the creation of new routes and spaces within the masterplan and the landscape helps to further define the public and private space whilst adding colour and seasonal interest to the residential environment. ....*

*The proposed development at Ashton Park has the potential to create attractive areas which support active recreation and leisure pursuits which will include:*

- *Biss Meadows County Park – proposals intend to extend the existing Country Park to provide a key destination for leisure and recreational activities.*
- *Creation of informal and formal areas of open space for passive and active recreation;*
- *Children's play areas which may include formal play equipment or areas that encourage natural play;*
- *Opportunity to protect Biss Wood and help conserve its ecological value; The potential exists to significantly enhance and support conservation and biodiversity interests by retaining existing important habitat features such as trees, hedgerows and the River Biss Corridor.*

*Creation of new habitats such as ponds, marshes, woodland copses, grasslands and wildflower meadows can significantly enhance the ecological value of the site. In addition, new habitats can be used to enhance the connectivity between existing key features to maximise species migration throughout the site.*





***Public Open Space & Green Infrastructure Areas framework plan***

Retention of the majority of the existing landscape features on the site such as trees and hedgerows would limit the effects of the proposed development on the character of the wider landscape and the site itself. Although there would be some loss, notably at points of access, these losses would be mitigated by new planting within the open spaces that form the green infrastructure framework.

The site benefits from a high degree of physical and visual enclosure provided by substantial boundary hedgerows and tree belts. The planned retention of these together with the screening and filtering effect of landform and vegetation in the intervening landscape between the site and wider receptors would help to restrict and/or soften views. This fulfils the requirements of the three landscape requirements set out in the APUE development template.

## Visual impact -

In terms of visual impact, an 'in the field' assessment of the site set out in the ES indicates that the wider zone of visibility is relatively restricted. A combination of landform, vegetation (in the form of field boundary hedgerows, trees and woodland blocks) and existing built form associated with the nearby urban areas between 'receptors' and the site act to screen and filter many potential views of the site from outside.

In the main, the proposed development is considered to have mainly negligible or moderate effects on long distance views of the site from further afield. Closer views into the site – from, for example, the nearby A350 and the railway line, would be more affected although this is accepted in view of the scale and nature of the proposal. Likewise, views from roads and public rights of way within the site itself would be inevitably affected.

Overall the ES concludes that, except for views from the existing public rights of way that pass through the site, there would be no significant visual effects arising from the proposed development, including with mitigation in place. The significance of the effects on the internal rights of way would reduce over time as new landscaping matures. Landscape mitigation measures, including retained existing hedgerows and tree belts around the site's boundaries, would integrate the development into the surrounding landscape and provide screening and/or softening when viewed from the surrounding landscape. Again, this satisfies the requirements of the APUE development template.

## Lighting –

The ES considers the effects of lighting, stating the following –

*Lighting across the Application Site would be compliant with relevant standards and guidance, including those published by the British Standards, Institute of Lighting Engineers and the Health and Safety Executive.*

*The incorporation of high quality lighting systems, well designed and located, together with considered operating procedures would serve to reduce visible 'sky glow', light spill and minimise glare so as to avoid adding to the existing cumulative effect of lighting on the wider Trowbridge area.*

*After mitigation it is considered that there would be an overall minor effect from the lighting associated with the Proposed Development on those receptors within the wider surrounding landscape.*

These statement and conclusion are agreed. The specific lighting scheme can be controlled by planning condition, in the interests of both the landscape and ecology.

## The Relief Road –

The Yarnbrook and West Ashton relief road would in isolation have a measureable impact on the landscape in view of its size and route (effectively through 'open' countryside detached from the other development areas), and the necessity for it to be raised in part to accommodate the bat under-passes. However, as the principle of providing the road on this approximate route is already agreed as part of the Wiltshire Core Strategy, and because the articulation is limited to c. 4.5m max with opportunities for landscaping, it is not considered that the effects would be adverse.

## Agricultural land classification –

The NPPF states at paragraph 112 that “*local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to higher quality*”.

According to the Soils and Agriculture chapter of the ES the majority of the agricultural land within the application site is Grade 3b, and so is not the “best and most versatile agricultural land”. Approximately 23 ha is Grade 3a – that is “best and most versatile”, albeit at the lower end of the range.

On the loss of the agricultural land the ES concludes as follows:

*“There is little that can be done to mitigate against the loss of the agricultural land or the effects of the loss on agricultural businesses. However, land at Ashton Park is representative of land quality in and around Trowbridge .... . Accordingly any development of a similar scale on the northern or eastern edge of Trowbridge is likely to involve the loss of some Grade 3a and 2 land”.*

Applying the NPPF ‘test’, on balance the economic and other benefits arising from the proposed development are considered to outweigh the loss of the agricultural land, this having regard to the quality of agricultural land in general across the county *and* the allocation of the site in any event.

### Transport and Access

Core Policies 60 to 66 of the Wiltshire Core Strategy relate to transport matters in general. Notably Core Policy 60 states that the Council will use its planning and transport powers to help reduce the need to travel, particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within the county. This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.*

Core Policy 61 refers to the need for robust transport assessments. It states that appropriate contributions will be sought towards sustainable transport improvements, and travel plans will be required. Core Policy 62 states that new development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Core Policy 64 sets out demand management measures, referring to matters including parking standards.

Core Policy 66 refers specifically to the ‘strategic transport network’. With particular reference to the ‘A350 corridor’ the explanatory notes with the policy state the following:

*The function of the strategic transport network is primarily to cater for the efficient movement of inter-urban and long-distance trips. In doing so, the strategic transport network can support the vision and objectives of the Core Strategy.*

*The A350 corridor links five major towns in the west of the plan area including the Principal Settlements of Chippenham and Trowbridge. The corridor is made up of the A350 national primary route between the A303 and M4, and the rail line between Warminster and Chippenham.*

*A number of sections of the A350 primary route carry the highest volume of traffic and HGV movements on the county's non-trunk road primary routes. Because of its strategic importance, and the locally significant traffic growth that has occurred in the last 10 years, the route will be selectively improved to maintain and enhance journey time reliability. The proposed improvements to the A350 primary route, including those at Yarnbrook/West Ashton where journey times are unreliable, will provide significant relief and environmental benefits, particularly for local residents, and the improved standard of provision of this road will aid the employment growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster. ....*

Accordingly Core Policy 66 states that improvements will be progressed to the A350 national primary route at Yarnbrook/West Ashton, subject to sufficient mitigation measures to ensure protected wildlife is protected (as referred to, and addressed, earlier in this report). Cross-references to other Wiltshire Council strategic plans, including the Wiltshire Local Transport Plan and the Emerging Trowbridge Transport Strategy, are made in the 'Planning Policy' section of this report.

The APUE Development Template sets out the following Transport related infrastructure requirements:

- *Provision of transport infrastructure in line with the Emerging Trowbridge Transport Strategy;*
- *Improvements to the rights of way identified in the Infrastructure Delivery Plan.*

In relation to the first of these requirements, the proposal, by incorporating the Yarnbrook and West Ashton relief road, is in accordance as a matter of principle. The proposal would fulfil the objective of the Emerging Trowbridge Transport Strategy, which is ... "To maintain and, where feasible, improve the performance of the A350 strategic road corridor". The second bullet point is considered later in this report.

With particular regard to understanding 'performance', the planning application is accompanied by a Transport Assessment and related addendum, and the ES has a 'Transport and Access' chapter. The TA addendum accompanies the revised master-plan and takes into account Wiltshire Council's updated Trowbridge 'SATURN' Traffic Model<sup>2</sup>. The TA Addendum explains the evolution in the following terms:

*An update to the Trowbridge SATURN traffic model was undertaken by Atkins on behalf of Wiltshire Council to support the A350 Yarnbrook and West Ashton Relief Road outline Business Case (OBC) to the Swindon and Wiltshire Local Transport BODY (SWLTB).*

*The original 2009 base year SATURN model was re-validated using traffic counts undertaken in 2014. The re-validated 2014 base year model provided the basis for developing future year forecasts allowing for traffic growth and committed development. Atkins produced model forecasts for the 2026 assessment year for scenarios both with and without the proposed Ashton Park development as follows:*

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<sup>2</sup> To assess the impact of the predicted demand for road use, the interactive simulation and assignment model SATURN (Simulation and Assignment of Traffic to Urban Road Networks) was used. ... SATURN is a tactical transport model that estimates the traffic volume on each link of a road network assuming a fixed trip matrix.

- 2026 Without Scheme – without Ashton Park development and without the A350 Yarnbrook and West Ashton Relief Road
- 2026 With Scheme – with Ashton Park development and with the A350 Yarnbrook and West Ashton Relief Road

*The ‘2026 with Scheme’ model produced by Atkins did not however represent the latest revisions to the Ashton Park masterplan ... Further modelling was therefore undertaken by PFA Consulting to revise the ‘2026 With Scheme’ model to reflect the latest masterplan which included relocation of the employment area.*

*[The] TA Addendum provides the results from this new modelling to establish the traffic impacts of this proposed development at Ashton Park in both the weekday AM and PM peak hours. It is an update on that previously in the original TA produced in April 2015”.*

The TA and Addendum have been analysed by the WC Highways Team and its conclusions agreed. Notably, the analysis demonstrates that in terms of overall network performance, the additional traffic generated by the proposed development at Ashton Park can be mitigated by the proposed infrastructure, which includes the relief road. The TA comments, “Network wide average journey times can be seen to be broadly similar ‘with’ Ashton Park than would be the case ‘without’ Ashton Park in both the AM and PM peak hours”.

In relation to more ‘local’ major corridors (specifically, A350 between A350/A361 roundabout (south of Semington) and A350/A363 Yarnbrook; A361 between A350/A361 roundabout (south of Semington) and A361 County Way/Bythesea Road roundabout; and A363 between A350/A363 Yarnbrook and A361 County Way/Bythe sea Road roundabout), the analysis shows that journey times are not adversely affected by the proposed development. Indeed, the 2026 ‘with’ Ashton Park scenario shows a marginal improvement in journey times in comparison to the ‘without’ Ashton Park scenario along the first of the routes (the A350 corridor).

The TA Addendum also analyses the capacities of the new junctions in the proposed development. The outcome is that they will have sufficient capacity to accommodate the 2026 ‘with’ Ashton Park scenario in both the AM and PM peak hour time periods.

The conclusions of the TA are, therefore, agreed. Notably that:

*“Outputs from [the] updated traffic modelling demonstrate that the additional traffic generated by the proposed development at Ashton Park alongside the Yarnbrook & West Ashton Relief Road will not have an adverse impact on the operation of the surrounding highway network. Network wide journey times and journey times along key corridors for the 2026 ‘With’ Ashton Park scenario were found to be broadly similar to the 2026 ‘Without’ Ashton Park scenario in both the weekday AM and PM peak hours.*

*Junction capacity assessments of the proposed new roundabout junctions on the Yarnbrook & West Ashton Relied Road and site access roundabouts on West Ashton Road demonstrate that the preliminary junction designs have sufficient capacity to accommodate the predicted traffic flows derived from the updated SATURN traffic model representing the 2026 ‘With’ Ashton Park Scenario in both the AM and PM peak hour modelled time periods”.*

Transport Environmental Assessment –

The ES references the TA and TA addendum in its summing-up. It observes that during the construction phase the effects of traffic will be adverse, but relatively short-term and manageable. During operation the development would give rise to an inevitable increase in

travel demand, but the proposal offers a range of measures to accommodate this – to encourage walking, cycling and public transport, and the delivery of the relief road. Overall the ES concludes on ‘transport’ that the residual effect of the proposed development is likely to be minor adverse, or beneficial where mitigation measures have wider benefit.

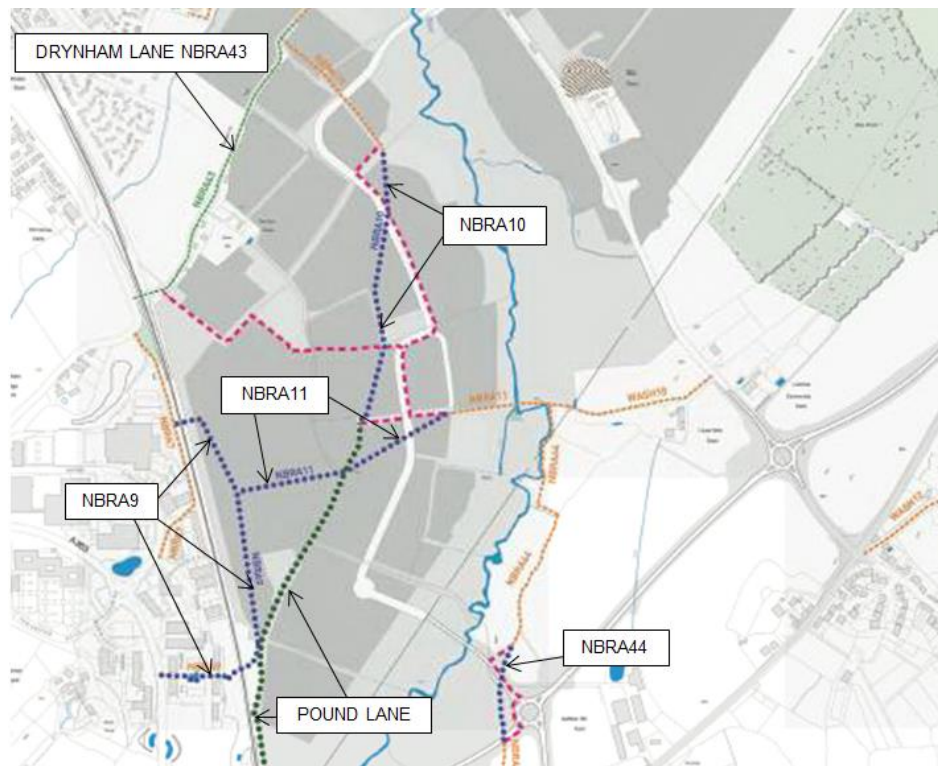
#### Rights of way –

There are various public rights of way in and around the application site. They are affected by the proposal in the following ways (and as illustrated in the following plan):

- Pound Lane (unclassified road): route not affected; use of under-bridge by motor vehicles to cease other than for access;
- NBRA10 (footpath, which is the continuation of Pound Lane): proposed diversion to fit layout;
- Drynham Lane (by-way NBRA43): route not affected; general use of under-bridge by vehicles to cease other than for access, this in view of proposed additional pedestrian/cycle use;
- NBRA11 (footpath): proposed diversion / extinguishment to fit layout; remove connection to NBRA9;
- NBRA9 (footpath): proposed extinguishment, principally to remove ‘at-level’ crossings of railway line.

[All of the above proposals are required to enable the rights of way to ‘fit’ the proposed layout and/or to remove the ‘at-level’ footpath crossings of the railway line *and* to provide alternatives. Increased use of the at-level crossings as a consequence of the proposed development is considered by Network Rail to pose potential risks].

- NBRA44 (footpath): proposed diversion.



#### **Rights of Way**

*[orange and green: route not affected; blue: to be diverted or extinguished; red: new or diverted routes]*

The WC Rights of Way Officer raises no 'in principle' objections to these proposals, subject to the separate legislative processes being followed for stopping-up, diverting and/or removing motorised vehicular use rights. The outcome of these processes cannot be predicted.

Likewise, Network Rail raises no objections subject to the diversions being implemented. In the event of the separate legislative processes not achieving extinguishment / diversion of the footpaths then alternatives may need to be considered to achieve safe crossing of the railway. A condition to cover this eventuality is recommended accordingly.

On the actual proposed extinguishment of NBRA9 and part of NBRA11, and without prejudice to the other processes required to action the extinguishments, the proposed new routes do offer suitable alternatives. Although the new routes are longer (this when directly compared with the lengths of paths to be extinguished), in reality users of the new routes would not lose out as connectivity with the wider footpath network beyond NBRA9 and NBRA11 via the new routes would remain comparable. The new routes would also be both attractive and safe for users, in particular in terms of avoiding the 'at-level' crossings of the railway.

#### Pedestrian / Cyclist improvements –

In addition to the benefits arising from the relief road for road traffic, the proposal also offers benefits for pedestrians and cyclists by providing footways and/or cycleways adjacent to roads, this where land ownership allows. Notably this includes alongside West Ashton Road for most of its length; presently there are few cycleways/footways alongside this road.

A short length of West Ashton Road cannot be so provided in view of the relevant land being outside of the applicant's control. This resulting 'break' should not be seen as reason to object to provision elsewhere. Notwithstanding comments made by a parish council, it is not within Wiltshire Council's remit to insist and/or force delivery of infrastructure on another party's land.

#### Heritage Assets

Core Policy 58 (ensuring the conservation of the historic environment) of the Wiltshire Core Strategy states that new development should protect, conserve and where possible enhance the historic environment.

Paragraph 132 of the NPPF states that when considering the impact of proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation; and the more important the asset, the greater the weight should be. Substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional.

Paragraph 133 states that where a proposed development would lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that, in particular, the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Paragraph 135 continues that the effect of an application on the significance of a non-designated heritage asset should be taken into account and a balanced judgment made.

Historic England defines significance as “*the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting*”. Setting is defined in the NPPF as “*the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*”.

There are no designated heritage assets within the application site. Within close vicinity there are some listed buildings, notably Long’s Park Castle, the Church of St John the Evangelist, buildings at Rood Ashton Park and Drynham Lane Farmhouse. Slightly further afield, Trowbridge Town Centre supports further listed buildings and conservation areas. The proposal would cause no harm to these designated assets and/or have a neutral impact only. Likewise, the impact on the settings of these assets would be no greater than neutral, this in view of the localised circumstances of the settings and/or the lack of inter-visibility.

There are non-designated heritage assets close to the application site – notably the Biss Farm complex of dwellings and farm-buildings, other vernacular cottages and farmsteads (at Yarnbrook in particular), and The Lodge and other older dwellings at West Ashton. Applying the paragraph 135 ‘test’, on balance the impact of the proposal on the assets at Yarnbrook and West Ashton is considered to be either neutral or beneficial. At Yarnbrook there would be sufficient separation to ensure the setting of these assets is maintained; and at West Ashton, the ‘de-cluttering’ and down-sizing of the existing highly-engineered A350 junction would improve the setting of the nearby older buildings.

On Biss Farm, this complex presently ‘reads’ as a farm surrounded by farmland. These circumstances would change in that much of the surrounding farmland would be developed for housing and employment purposes. However, it is not considered that this change would undermine the significance of the original farm complex, which would remain within its own relatively large and open curtilage, and which would maintain an open aspect to its front, this provided by the proposed school grounds on the opposite side of West Ashton Road. The main farmhouse itself, which is a large and attractive natural stone building, would continue to dominate the ‘street scene’, as was always the case. On balance, the change to the setting of Biss Farm would not, therefore, adversely affect its significance as a non-designated heritage asset, and the benefits arising from the proposed development tip the balance in its favour.

Regarding potential below ground heritage assets, the WC Archaeologist recommends a condition requiring a written programme of archaeological investigation and mitigation to be provided and implemented.

### Flood risk and other services

Flood risk -

The application site includes land within Flood Zones 1, 2 and 3. The flood zone 2 and 3 areas lie within the River Biss and related tributary corridors (including Stourton Brook), as shown on the policy map extract at the start of this report.

Paragraph 100 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.



Paragraph 101 of the NPPF states, “*The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding*”.

Paragraph 102 of the NPPF states, “*If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:*

- *It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and*
- *A site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall”.*

Core Policy 67 of the WCS refers specifically to flood risk, and effectively favours housing development in Flood Zone 1 over areas of higher risk (Flood Zones 2 and 3). The policy requires all new development to include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage) unless site or environmental conditions make these measures unsuitable.

The APUE development template has the following specific requirements in relation to flood risk—

- *SFRA Level 2 Assessment required to ensure that the proposed development, including associated infrastructure, does not unacceptably encroach within the flood zone and to inform the sequential test. Flood Risk Assessment required to ensure that development is not encroaching within Flood Zones 2 or 3.*
- *Flood mitigation must be provided, including an appropriate sustainable drainage scheme that improves existing capacity.*
- *Offline flood storage features must be incorporated into a wetland system to reduce current and future flooding risk downstream in Trowbridge as a consequence of the proposed development.*

The ES includes a chapter relating to hydrology, drainage and flood risk, and this itself includes a site-specific Flood Risk Assessment. The Flood Risk Assessment is a comprehensive document which considers all potential sources of flooding, including from rivers, from rainfall (on the ground surface and rising ground water), from overwhelmed sewers and drainage systems, and from reservoirs, canals, lakes and other artificial sources. It is also informed by information held by the Environment Agency, and in the wider Strategic Flood Risk Assessment and Surface Water Management Plan.

The majority of built development in the proposed development is restricted to areas at low risk of flooding (that is, within Flood Zone 1), with the only structures proposed within the ‘floodplain’ (Zones 2 and 3) being the two road bridges over the River Biss and their associated earthworks, and a footbridge. The public sports pitches would be located within Zones 2 and 3; however, as they would maintain the open form of the land, and as they would not involve any changes to levels, they are a compatible land use within these zones as confirmed by national Planning Policy Guidance. It follows that under all of these

circumstances the majority of the proposed built development passes the 'sequential test' and so is acceptable in that regard.

The bridges comprise essential infrastructure, which under the terms of the sequential test should not be located in Flood Zone 3 unless the 'exceptions test' is considered / passed. In this case this essential infrastructure is necessary to provide accesses to the larger part of the site. Mitigation measures are proposed across the entire application site to manage wider drainage and water flows, including that affected by the bridges. On balance the wider sustainability benefits of the overall development to the community are considered to outweigh the flood risk, and so exceptionally the bridges are considered to be acceptable.

With specific regard to mitigation measures, the Flood Risk Assessment refers to a proposed sustainable drainage strategy for the site. The FRA states the following:

*"A sustainable drainage strategy, involving the implementation of SUDS, is proposed for managing the disposal of surface water runoff from the proposed development on the site.*

*As the use of infiltration devices is not appropriate for the majority of the site flow balancing methods are proposed, comprising a system of swales and on-line ponds/detention basins, in order to attenuate surface water runoff to greenfield runoff rates with discharges to the local watercourses and ditch system.*

*The proposed drainage strategy would ensure that surface water arising from the developed site would be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account. ....*

*By limiting the development rate of runoff to the mean annual peak runoff ... for any return period up to the 100 year event, including an allowance for climate change, the proposed development would reduce flood risk overall compared to existing greenfield rates".*

With particular regard to the bridges and related access roads, the FRA states the following:

*"Access road crossings of the watercourse would be at least 600mm clear of the 1 in 100 year + climate change flood level. Any floodplain storage lost due to roads within the floodplain would be compensated. A hydraulic flood model and sensitivity analysis has been undertaken to demonstrate that the proposed flood storage compensation areas are appropriate. ...."*

Separately the ES concludes that the potential effects of the proposed development on hydrology, drainage and flood risk during its construction and operation are 'minor adverse' to 'moderate adverse' and 'minor beneficial' to 'negligible' respectively; and these can be mitigated in any event through design, management control (e.g. Construction Environmental Management Plans) and physical works.

At the time of writing the Environment Agency and the WC Drainage Engineer are maintaining holding objections which are essentially in view of what they consider to be a lack of clarity in the Flood Risk Assessment's hydraulic modelling to demonstrate no increase in flood risk as a consequence of amendments made to the application during its processing. This is reflected in the recommendation for the planning application which is to approve subject to these holding objections being removed.

Foul water –

In relation to foul water the APUE development template has the following requirements –

- *New infrastructure to link the sewage treatment works or appropriate on-site provision.*
- *Provision of on-site sewers and financial contributions towards off-site works to mitigate against the impact of this development.*

In response the Flood Risk Assessment states the following:

*“A Statement of Common Ground between Wessex Water and Ashton Park Trowbridge Ltd and Persimmon Homes Ltd was prepared in June 2013 in present of the identification of Ashton Park, Trowbridge as a strategic allocation within the Wiltshire Core Strategy. ....*

*At a meeting on 25 February 2015 Wessex Water confirmed that its town wide modelling exercise had demonstrated that there is sufficient capacity within the existing sewerage network to accommodate the flows from the development ....”*

The FRA provides strategic level detail of where foul sewers will run within the site and where connections will be made to the wider network. The finer detail can be a matter for planning conditions.

Other utilities –

On other utilities APUE development template has the following requirements –

- *Capacity improvements to water supply and waste networks to serve the development.*
- *Reinforcement of the electricity network and primary sub-station to serve the development.*
- *Connection to existing low or medium pressure gas mains to serve the development.*

These are matters for agreement between the relevant utility companies and the applicant.

#### Residential amenity

Core Policy 57 requires new development to have regard to the compatibility of adjoining buildings and uses and the impact on the amenities of existing occupants; and seeks to ensure that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration and pollution.

Regarding existing occupiers, there are a number of residential properties in relatively close proximity to the site – notably, at Biss Farm, Drynham Lane, Yarnbrook and West Ashton. At this mainly outline stage the relationship between existing and proposed development is not fully known. This said, it can reasonably be assumed that the outlook from adjoining properties will change, but with careful design at the reserved matters stages there should be no reason for the privacy of these properties to not be safeguarded, this particularly in terms of over-looking/over-shadowing/etc..

Regarding the relief road and new roads in general, the noise chapter in the ES states the following:

*“Road traffic on the roads within and surrounding the Proposed Development and along the proposed relief road would change as a result of the occupation and occupation of the completed scheme. The assessment of noise levels associated with the operation of the relief road indicates that the new road would provide an overall benefit to residents within Yarnbrook and West Ashton.*

*Elsewhere, the assessment of road traffic noise levels indicated that the additional road traffic would result in negligible adverse noise effects, with increases of less than 3 dB(A). Whilst permanent, this level of increase would not be discernible under normal listening conditions and no adverse significant effects have therefore been identified”.*

WC Public Protection has raised some concerns over possible disturbance to the proposed new dwellings from railway noise. However, it is satisfied that this can be addressed through detailed design (estate layout / garden orientation, mechanical ventilation in houses, etc.), and so this does not amount to a reason for objecting to the development per se. Design / layout can also deal with potential conflicts between the residential elements and the employment land, the schools and the local centres. These are all matters for the reserved matters applications stage.

Notwithstanding the above comments concerning road noise, in a number of areas close to established development ‘absorptive acoustic barriers’ (fences) are proposed in any event.

Potential disturbance at the construction stage would be short term only, and can be managed via Construction Environmental Management Plans.

### Air quality

Core Policy 55 of the Wiltshire Core Strategy states that development proposals, which by virtue of their scale, nature or location, are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity; this having regard to the Air Quality Strategy for Wiltshire and, where relevant, the Wiltshire Air quality Action Plan.

The Environmental Statement includes a chapter on air quality which examines the potential for significant effects during both the construction and operational phases on human health and ecology.

Human health -

With regard to human health the ES concludes as follows –

*“Baseline conditions in the study area show acceptable air quality with respect to the air quality objectives set out to protect human health. The proposed development will generate additional road traffic on local roads, and will involve a realignment of a section of the A350 road, which could lead to significant air quality effects at existing residential properties. In addition, construction activities may lead to the generation of dust and fine particles which have the potential to affect existing nearby properties.*

*The assessment of construction dust effects has concluded that, with appropriate mitigation in place, the air quality effects will be negligible.*

*The assessment of operational air quality effects has concluded that the effects of road traffic emissions generated by the proposed development will also be negligible.*

*Although the overall air quality effects of road traffic emissions are negligible, the proposed development will lead to some increases in air pollutant concentrates at a number of existing residential properties. However, by contrast, properties located close to the A350 in the villages of West Ashton and Yarnbrook are predicted to experience an improvement in air quality with the proposed development in operation, as a result of the realignment of the road.*

*The assessment has also identified that air quality at the application site is of acceptable quality for residential development”.*

The ‘appropriate mitigation’ for construction dust would be a Construction Environmental Management Plan (wheel washing, etc.). On operational effects, the ES notes that measures to reduce pollutant emissions from road traffic are principally being delivered in the longer term by the introduction of more stringent emissions standards at the national (and European) level. It follows that the ‘negligible’ consequences of the proposal are, in any event, the worst case scenario. But, WC Public Protection further seeks ‘green’ infrastructure within the development (for electric vehicle pick-up, etc.), and a condition is recommended accordingly.

Ecology -

Regarding ecology, the ES concludes as follows –

*“Baseline conditions in the study area show poor air quality with respect to the air quality critical levels and critical loads set out to protect sensitive ecological habitats. Baseline concentrations of nitrogen oxides and baseline deposition fluxes of nutrient nitrogen and acid nitrogen exceed the relevant critical levels and critical levels at a number of nearby ecological designations, including the Picket and Clanger Wood SSSI.*

*The assessment of air quality effects on these sensitive ecological sites has focussed upon the addition of road traffic emissions brought about [by] the proposed development.*

*The assessment has concluded that there is potentially significant adverse air quality effects at Picket and Clanger Wood, Green Lane Wood, and Biss Wood, and potentially significant beneficial air quality effects at Flowers Wood and Woodside Wood, resulting from the operation of the proposed development.*

*In order to mitigate the potentially significant adverse effects, a suite of mitigation measures are proposed, including ecological enhancements, and measures to encourage sustainable transport and reduce the development-related traffic generation.*

*With mitigation in place, it is judged that the overall air quality effects of the proposed development are negligible”.*

As with the human health assessment, the reference in the ES to the assessment being a worst case scenario is relevant – measures to reduce pollutant emissions from road traffic are being delivered via national/European emission controls. The mitigation referred to – to address the identified significant effects on particular woods – includes the green transport initiatives (improvements to walking/cycling networks, new bus routes/stops, travel plans, etc.), and specific ecological enhancement measures (specifically, the creation of new areas of habitat and green infrastructure).

Overall, the impacts on air quality as set out in the ES air considered to be acceptable, this in view of the mitigation that is proposed, and which has the effect of making the ‘effects’ negligible in any event.

#### Supporting infrastructure and public services

Core Policy 3 of the Wiltshire Core Strategy requires all new development to provide for necessary on-site and, where appropriate, off-site infrastructure requirements arising from it. Where relevant this must be in accordance with other policies of the Strategy – in particular,

CP43 & CP45 relating to affordable housing, CP62 relating to highways and transportation, CP52 and 'saved' HC34 relating to open space, and HC37 relating to provision of education.

Paragraph 203 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations ('S106 agreements'), this not least in terms of delivery of essential infrastructure. It further states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

Guidance further states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development;
- fairly and reasonably related in scale and kind to the development.

The Community Infrastructure Levy (CIL) provides a separate mechanism for delivering non-site specific infrastructure as set out in the Infrastructure Delivery Plan.

The APUE development template sets out specific requirements for the site. Of these, matters which may be addressed by planning condition include the following:

- Phasing details;
- Flood mitigation, including an appropriate sustainable drainage scheme that improves existing capacity;
- Offline flood storage features incorporated into a wetland system;
- New infrastructure to link to the sewage treatment works;
- Provision of on-site sewers and off-site works;
- Capacity improvements to water supply and waste networks to serve the development;
- A sustainable energy strategy;
- Reinforcement of the electricity network and primary substation to serve the development;
- Connection to existing low or medium pressure gas mains to serve the development;
- Provision of elements of transport infrastructure in line with the Trowbridge Transport Strategy;
- Provision of 'destination play area', other play areas and incidental open spaces;
- Provision of multifunctional green infrastructure corridor along the length of the River Biss;
- 100m woodland/parkland buffer between all ancient woodland, including Biss Wood and Green Lane Wood, and built development;
- Landscape management / enhancement;
- Delivery of employment land;
- Delivery of local centres;
- Public art.

And, matters which may be addressed by planning obligation include the following:

- 30% affordable housing with suitable mix;
- Two new primary schools on sites of 1.8 ha. Primary financial contribution of £9,509,390 (2017) (based on 2,500 dwellings, adjusted accordingly depending on final numbers);

- One new secondary school on site of 5.24 ha. Secondary contribution of £8,463,708 (based on 2,500 dwellings, adjusted accordingly depending on final numbers);
- 'Early Years' education contribution of £3,863,313 or on-site provision (based on 2,500 dwellings, adjusted accordingly depending on final numbers);
- Health / dental care contribution of £1,108,500 (2015 figure), to be used for sites in Trowbridge Community Area only and subject to such sites remaining in NHS/public ownership;
- Provision of elements of open space (equipping/phasing/maintenance contributions/etc.);
- Provision and implementation of Ecological Management Plan(s), including ecology visitor facility, provisions for monitoring implementation of the development and related ecology plans, warden/warden facilities, etc. (this in association with the Wiltshire Wildlife Trust with whom a standalone agreement would also be required);
- Provision of elements of transport infrastructure in line with the Trowbridge Transport Strategy, notably –
  - Completion of funding agreement with Wiltshire Council for the provision of YWARR and commuted sum for structures maintenance;
  - Provision and completion of Yarnbrook and West Ashton Relief Road (including works to redundant A350 and all other associated highway works), phased or otherwise, subject to the timescales set out by the HIF and LEP;
  - Provide and deliver a Bus Strategy for the site, identifying how a half hourly service between the site and the town centre can be achieved, firstly through the negotiation with commercial operators for a commercial service, or, secondly, and in the event that a commercial service cannot be initiated and/or maintained, by a supported service, funded at the reasonable cost of the developer. The bus service shall be provided for a period from occupation of the 50<sup>th</sup> dwelling to up to three years following occupation of the 2,450<sup>th</sup> dwelling, the exact period dependent on the commercial viability or otherwise of the service at the time. The Bus Strategy shall set out how the funding arrangements will work in the event that a supported service is required;
  - Provision of travel plans for the separate land uses on the site;
  - Financial contributions towards the legal costs associated with making of traffic regulation orders at a cost of £6,000 per identified TRO;
  - Implementation of all made legal orders relating to highways and transport issues associated with the site;
  - Contingency Plan for planned diversion of public footpaths NBRA9 and NBRA11;
  - Design and provide a wayfinding scheme aligned to the phasing of the development;
  - Construction and improvement of off-site highway works associated with the Yarnbrook and West Ashton Relief Road, alterations to West Ashton Road and improved connectivity to the town centre and to the White Horse Business Park;
  - Connectivity (vehicular) between Drynham Lane and site, unless secured by alternative means;
- Waste collection facilities.

### Other Matters

Responses from interested parties are largely addressed in the preceding paragraphs. However, some specific points require further comment:

- Regarding the existing access to Biss Wood and the scout camp from the A350, an additional plan has been provided by the applicant showing that the required visibility splay here would continue to be provided. WC Highways does not consider that the proposed changes to the road network hereabouts would pose a greater hazard to users of this access.

- Regarding Larkrise Community Farm, its wider setting would change as a consequence of the proposal, although generous green 'gaps' between it and the new development would remain, so safeguarding its 'farmyard' character. WC Highways does not consider that the proposed development poses a hazard to the continued use of the vehicular access to the Farm.
- Outstanding issues around the final implementation of the Leap Gate 106 are the subject of on-going discussions between the parties involved, and do not amount to reasons to delay the determination of this planning application.

## **9. Conclusion**

As a matter of principle the proposal complies with the Core Strategy – and, specifically, its Settlement and Delivery Strategies, and the Strategy for the Trowbridge Community Area and its related 'development template' for the Ashton Park Urban Extension (APUE). It is considered that sufficient information has been provided on the environmental effects of the proposal to enable the LPA to determine whether or not outline planning permission should be granted. The application and the accompanying Environmental Statement demonstrate that matters of acknowledged importance – including ecology, highway safety, heritage, drainage, air quality, amenity and infrastructure requirements – have all been properly taken into account, and that the proposal adequately accommodates these and/or provides sufficient mitigation.

For these reasons the application is recommended for approval, subject to the holding objections relating to drainage detail being first addressed and applicant first entering into a Section 106 agreement with Wiltshire Council.

## **RECOMMENDATION**

**Having taken into account the environmental information, it is recommended that, subject to the holding objection from the Environment Agency being addressed and removed, the Strategic Planning Committee authorises the Head of Development Management to grant planning permission, this subject to the following 'legal agreements' being first entered into:**

- 1. an obligation under Section 106 of the Town and Country Planning Act 1990 between the applicant and Wiltshire Council requiring provision of the following:**
  - **30% affordable housing with suitable mix;**
  - **Two new primary school sites of at least 1.8 ha each. Primary education financial contribution (of £9,509,390 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers) completion of two schools;**
  - **One new secondary school site of 5.24 ha. Secondary contribution (of £8,463,708 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers);**
  - **'Early Years' education contribution (of £3,863,313 (2017 figure) based on 2,500 dwellings; adjusted accordingly depending on final numbers) or on-site provision;**



- Health / dental care contribution of £1,108,500 (2015 figure, to be adjusted for indexation), to be used for sites in Trowbridge Community Area only and subject to such sites remaining in NHS/public ownership;
- Elements of open space (equipping/phasing/maintenance contributions/etc.);
- Ecological mitigation, to be set out in a Biodiversity Management Plan covering the management, mitigation, monitoring and enhancement of all habitats and species affected by the development during the pre-construction, construction and operational phases, both within the application boundary and on land owned by Wiltshire Wildlife Trust. To include –
  - Provision of, and/or provision of funding for, a Steering Group to oversee implementation of the Biodiversity Management Plan;
  - Provision of, and/or provision of funding for, visitor facility, and related land transfer arrangements;
  - Provision of ecology Green Infrastructure, related maintenance/long term management contributions, ecological monitoring including remedial works triggered by monitoring and related land transfer arrangements;
  - Provision of, and/or provision of funding for, full time wildlife warden, and mechanism for his/her perpetual funding;
  - Agreement that no public access will be allowed through the agricultural land identified for employment use other than to areas which have been developed for that purpose. An impenetrable barrier will be maintained between housing and employment land on the east side of West Ashton Road until at least 75% of the employment site has been completed at which point a public footpath will be provided between the two which will breach the impenetrable barrier at a single point.
  - Financial contribution towards the cost of monitoring implementation and maintenance of mitigation, with bond or other means of security secured against non-delivery and/or non-maintenance of mitigation.
  - Provision for revision of the Green Lane and Biss Woods Management Plan to incorporate requirements arising from the Biodiversity Management Plan and the Habitats Regulations Assessment (including Appendix 2).
- Elements of transport infrastructure in line with the Trowbridge Transport Strategy, notably –
  - Completion of funding agreement with Wiltshire Council for the provision of YWARR and commuted sum for structures maintenance;
  - Provision and completion of Yarnbrook and West Ashton Relief Road (including works to redundant A350 and all other associated highway works), phased or in entirety, subject to the timescales set out by the HIF and LEP;
  - Provide and deliver a Bus Strategy for the site, identifying how a half hourly service between the site and the town centre can be achieved, firstly through the negotiation with commercial operators for a commercial service, or, secondly, and in the event that a commercial service cannot be initiated and/or maintained, by a supported service, funded at the reasonable cost of the developer. The bus service shall be provided for a period from occupation of the 50<sup>th</sup> dwelling to up to three years following occupation of the 2,450<sup>th</sup> dwelling, the exact period dependent on the commercial viability or otherwise of the service at the time. The Bus Strategy shall set out how the funding arrangements will work in the event that a supported service is required;

- Provision of travel plans for the separate land uses on the site;
  - Financial contributions towards the legal costs associated with making of traffic regulation orders at a cost of £6,000 per identified TRO;
  - Implementation of all made legal orders relating to highways and transport issues associated with the site;
  - 'Contingency Plan' for planned diversion of public footpaths NBRA9 and NBRA11;
  - Design and provide a wayfinding scheme aligned to the phasing of the development;
  - Construction and improvement of off-site highway works associated with the Yarnbrook and West Ashton Relief Road, alterations to West Ashton Road and improved connectivity to the town centre and to the White Horse Business Park;
  - Connectivity (vehicular) between Drynham Lane and site, unless secured by alternative means;
- Waste collection facilities contribution.
2. A legal agreement between Wiltshire Wildlife Trust and Wiltshire Council to achieve implementation and maintenance of ecology mitigation measures relevant to the Trust via a revised Management Plan for Green Lane and Biss Woods covering the following:
- To provide an account of the role the site plays in achieving the conservation objectives of the Bath and Bradford on Avon Bats SAC, and a specific objective to maintain the population of Bechstein's bats through maintenance of the structure and function of the habitats within the plan area;
  - To incorporate all relevant land transfers to WWT and commit the trust to managing these in line with the objectives of the revised plan;
  - To define the operating constraints for the ecological visitor centre and car parking arrangements which arise from the potential for recreational pressure to reduce the value of the site for Bechstein's bats;
  - To set out types and levels of acceptable amenity and educational use and the means by which these will be monitored and reviewed;
  - To set out what constitutes acceptable and unacceptable fire making and a protocol to be followed to minimise and deal with the latter;
  - To include an objective regarding the maintenance, and where necessary, replacement, redesign and / or repositioning of bat boxes for Bechstein's bat use;
  - To recognise the role of the Steering Group in reviewing the implementation of relevant aspects of the management plan, monitoring results and implementation of remedial measures;
  - To anticipate the potential effects of increased visitor numbers and identify monitoring to be undertaken, thresholds for unacceptable change and remedial measures.

**Management Plan to be implemented by Wiltshire Wildlife Trust with governance of relevant elements by the Steering Group.**

**The agreement will also commit the Trust to employ a full time warden to implement the plan and to engage with local residents in order to enhance understanding of local ecological features with a view to reducing impacts from potentially damaging behaviours.**

**And, subject to the following planning conditions including any subsequent changes agreed with the Head of Economic Development & Planning -**

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:

- (a) The scale of the development;
- (b) The layout of the development;
- (c) The external appearance of the development;
- (d) The landscaping of the development;

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 3 An application(s) for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of fifteen years from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

- 4 The outline element of the development hereby approved shall make provision for the following:

- (i) At least 13.6 ha of land for employment purposes (Class B1, B2 and/or B8 uses);
- (ii) Two separate sites of at least 1.8 ha each and two separate 14-class primary schools thereon, and a single serviced site of at least 5.24 ha for a secondary school;
- (iii) Two separate sites of at least 1 ha and 0.2 ha respectively for two separate 'local centres'; in combination the local centres to provide suitable premises for a mix

of convenience shops and small other shops (Class A1 uses), financial and professional services (Class A2 uses); 'food & drink', 'drinking establishments' and 'hot food & takeaway' uses (Class A3, A4 and A5 uses); if/as required, community facilities and/or 'early learning' facilities (Class D1 uses); and residential units in the form of 'flats above shops' (Class C2 and C3 uses).

- (iv) Sites for public open space to be sited, laid-out and equipped in accordance with the specifications set out in the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD); and to include at least 6.35 ha of formal sports pitches with pavilion / changing rooms, at least 1.2 ha of 'designation play' area, at least 44.4 ha of major open space or country park (to include an Ecological Visitors Facility), at least 14.4 ha of natural and semi-natural open space including structural planting, and at least 0.9 ha of allotments;
- (v) An 'Ecology Visitors Facility'; and
- (vi) Up to 2,500 dwellings (Class C2 and/or Class C3 uses) of which no more than 315 (including within the 'local centre') are to be provided on the north-east side of West Ashton Road.

'The scale of the development', 'the layout of the development', 'the external appearance of the development' and 'the landscaping of the development' (as to be submitted and approved under condition no. 2) shall accommodate all of the above substantially in accordance with the 'Indicative Masterplan' (drawing no. A.0223\_77-01 Rev AC) dated 20/04/17, the parameters plans ('Land Use Parameter Plan' no. A.0223\_18-1N, 'Access & Movement Parameter Plan' no. A.0223\_17-2G, 'Building Heights Parameter Plan' no. A.0223\_19-1L and Green Infrastructure Plan no. A.0223\_16-1M) (including inset plans A.0223\_105A and A.0223\_72-01C)), and the Design & Access Statement (A.0223\_26-2T dated April 2018).

REASON: To ensure the creation of a sustainable and balanced urban extension, in accordance with the requirements of the Wiltshire Core Strategy and the intentions of the Design and Access Statement accompanying the planning application.

- 5 No application for reserved matters shall be submitted until there has been submitted to and approved in writing by the local planning authority a detailed Phasing Plan for the entire application site indicating geographical Phases and/or Sub Phases for the entire development. Where relevant these Phases or Sub Phases shall form the basis for the reserved matters submissions. Each Phase or Sub Phase shall include within it defined areas and quantities of housing and infrastructure relevant to the Phase or Sub Phase. No more than 50% of the houses (or no more than a meaningful percentage of the houses to be first agreed in writing by the local planning authority) to be built in any particular Phase or Sub Phase shall be occupied until the infrastructure relevant to the Phase or Sub Phase has been completed.

The development shall be carried out strictly in accordance with the approved Phasing Plan.

REASON: To ensure the proper phasing and delivery of the development, and in particular the essential infrastructure the development has made necessary, in accordance with the overall proposal and good planning in general.

[For the purposes of this condition 'infrastructure' is defined as the schools, local centres, open space, and ecology visitors centre; and the 'means of access' to the site including the entire Yarnbrook & West Ashton Relief Road and its related new

roundabout junctions, the alterations to the existing West Ashton Road/Bratton Road/A350 junction, the new roundabout 'R4', the new spur roads and related bridges (from West Ashton Road and new roundabout R2)].

6 Before any other parts of the development hereby approved are commenced the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of detailed schemes for 'advance ecology mitigation', broadly in accordance with the Green Infrastructure & Biodiversity Strategy dated September 2017, as follows -
  - (i) a scheme for strengthening of the hedgerow alongside West Ashton Road to the south-west corner of Biss Woods with thorny planting and fencing, and provision for future maintenance;
  - (ii) schemes for the 100m buffer between Biss Woods and the employment land and between the employment land and the east of West Ashton Road housing land, to include landscaping with appropriate impenetrable fencing and hedge planting and provision for future maintenance in accordance with Figure 6.2 of the ES Addendum Volume 1;
  - (iii) a scheme for the Attenuation pond based on Figure 6.1 of the ES Addendum Volume 1, creating a barrier to pedestrian access between the Green Lane Nature Park Extension and the east of West Ashton Road residential area to include landscaping, fencing and provision for future maintenance;
- (b) The implementation and completion of all of the above schemes as approved and continuing maintenance thereafter in accordance with the maintenance elements of the schemes.

Before 150 of the dwellings on that part of the application site to the east of West Ashton Road are first occupied the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of detailed schemes for 'further ecology mitigation', broadly in accordance with the Green Infrastructure & Biodiversity Strategy dated September 2017, as follows –
  - (i) A scheme for a circular pedestrian footpath route which will be at least 3km in length and link the Green Lane Nature Park with the River Biss (with minimal use of roads). The scheme will include details of the footpath – its width, surfacing materials, fencing and signposting. The scheme may in the first instance offer a temporary route and temporary signposting, and in these circumstances it should include a related scheme and programme for delivery of the permanent footpath route.
  - (ii) a scheme for the laying out and equipping of the 'Biss River Corridor' and enhanced planting between Biss Woods and the River Biss and the Green Lane Nature Park Extension, to include landscaping, boundary treatments and provision for future maintenance, where relevant in accordance with the specifications set out in the West Wiltshire Leisure and Recreation DPD (or any subsequent replacement DPD);
- (b) The implementation and completion of all of the above schemes as approved.

REASON: To safeguard ecological interests, and specifically bats and their habitats.

7 The 'means of access' to the site (which for the purposes of this condition includes the entire proposed Yarnbrook & West Ashton Relief Road and its related new roundabout junctions, the alterations to the existing West Ashton Road/Bratton Road/A350 junction, the new roundabout 'R4', the new spur roads and related bridges (from West Ashton Road and new roundabout R2), and the West Ashton Road Cycleway Provision) shall be constructed substantially in accordance with the following 'PFA Consulting' drawings:

- P480/100 Figure 6.5 Rev F (Yarnbrook & West Ashton Relief Road Sheet 1 of 4) dated 18/08/17
- P480/101 Figure 6.6 Rev G (Yarnbrook & West Ashton Relief Road Sheet 2 of 4) dated 18/08/17 (as amended through an email from Aspect Ecology (AB to LK) dated 2/3/18)
- P480/102 Figure 6.7 Rev F (Yarnbrook & West Ashton Relief Road Sheet 3 of 4) dated 28/07/17
- P480/103 Figure 6.8 Rev E (Yarnbrook & West Ashton Relief Road Sheet 4 of 4) dated 18/08/17
- P480/104 Rev D (Central Roundabout (R4) Access on West Ashton Road) dated 18/08/17
- P480/105 Rev E (Northern Site Accesses & Cycleway Provision) dated 08/09/17
- P480/106 Figure 6.4 Rev F (Yarnbrook & West Ashton Relief Road Overview) dated 18/08/17
- P480/107 Rev E (Northern Junctions & Cycleway Provision Overview) dated 08/09/17
- P480/108 Figure 6.9 Rev B (Typical Section H-H through Relief Road with Elevation of Culvert) dated 07/07/17
- P480/109 Rev C (West Ashton Road Northern Cycleway Improvements) dated 09/09/17
- P480/110 Figure 6.10 Rev E (Yarnbrook & West Ashton Relief Road. Possible Planting Along Existing A350) dated 18/08/17
- P480/111 Rev C (Typical Section Through Relief Road (Roundabout R1-R2)) dated 18/08/17
- P480/112 Rev F (Primary Highway Works Plan) dated 08/09/17
- P480/113 Rev C (Access Junctions Swept Paths) dated 18/08/17
- P480/26 Figure 6.11 Rev D (Yarnbrook & West Ashton Relief Road Indicative Bridge General Arrangement) dated 18/08/17
- P480/41 Figure 6.12 Rev D (Yarnbrook & West Ashton Relief Road Southern Access Bridge General Arrangement) dated 18/08/17
- P480/51 Figure 6.13 Rev A (Northern Access Bridge General Arrangement) dated 02/04/14
- P480/114 Rev A (Highway Long Sections Sheet 1 of 4) dated 07/07/17
- P480/115 Rev B (Highway Long Sections Sheet 2 of 4) dated 07/07/17
- P480/116 (Highway Long Sections Sheet 3 of 4) dated 04/14
- P480/117 Rev A (Highway Long Sections Sheet 1 of 4) dated 07/07/17
- P843/08 Rev A (Biss Wood Scout Camp Site Access Visibility) dated 02/01/18
- P480/118 (Yarnbrook and West Ashton Relief Road. Minor amendment to R1 to access Paddock) dated 25/01/18

The means of access shall be provided in accordance with the Phasing Plan to be submitted and approved under condition 5.

REASON: To ensure proper and timely delivery of the means of access in accordance with the agreed scheme and in the interests of highway safety.

8 With regard to the reserved matter relating to the landscaping of the site, the details to be submitted for each Phase or sub Phase shall be substantially in accordance with the following documents forming part of the application:

- Green Infrastructure and Biodiversity Strategy (September 2017);
- ES Addendum Volume 1 Figures 6.1 and 6.2 showing details of design of attenuation ponds and buffer between employment and residential land;
- ES Addendum Volume 1 Figures 6.4, 6.17, 6.18 and 6.19 showing details of dark corridors through mixed use development.

The details themselves shall include where relevant the following:

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any trees and hedgerows to be retained, together with measures for their protection in the course of development;
- a detailed planting specification for new planting showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- car park layouts;
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;
- minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape and ecology features.

9 Notwithstanding the landscaping details submitted for the 'access' elements of the application (including the Yarnbrook / West Ashton Relief Road), no development within any Phase or sub Phase relevant to that part of the access shall commence until a scheme of soft landscaping for that part of the access has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include :-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- finished levels and contours;
- means of enclosure;
- minor artefacts and structures (e.g. signs, etc);
- proposed and existing functional services above and below ground (e.g.

drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features and in the interests of wildlife.

- 10 All soft landscaping comprised in the approved details of landscaping for any particular Phase or sub Phase of the development shall be carried out in the first planting and seeding season following the first occupation of any building within the Phase or sub Phase or the completion of the Phase or sub Phase whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

- 11 No demolition, site clearance or development shall commence on site within any particular Phase or sub Phase, and; no equipment, machinery or materials shall be brought on to site for the purpose of development within the particular Phase, until a Tree Protection Plan showing the exact position of each tree/s and their protective fencing in accordance with British Standard 5837: 2012: "Trees in Relation to Design, Demolition and Construction -Recommendations"; has been submitted to and approved in writing by the Local Planning Authority, and;

The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development Phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work - Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

No fires shall be lit within 15 metres of the furthest extent of the canopy of any retained trees or hedgerows or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land.

[In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs above shall have effect until the expiration of five years from the date of commencement of the Phase or sub Phase].



REASON: To safeguard trees to be retained in the interests of amenity.

- 12 Where a particular Phase or sub Phase of the development includes a play area(s), before 50% of the dwellings in that Phase or sub Phase are first occupied (or before a percentage/number to be otherwise agreed in writing by the local planning authority are first occupied) the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of a scheme for the laying out and equipping of the play area(s), to include landscaping, boundary treatment and provision for future maintenance and safety checks of the equipment; and
- (b) The laying out and equipping of the play area in accordance with the approved scheme.

REASON: To ensure that the play areas are provided in a timely manner in the interests of the amenity of future residents.

- 13 Before the first occupation of 1,250 dwellings on any part of the application site (or before a percentage/number to be otherwise agreed in writing by the local planning authority are first occupied) the following shall have been carried out:

- (a) The submission to the local planning authority for approval in writing of a scheme for the marketing of the 'Proposed Employment' land and the commercial elements of the 'Proposed Local Centres';
- (b) Implementation of the marketing scheme in accordance with the approval;
- (c) Construction and operation of the roundabout junction (R4) and at least 20m of the spur road and related services into the 'Proposed Employment' land.

REASON: To accord with the proposal and the requirements of the Wiltshire Core Strategy in that it allocates part of the application site for employment development.

- 14 With the exception of the 'Advance Ecology Mitigation', prior to the commencement of the development Stage 2 Road Safety Audit(s) shall be carried out for the Yarnbrook & West Ashton Relief Road and all other elements of the 'access' (either singly or in combination), and this/these shall be submitted to the local planning authority for approval in writing before any highway construction works begin. Thereafter, no development shall commence in any particular Phase or sub Phase of the development until full construction details/drawings of the means of access within that Phase or sub Phase have been submitted to and approved in writing by the local planning authority. Following approval the 'access' shall be constructed in accordance with the approved details/drawings and agreed Stage 2 Road Safety Audit(s).

REASON: In the interests of highway safety.

- 15 Notwithstanding the references in the Design and Access Statement, the development hereby approved shall make provision for vehicle parking in accordance with the Wiltshire Council Local Transport Plan 3 dated 2015. In this Strategy domestic garages will only count towards the parking provision if the minimum dimensions specified in the Strategy are achieved.

REASON: To ensure sufficient vehicle parking in the development in the interests of highway safety.

16 No development shall commence within any particular Phase or sub Phase of the application site until:

(a) A written programme of archaeological investigation for the Phase, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and

(b) The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: The application contains insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to enable the recording of any matters of archaeological interest.

17 No development hereby approved shall commence in any Phase or Sub Phase of the development which includes land either adjacent to the railway line or adjacent to the 'green corridor' alongside the railway line until details of measures to safeguard the amenities of future occupants of the development within the Phase or Sub Phase from potential noise disturbance from trains have been submitted to and approved in writing by the local planning authority. The Development shall then be carried out in accordance with the approved details.

REASON: The railway line will be a potential source of noise disturbance to future nearby occupants of the development. This disturbance can be removed and/or reduced to acceptable levels through appropriate design and layout.

18 The application is supported by evidence which demonstrates that the potential for significant concentrations of contaminants to be present within the application site is low. However -

(a) If, during any Phase or sub Phase of the development, any evidence of historic contamination or likely contamination is found, the developer shall immediately cease work within the Phase or sub Phase and contact the Local Planning Authority in writing to identify what additional site investigation may be necessary; and -

(b) In the event of unexpected contamination being identified, all development within the relevant Phase or sub Phase of development shall cease until such time as an investigation has been carried out and a written report submitted to and approved in writing by the Local Planning Authority, any remedial works recommended in that report have been undertaken and written confirmation has been provided to the Local Planning Authority that such works have been carried out. Construction shall not recommence until the written agreement of the Local Planning Authority has been given following its receipt of verification that the approved remediation measures have been carried out.

REASON: To ensure that potential land contamination is dealt with adequately in the interests of protecting the environment.

- 19 Prior to the commencement of any Phase or sub Phase of the development which includes or affects public rights of way NBRA43, NBRA30, NBRA10, WASH16, NBRA11, NBRA44 and/or NBRA12 within the site, detailed schemes for the improvement of these rights of way (including, widening and/or re-surfacing) and a programme for implementing the improvements shall be submitted to the local planning authority for approval in writing. Thereafter the development shall be carried out strictly in accordance with the approved improvements and the programme.

REASON: Improvements will be required to these public footpaths as a consequence of the additional use they will endure as a result of the development. The improvements will ensure the continued safe use and enjoyment of the footpaths in the interests of amenity.

INFORMATIVE: The Design & Access Statement indicates that parts of public rights of way NBRA9, NBRA10, NBRA11 and NBRA44 may be re-routed. No works affecting these rights of way and/or no stopping-up of these rights of way may commence unless or until a stopping-up or diversion order has come into effect, unless the LPA agrees to a temporary closure or re-routing of the rights of way. The applicant must apply separately to Wiltshire Council for such an order, and it cannot be presumed that the granting of this planning permission will automatically be followed by the making of the order. If Wiltshire Council makes an order and any objections to it cannot be resolved, the matter will be referred to the Secretary of State for determination. The Planning Inspectorate will make the determination on behalf of the Secretary of State.

- 20 No later than first occupation of 90% of the dwellings in any part of a Phase or Sub Phase of the development through which public rights of way NBRA11 and NBRA9 pass, a report comprising an assessment of past and present use of these public rights of way where they cross 'at level' the railway line and, if/as necessary, a scheme of measures to ensure their continued safe operation together with a related programme for their implementation, shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out if/as necessary in accordance with the approved scheme of measures and the related programme for its implementation.

REASON: To ensure the continued safe operation of the at-level railway crossings.

INFORMATIVE: The need for this condition may fall away in the event of these public rights of way being first stopped-up or diverted.

- 21 Prior to first occupation of the first 150 houses on the development hereby approved, a Public Art Strategy shall be submitted to the local planning authority for approval in writing. The Strategy shall set out how public art will be provided as part of the development, and a programme for this. Thereafter the development shall be carried out in accordance with the approved Strategy and programme.

REASON: To achieve a high quality living environment in the interests of amenity, and to accord with policies CP3 and CP57 of the Wiltshire Core Strategy.

- 22 No development shall take place within individual Phases or sub Phases of the development until a site specific Construction Environmental Management Plan, or Plans, (CEMP(s)) for that Phase or sub Phase, or an overarching CEMP for the entire application site, has been submitted to and approved in writing by the local planning authority. The CEMP(s) must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The

plan(s) should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- Arrangements for liaison with the Council's Public Protection Team;
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08:00 Hours and 18:00 Hours on Mondays to Fridays and 08:00 and 13:00 Hours on Saturdays and; at no time on Sundays and Bank Holidays;
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above;
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
- Procedures for emergency deviation of the agreed working hours;
- Control measures for dust and other air-borne pollutants;
- Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- Construction traffic routing details.
- Ecology mitigation measures to cover –
  - protection of retained habitats;
  - creation of new habitats including provision of bat boxes;
  - management and monitoring of created and retained habitats (until taken over by management company or WWT);
  - precautionary working method statements and works to be overseen by an ecologist; monitoring requirements and details of frequency of monitoring, thresholds, remedial measures and timescales for remediation;
  - monitoring requirements for habitats, mitigation features and species including details of frequency of monitoring, thresholds, remedial measures and timescales for remediation (to cover amongst other things, establishment / width of hop-overs, habitat structure / composition of woodland in Biss and Green Lane Woods, bat use of underpasses);
  - testing and adjusting lighting, in accordance with monitoring results';
  - compliance procedures.
- And with particular regard to the Yarnbrook & West Ashton Relief Road the following specific ecology mitigation information –
  - Long and cross sections for each underpass based on site surveyed; measurements showing the relative positions of hedgerows, existing ground levels, earthworks and underpass;
  - The timetable of works required to complete the culvert works having regard to seasonal ecological and planting constraints;
  - The programme of construction works to demonstrate how the ecological constraints of the culverts works have been fully integrated into the project programme (i.e. Gantt chart) and how it affects the critical path.
  - A protocol for constructing underpasses and hop-overs including exact timescales, demonstrating removal of as little hedgerow as possible, erection of 4m high bat fencing and establishing new planting.

The approved CEMP(s) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by the Ecological Clerk of Works certifying that the required ecology mitigation and/or compensation measures identified in the CEMP(s) have been completed to their satisfaction, and detailing the results of site supervision and any necessary remedial works undertaken or required, shall be submitted to the Local Planning Authority for approval within 3 months of the date of substantial completion of the development or at the end of the first planting season following this, whichever is the sooner. Any approved remedial works shall then be carried out under the strict supervision of a professional ecologist following that approval.

REASON: In the interests of the amenities of surrounding occupiers and of wildlife during the construction of the development.

- 23 A Landscape and Ecological Management Plan, or Plans, (LEMPs) for the 'River Biss Corridor', the '100m buffer' between Biss Woods and the employment land, the 'Green Lane Nature Park Extension', the 'Attenuation pond ... creating barrier to pedestrian access', other barriers to control access to Biss Woods, dark corridors through the mixed use development, and the Yarnbrook & West Ashton Relief Road shall be submitted to, and approved in writing by, the Local Planning Authority before commencement of the development. The content of the LEMP(s) shall include the following information:

- a) Description and evaluation of features to be managed;
- b) Landscape and ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan);
- g) Details of the body or organisation responsible for implementation of the plan;
- h) Ongoing monitoring and remedial measures;
- i) Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.

The LEMP(s) shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery.

The LEMP(s) shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP(s) are not being met) how contingencies and/or remedial action will be identified, agreed and implemented.

The LEMP(s) shall be implemented in full in accordance with the approved details.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species.

- 24 No development in any particular Phase or sub Phase of the development shall commence on site until a scheme for the discharge of surface water from the Phase or sub Phase, incorporating sustainable drainage details, and any related programme for delivery, has been submitted to and approved in writing by the Local Planning Authority. The development within the Phase or sub Phase shall not be first occupied until surface water drainage has been constructed in accordance with the approved

scheme and related programme.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in any Phase or sub Phase in order that the development is undertaken in an acceptable manner, to ensure that the development can be adequately drained.

- 25 No development shall commence on site (save for the construction of the Yarnbrook & West Ashton Relief Road) until details of the works for the disposal of sewerage, including the point of connection to the existing public sewer and any off-site works, and any related programme for delivery have been submitted to and approved in writing by the Local Planning Authority. The details shall be substantially in accordance with the 'Proposed Foul Water Drainage Arrangements' set out in the Flood Risk Assessment by PFA Consulting dated September 2017. No dwelling shall be first occupied until the approved details have been implemented in accordance with the approved plans and related programme.

REASON: To ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

- 26 There shall be no surface water drainage connection from this development to the foul water system.

REASON: To safeguard the integrity of the foul water system.

- 27 No external lighting (other than normal domestic lighting) shall be installed on site within each Phase or sub Phase until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication Guidance Notes for the Reduction of Obtrusive Light (ILE, 2005) (or any standards updating or replacing these standards), for that Phase have been submitted to and approved in writing by the Local Planning Authority.

Where lighting is proposed in ecologically sensitive areas (such as the 'dark corridors' for bats) the lighting details and related scheme shall ensure minimum impact on the ecological interests of these areas and accord with:

- 'Interim Guidance Recommendations to help minimise the impact of Artificial Lighting' (Bat Conservation Trust 03/06/14);
- ES Addendum Volume 1 Figures 6.4, 6.18 and 6.19 showing principles of lighting design;
- Lighting of the Yarnbrook & West Ashton Relief Road to be in accordance with Figure 6.17 and 6.20 of the ES Addendum Volume 1.

The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall then be installed.

In addition there will be no lighting above or beneath bridges except at B3 where lighting will be in accordance with Figure 6.17 and 6.20 of the ES Addendum Volume 1.

REASON: In the interests of the amenities and ecological interests of the area and to minimise unnecessary light spillage above and outside the development site.

- 28 No development shall commence in any particular Phase or sub Phase of the development hereby approved until a scheme for the provision of fire hydrants to serve the Phase or sub Phase and any related programme for delivery has been submitted to and approved in writing by the local planning authority. Thereafter no dwelling shall be occupied within the Phase or sub Phase until the fire hydrant serving the dwelling has been installed as approved.

REASON: To ensure the safety of future occupiers of the dwellings.

- 29 Notwithstanding the information set out in the Waste Management Strategy (May 2015) accompanying the planning application, a further more detailed waste management strategy shall be submitted to the local planning authority for approval in writing prior to commencement of the development. The more detailed strategy will add detail to the initial Waste Management Strategy, specifying in particular where and how construction waste (notably the waste material excavated from the site to enable construction works) will be, in the first place, re-used on site (including estimates of quantities to be re-used and where); and, in the second place, removed from the site (including quantities, end disposal locations and transportation routes thereto). Additionally, the detailed strategy will provide a 'plan' for the management of other waste arising from civil and building construction, including measures to minimise such waste generation in the first place and to re-cycle wherever possible. The development shall be carried out strictly in accordance with the original Waste Management Strategy (May 2015) and the subsequent approved and complementary more detailed waste management strategy.

REASON: The original Waste Management Strategy contains insufficient detail to enable waste management to be agreed at this stage. The requirement for a more detailed waste management strategy arises from Wiltshire Council's Waste Core Strategy Policy 6 (Waste Reduction and Auditing), and in particular its requirement to demonstrate the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner and proposals for the transport of waste created during the development process.

- 30 Prior to commencement of the local centres hereby approved a strategic level scheme for the provision of ultra low energy vehicle infrastructure (electric vehicle charging points) and a programme for delivery shall be submitted to the local planning authority for approval in writing. The approved scheme shall inform the subsequent reserved matters applications, and shall be implemented as approved and in accordance with the programme.

REASON: In the interests of air quality and reducing vehicular traffic to the development.

INFORMATIVE: It is recommended that the ultra low energy vehicle infrastructure should be provided at appropriate publicly accessible locations such as the local centres but not for individual residential dwellings.

- 31 Prior to the commencement of each Phase or sub Phase of the development hereby approved a scheme of ecology enhancement measures as identified in the Environmental Statement Addendum Volume 1, to include (as appropriate) designs, locations, numbers and sizes of each measure and a programme for their delivery, for each Phase or sub Phase shall be submitted to the local planning authority for approval in writing. The scheme shall be implemented as approved in accordance

with the programme and maintained thereafter.

REASON: In the interests of safeguarding other ecological interests.





Valuation Office  
Agency

**DVS** Property Specialists  
for the Public Sector

Viability Report:  
Ashton Park  
Trowbridge  
Wiltshire

Report for:

Andrew Guest  
Major Projects & Performance Manager

Mark Hunnybun BSc (Hons) MRICS  
CEMdipFM  
Strategic Projects and Development  
Manager

Wiltshire Council

Prepared by:

██████████ BSc MRICS  
Principal Surveyor  
RICS Registered Valuer  
DVS

Tel: ██████████

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Case Number: 1751236

Client Reference: 15/04736/OUT

Date: 2 July 2021

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## 1. Executive Summary

Proposed Development Details:

This final report provides an Independent Review of a Financial Viability Appraisal in connection with:

<b>Proposed Development:</b>	Outline planning application for mixed use development comprising: residential (up to 2,500 dwellings - Classes C3 & C2); employment (Class B1, B2, and B8); two local centres (Classes A1 - A5, D1, C2, and C3); two primary schools, one secondary school, ecological visitor facility, public open space, landscaping and associated highway works including for the 'Yarnbrook / West Ashton Relief Road' and the access junctions.
<b>Subject of Assessment:</b>	Land at Ashton Park, Trowbridge, Wiltshire
<b>Planning Ref:</b>	15/04736/OUT
<b>Applicant:</b>	Ashton Park Trowbridge Ltd & Persimmon Homes Ltd
<b>Applicant's Viability Advisor:</b>	Messrs Turner Morum

### Non-Technical Summary of Viability Assessment Inputs

Policy Compliant Inputs	Agent	DVS Viability Review	Agreed (Y/N)
<b>Assessment Date</b>	1 July 2021	2 July 2021	
<b>Scheme, Gross Internal Area, Site Area</b>	Site 170.52 hectares, Residential GIA 201,806 m <sup>2</sup>	Site 175.35 hectares, Residential GIA 203,268 m <sup>2</sup>	<b>N</b>
<b>Development Period</b>	11 to 14 Years	11 to 14 years	<b>Y</b>
<b>Gross Development Value</b>	£540,682,966	£551,804,400	<b>N</b>
<b>S.106 financial contributions and CIL Total</b>	£31,304,974	£33,598,749	<b>N</b>

<b>Construction Cost inc. External Works and infrastructure Total</b>	£357,763,201	£344,260,196	<b>N</b>
<b>Build contingency</b>	2.5% (included in above)	2.5%	<b>Y</b>
<b>Professional Fees</b>	6%	6%	<b>Y</b>
<b>Finance Interest and Sum</b>	6% debit, 0% credit	6% debit, 1% credit	<b>N</b>
<b>Other Fees</b>			
Marketing/Agency Sales Fees	<b>2.75%</b>	<b>2.5%</b>	<b>N</b>
Legal Fees	<b>Inc in above</b>	<b>£600/unit</b>	<b>N</b>
<b>Profit Target %</b>	<b>20% on Market residential GDV, 6% on affordable and 15% on commercial land</b>	<b>20% on Market residential GDV, 6% on affordable and 15% on commercial land</b>	<b>Y</b>
<b>EUV</b>	<b>Not stated</b>	<b>£4,200,000</b>	<b>N</b>
<b>Benchmark Land Value</b>	<b>£44,762,084</b>	<b>£28,395,000</b>	<b>N</b>
<b>Viability Conclusion Planning Compliant Scheme</b>	<b>Not viable</b>	<b>Not viable</b>	<b>Y</b>
<b>Deliverable Scheme</b>	<b>Yes</b>	<b>Yes</b>	<b>Y</b>

## 2. Introduction

- 2.1 I refer to your instructions dated 5 October 2020, my Terms of Engagement dated 27<sup>th</sup> August 2020, and my initial stage reports of findings dated 15<sup>th</sup> February 2021 and 26 March 2021.
- 2.2 The opinion of the development viability of the proposed development scheme assessed is based on a review of the planning applicants/agents report dated 30 April 2020, which was reviewed on 11 August 2020, 1 October 2020, and further reviewed on 1 July 2021.
- 2.3 Following a final report from your Authorities Quantity Surveyor, consideration of a recent planning appeal decision, and the representations of the applicant (with further documentary support); I have revised my initial viability assessment and I am pleased to report to you as follows.
- 2.4 A copy of my Terms of Engagement dated 27<sup>th</sup> August 2020 are attached.
- 2.5 Identification of Client
- Wiltshire Council.
- 2.6 Purpose of Assessment

It is understood that Wiltshire Council require an independent opinion on the viability information provided by Messrs Turner Morum on behalf of the applicants in terms of the extent to which their financial viability assessment is fair and

reasonable, and whether the assumptions made are acceptable and can be relied upon to determine the viability of the scheme.

2.7 Subject of the Assessment

Land at Ashton Park, Trowbridge, Wiltshire

3. **Date of Assessment / Date of Report**

The date of viability assessment is 2 July 2021.

Please note that values change over time and that a viability assessment provided on a particular date may not be valid at a later date.

4. **Viability Methodology / Professional Guidance**

4.1 The review of the applicant's viability assessment has been prepared in accordance with the recommended practice set out in the National Planning Policy Framework; the NPPG on Viability (July 2018, updated May 2019, September 2019) and the Royal Institution of Chartered Surveyors (RICS) Professional Statement, Financial Viability in Planning (**FVIP: Conduct and Reporting**) (effective from 1<sup>st</sup> September 2019) and the RICS (**FVIP**) Guidance Note (1<sup>st</sup> Edition) (GN 94/2012), where applicable.

4.2 The Residual appraisal methodology is established practice for viability assessments. In simple terms the residual appraisal formula is:

**Gross Development Value less Total Development Cost (inclusive of S106 obligations, abnormal development costs and finance) less Profit, equals the Residual Land Value.**

4.3 The Residual Land Value is then compared to the Benchmark Land Value as defined in the Planning Practice Guidance on Viability. Where the Residual Land Value produced from an appraisal of a policy compliant scheme is in excess of the Benchmark Land Value the scheme is financially viable, and vice versa:

**Residual Land Value > Benchmark Land Value = Viable**  
**Residual Land Value < Benchmark Land Value = Not Viable**

4.4 The appraisal can be rearranged to judge the viability of a scheme in terms of the residual profit, which is compared to the target profit:

**Residual Profit > Target Profit = Viable**  
**Residual Profit < Target Profit = Not Viable**

4.5 For this case the DVS appraisal produces a Residual Land Value which is then compared to the Benchmark Land Value as defined in the Planning Practice Guidance on Viability.

## **5. RICS Financial Viability in Planning Conduct and Reporting**

In accordance with the above professional standard it is confirmed that:

- 5.1 In carrying out this viability assessment review the valuer has acted with objectivity impartiality, without interference and with reference to all appropriate sources of information.
- 5.2 The professional fee for this report is not performance related and contingent fees are not applicable.
- 5.3 DVS are not currently engaged in advising this local planning authority in relation to area wide viability assessments in connection with the formulation of future policy.
- 5.4 The appointed valuer, [REDACTED] BSc MRICS is not currently engaged in advising this local planning authority in relation to area wide viability assessments in connection with the formulation of future policy.
- 5.5 Neither the appointed valuer, nor DVS advised this local planning authority in connection with the area wide viability assessments which supports the existing planning policy.
- 5.6 DVS are employed to independently review the applicant's financial viability assessment, and can provide assurance that the review has been carried out with due diligence and in accordance with section 4 of the professional standard. It is also confirmed that all other contributors to this report, as referred to herein, have complied with the above RICS requirements.

## **6 Restrictions on Disclosure / Publication**

- 6.1 The report has been produced for Wiltshire Council only. DVS permit that this report may be shared with the applicants and their advisors as listed above, as named third parties.
- 6.2 The report should only be used for the stated purpose and for the sole use of your organisation and your professional advisers and solely for the purposes of the instruction to which it relates. Our report may not, without our specific written consent, be used or relied upon by any third party, permitted or otherwise, even if that third party pays all or part of our fees, directly or indirectly, or is permitted to see a copy of our report. No responsibility whatsoever is accepted to any third party who may seek to rely on the content of the report.
- 6.3 Planning Practice Guidance for viability promotes increased transparency and accountability, and for the publication of viability reports. However, it has been agreed that your authority, the applicant and their advisors will neither publish nor reproduce the whole or any part of this report, nor make reference to it, in any way in any publication. It is intended that a final report will later be prepared, detailing

the agreed viability position or alternatively where the stage one report is accepted a redacted version will be produced, void of personal and confidential data, and that this approved document will be available for public consumption.

- 6.4 None of the VOA employees individually has a contract with you or owes you a duty of care or personal responsibility. It is agreed that you will not bring any claim against any such individuals personally in connection with our services.
- 6.5 This report is considered Exempt Information within the terms of paragraph 9 of Schedule 12A to the Local Government Act 1972 (section 1 and Part 1 of Schedule 1 to the Local Government (Access to Information Act 1985) as amended by the Local Government (access to Information) (Variation) Order 2006 and your council is expected to treat it accordingly.

## **7. Validity**

This report remains valid for three months from the date hereof unless market circumstances change or further or better information comes to light which would cause me to revise my opinion.

## **8. Limits or Exclusions of Liability**

Our viability assessment is provided for your benefit alone and solely for the purposes of the instruction to which it relates. Our viability assessment may not, without our specific written consent, be used or relied upon by any third party, even if that third party pays all or part of our fees, directly or indirectly, or is permitted to see a copy of our viability report. If we do provide written consent to a third party relying on our viability assessment, any such third party is deemed to have accepted the terms of our engagement.

None of our employees individually has a contract with you or owes you a duty of care or personal responsibility. You agree that you will not bring any claim against any such individuals personally in connection with our services.

## **9. Confirmation of Standards**

- 9.1 The viability assessment review has been prepared in accordance with paragraph 57 of the National Planning Policy Framework, which states that all viability assessments should reflect the recommended approach in the National Planning Practice Guidance on Viability, (July 2018, updated May 2019 and September 2019).
- 9.2 The viability assessment review report has been prepared in accordance with the Professional Statement Financial Viability in Planning: Conduct and Reporting (effective from 1<sup>st</sup> September 2019). Regard has been made to the RICS Guidance Note "Financial Viability in Planning" 1<sup>st</sup> Edition (GN 94/2012), where applicable.
- 9.3 Valuation advice (where applicable) has been prepared in accordance with the professional standards of the Royal Institution of Chartered Surveyors: RICS Valuation – Global Standards 2020 and RICS UK National Supplement, commonly known together as the Red Book. Compliance with the RICS professional standards and valuation practice statements gives assurance also of compliance with the International Valuations Standards (IVS).

- 9.4 Whilst professional opinions may be expressed in relation to the appraisal inputs adopted, this consultancy advice is to assist you with your internal decision making and for planning purposes, and is not formal valuation advice such as for acquisition or disposal purposes. It is, however, understood that our assessment and conclusion may be used by you as part of a negotiation, therefore RICS Red Book professional standards PS1 and PS2 are applicable to our undertaking of your case instruction, compliance with the technical and performance standards at VPS1 to VPS 5 is not mandatory (PS 1 para 5.4) but remains best practice and they will be applied to the extent not precluded by your specific requirement.
- 9.5 Where relevant measurements stated will in accordance with the RICS Professional Statement 'RICS Property Measurement' (2<sup>nd</sup> Edition) and, the RICS Code of Measuring Practice (6<sup>th</sup> Edition).
- 9.6 The viability assessment has been prepared in accordance with the professional standards of the Royal Institution of Chartered Surveyors: RICS Valuation – Global Standards and RICS UK National Supplement, commonly known together as the Red Book.
- 9.7 Compliance with the RICS professional standards and valuation practice statements gives assurance also of compliance with the International Valuations Standards (IVS).
- 9.8 As specifically requested by you, any residential property present has been reported upon using a measurement standard other than IPMS, and specifically Gross Internal Area has been used. Such a measurement is an agreed departure from 'RICS Property Measurement (2<sup>nd</sup> Edition)'. I understand that you requested this variation because this measurement standard is how the applicant has presented their data, is common and accepted practice in the construction/residential industry, and it has been both necessary and expedient to analyse the comparable data on a like for like basis.

## **10. Conflict of Interest**

- 10.1 In accordance with the requirements of RICS Professional Standards, DVS as part of the VOA has checked that no conflict of interest arises before accepting this instruction. It is confirmed that DVS are unaware of any previous conflicting material involvement and is satisfied that no conflict of interest exists.
- 10.2 It is confirmed that the valuer appointed has no personal or prejudicial conflict in undertaking this instruction. It is confirmed that all other valuers involved in the production of this report have also declared they have no conflict assisting with this instruction. Should any conflict or difficulty subsequently be identified, you will be advised at once and your agreement sought as to how this should be managed.

## **11. Engagement**

- 11.1 With your Authorities knowledge and consent, we have engaged in discussions with the applicant's advisors in connection with the proposed scheme, and considered representations together with further documentary evidence.



## **12. Status of Valuer**

- 12.1 It is confirmed that the viability assessment has been carried out by [REDACTED] BSc MRICS, Registered Valuer, acting in the capacity of an external valuer, who has the appropriate knowledge, skills and understanding necessary to undertake the viability assessment competently and is in a position to provide an objective and unbiased review.
- 12.2 As part of the DVS Quality Control procedure, this report and the appraisal has been peer reviewed by [REDACTED] MRICS, Registered Valuer, who has the appropriate knowledge, skills and understanding necessary to complete this task.

## **13. Assessment Details**

### **13.1 Location / Situation**

The subject proposed development site is located to the South East of the town of Trowbridge Wiltshire, and East of the White Horse Business Park. The site surrounds Biss Farm, and is bisected by the made up and adopted West Ashton Road. It is bounded on the West by an operational Network Rail line.

### **13.2 Description**

The site currently comprises agricultural land.

### **13.3 Site Area**

The gross site area was initially based on the land use schedule provided by Messrs Turner Morum (TM) (appendix 2 to their report), which indicated 155.04 hectares (383.1 acres) or thereabouts. The overall site area was however also separately stated by TM in their report to extend to 168.7 hectares (416.86 acres). In their most recent update, they have assumed a gross site area of 170.52 hectares (421.35 acres). The most recently supplied evidence (including a 'draft parcelisation plan (002') however indicates that the total gross area of the scheme actually extends to 175.35 hectares (433.28 acres) or thereabouts.

## **14. Date of Inspection**

As agreed with Wiltshire Council, the property has not been inspected.

## **15. Planning Policy / Background**

It is understood that the subject property is a designated strategic allocation in the Wiltshire Core Strategy 2015, and benefits from a resolution to grant outline consent for the proposed scheme, subject to section 106 and reserved matters.

It is contended that the proposed scheme is not financially viable in current market circumstances when providing current planning policy required contributions.

## 16. Local Plan Policy Scheme Requirements / S106 Costs

It is understood that the current local plan policy requires 30% of the residential development in this location to be provided as affordable housing, with 60% of that to comprise affordable rent tenure, and 40% shared ownership. On the basis of a 30% on-site affordable housing provision, it is further understood that a Community Infrastructure Levy will amount to £6,391,962, and further section 106 requirements amount to £27,206,787. These requirements are further detailed in this report.

## 17. Development Scheme / Special Assumptions

17.1 The following assumptions and special assumptions have been agreed with the Council and applied:

- that your council's planning policy, or emerging policy, for affordable housing is up to date
- There are no abnormal development costs in addition to those which the applicant has identified, and the applicant's abnormal costs, where supported, are to be relied upon to determine the viability of the scheme, unless otherwise stated in our report.

### 17.2 Scheme Floor Areas

Measurements stated are in accordance with the RICS Professional Statement '**RICS Property Measurement' (2<sup>nd</sup> Edition)**, and where relevant, the **RICS Code of Measuring Practice (6<sup>th</sup> Edition)**.

The residential development scheme assessed has been reported upon using a measurement standard other than IPMS, and specifically Gross Internal Area has been used. Such a measurement is an agreed departure from 'RICS Property Measurement (2<sup>nd</sup> Edition)'. This variation has been agreed because this measurement standard is how the applicant has presented their data, is common and accepted practice in the construction/ residential industry, and it has been both necessary and expedient to analyse the comparable data on a like for like basis.

The proposed schedule of residential accommodation is as follows:

<i>Property type</i>	<i>Number</i>	<i>GIA Sq.m./unit</i>	<i>Total Sq.m. GIA</i>
2 bed house	268	59.24	15876.98
3 bed house	266	70.66	18796.58
3 bed house	77	85.24	6563.66
3 bed house	154	89.98	13856.61
3 bed house	214	92.76	19851.43
3 bed house	154	88.31	13599.21
4 bed house	154	101.77	15672.70
4 bed house	163	113.47	18495.72
4 bed house	79	130.09	10277.27
4 bed house	77	140.49	10817.88
5 bed house	77	164.08	12633.97

5 bed house	77	150.71	11604.38
5 bed house	5	130.00	650.00
2 bed Bungalow	13	65.00	844.99
4 bed house	13	111.43	1448.56
3 bed house	65	92.86	6035.68
1 bed flat	66	46.43	3064.27
2 bed house	92	74.29	6834.24
2 bed house	8	55.71	445.71
2 bed house	118	74.29	8765.66
3 bed house	60	92.86	5571.39

The overall GIA varies according to the proportion of differentially sized affordable housing proposed.

### 17.3 Mineral Stability

The property is not in an underground mining area and a Mining Subsidence Report has not been obtained.

### 17.4 Environmental Factors Observed or Identified

No ground investigations have been commissioned or carried out in connection with this report. We are not aware that this land falls within an area at risk of subsidence caused by old mining activities and this report is made upon the assumption that none exist at the above site. We have not been informed, nor arranged for any investigations to be carried out to determine, whether or not any other deleterious or hazardous material exists on or under the site, nor been informed of any contamination affecting the site, and it is assumed that no other abnormal ground conditions (including radon gas) or contamination exists.

The majority of the site proposed to be developed is not shown on the Environment Agency Flood risk map as being liable to flooding. Areas surrounding the River Biss and its tributary are designated as flood zone 3.

### 17.5 Tenure

Assumed freehold with vacant possession.

### 17.6 Easements and Restrictions

I have not been made aware of any specific easements or restrictions that affect the site.

### 17.7 Services

It is assumed for the purposes of this assessment that all mains services will be available to the site.

### 17.8 Access and Highways

It is understood access will principally be available from the made up and adopted West Ashton Road.

## 18. Development Scheme information

### 18.1 Gross Development Value (GDV)

#### Market Housing:

The applicants have calculated an open market value of completed private housing comprising of the following unit values:

	Type	GIA m <sup>2</sup>	Unit Value
'Alnwick'	2 bed house	59.2722	£200,000
'Hanbury'	3 bed house	70.69928	£225,000
'Chatsworth'	3 bed house	85.28507	£270,000
'Hatfield'	3 bed house	90.02313	£280,000
'Clayton'	3 bed house	92.81023	£290,000
'Souter'	3 bed house	88.35088	£225,000
'Roseberry'	4 bed house	101.8218	£305,000
'Chedworth'	4 bed house	113.5276	£320,000
'Mayfair'	4 bed house	130.1573	£360,000
'Marlborough'	4 bed house	140.5624	£390,000
'Fenchurch'	5 bed house	164.1598	£450,000
'Marylebone'	5 bed house	150.7818	£415,000

I have considered available recent evidence of the sales of both new properties and of re-sales of existing stock in the area of the proposed scheme, and conclude that the applicant's assessment is fair and reasonable. I have therefore adopted the same in my appraisal.

### 18.2 **Affordable Housing:**

The applicants have assessed the value of the affordable housing element of the scheme on the basis of a rate per square metre of £1,743.75 per m<sup>2</sup> GIA, and shared ownership at £1,765.28 per m<sup>2</sup> GIA on the basis of a comparable offer in nearby Hilperton.

On the basis of the scheme providing 30% affordable housing, the applicants assess the gross development value of the market residential element as **£448,900,000**. In my assessment, the comparable sum amounts to **£448,340,000**, or some 0.1% lower. The very marginal difference is considered to be accounted for in rounding.

Whilst I consider the affordable housing value to be marginally high in comparison with my recent experience in other schemes, the shared ownership value appears low. On a blended basis however, assuming a split of 60% affordable rented and 40% shared ownership, the overall result is similar to my experience in other recent cases in the region, and I have therefore adopted the same in my appraisals.

Again on the basis of the scheme providing 30% affordable housing, the applicants assess the gross development value of the affordable housing element as **£86,099,206**. In my assessment, the comparable sum amounts to **£88,997,400**, or some 3.4% higher. The difference is relatively small in the context of the overall

sums, and is accounted for in the type of units assumed in our respective appraisals.

It is apparent that the applicant has assumed a baseline scheme comprising of 20% affordable units, and has increased the number of affordable units by converting market unit types. The affordable housing types have a marginally larger GIA compared to market types. In my experience, affordable unit types are designed into a scheme according to the proportion of the affordable element, rather than converting existing market types to affordable. On this basis, I have assumed that affordable types will be substituted for the nearest comparable market types in the final scheme design. This approach best reflects market practise in our view. It does however lead to a marginally different overall scheme GIA depending upon the proportion of affordable units included within it.

### 18.3 Local centre land values:

The proposed scheme includes 2 no. areas of land designated as local centres. The first is indicated as extending to 1 hectare (2.47 acres), and according to the design and access statement, '*includes allowance for convenience store, day nursery, small shops, doctors surgery, public house and an element of residential*'. The second area is indicated as extending to 0.2 hectares (0.49 acres) and '*includes allowance for convenience shops, community facilities/village hall and apartments*'.

TM have included a land value based on ££1,235,500 per hectare (£500,000 per acre) in their assessment. I have considered this allowance in the light of available evidence, and my experience in other recent cases in the region. I consider this allowance to be fair and reasonable, and I have adopted the same in my appraisals.

### 18.4 Employment land value:

The proposed scheme includes a substantial 13.6 hectares (33.6 acres) of employment land. TM has assessed the value of this land at £308,875 per hectare (£125,000 per acre) in their assessment.

I have considered sales of serviced employment land in the County and wider region (particularly in Warminster and Calne), as well as considering asking prices for plots currently on the market, and allowances made in another recent viability case in the County. This evidence indicates a range from £617,750 per hectare (£250,000 per acre) up to £988,400 per hectare (£400,000 per acre). Whilst the higher prices are in respect of relatively smaller scale plots of approximately 0.4 hectares, in a recent proposed mixed use development scheme viability assessment in the county, £864,850 per hectare (£350,000 per acre) was agreed in respect of circa 3.5 hectares.

Following the most recent representations, it has been confirmed by Quantity Surveyor advice that the land will not be serviced (by access road, services, plot boundary treatments etc.) as first assumed. In addition, a plot plan has recently been provided indicating a net employment site area of circa 8.25 hectares (20.38 acres). In the light of this information, I have considered evidence of the sales of bulk un-serviced employment land in the District, as well as carrying out an analysis of serviced plot values, net of servicing costs. In the light of this reconsideration, I accept that the TM assessment reasonably assesses the value

of the proposed employment land. Given the assumption of the sale of an un-serviced gross site, I have assumed that this will be transferred in one block some 18 months after the scheme commences.

The TM assessment includes a total sum of **£4,201,040** in respect of the employment land, and my revised assessment includes the rounded sum of **£4,200,000**.

**18.5 Other land uses:**

The proposed development includes 2 no. school sites, allotment land, sports pitches, public open space and a country park. TM has not included any value for these elements. I have assumed for the purposes of my assessment that this land will be transferred at £nil consideration, and I have also not accounted for any potential receipts in my assessments. Should any consideration be payable in regard to any of these elements, I would need to revise my appraisals accordingly.

**18.6 Loan funding:**

It is understood that a Housing Infrastructure Fund (HIF) loan will be made available in the sum of £8,784,000 at the outset of the scheme. This will be re-paid on the basis of £500,000 on completion of 100 market dwellings, and further tranches of £1,000,000 on completion of each further 100 market dwellings. I am informed that this loan will likely not be charged interest, and I have made that assumption in my appraisals. If the loan sum is changed, and/or interest charged, I will need to revise my assessment accordingly.

**18.7 Development Costs:**

**18.8 Construction costs:**

In the absence of any direct evidence, the applicants have based their assessment of plot build costs on Royal Institution of Chartered Surveyors Build Cost Information Service (BCIS) data. They have adopted a lower quartile rate, adjusted for a Wiltshire location, added a contingency allowance of 2.5%, and an external works allowance of 10%. Based on this analysis, and assuming a scheme including 30% affordable housing, they have adopted an overall plot build cost of **£248,282,749**.

I consider this approach to be reasonable in my experience of larger scale schemes, and I too have used BCIS data, also adopting lower quartile rates, however adjusted to a West Wiltshire location. Like TM, I have also allowed a contingency allowance at 2.5%, and plot external works at 10%. On the basis of a scheme providing 30% affordable housing, the total build cost in my assessment amounts to the sum of **£250,774,470**.

My build cost assessment is marginally higher than the that of TM, and this is considered likely due to the different BCIS data points, and a reflection of the assumption as to affordable and market unit types in a 30% affordable scheme.

**18.9 Garage construction cost:**

The applicant has adopted a build cost of £9,000 per single garage space, with a varying number based on the number of 'Hatfield', 'Clayton', 'Chedworth', 'Mayfair',

'Marlborough', and 'Marylebone' market house types. This indicated cost is considered high in my recent experience, and I have rather adopted an equivalent rate of £8,000 per single garage space in my assessment.

#### 18.10 Infrastructure and 'abnormal' costs:

A submitted order of costs has been assessed by your Authorities independent quantity surveyor consultant, and the adjusted anticipated costs under various heads are summarised as follows:

Description	Cost
Plot Abnormals	£6,761,311
Fees	£614,920
Off-site Highways and Access Works	£2,832,384
Internal Primary Infrastructure Roads	£15,364,225
Foul Water Drainage	£3,104,101
Surface Water Drainage	£3,739,651
Utilities / New Supplies	£6,602,645
Archaeology	£1,192,856
Ecology	£519,670
Landscaping and play areas	£8,701,336
Other Infrastructure costs	£1,114,450
Earthworks/ ground remodelling	£3,014,363
Project management costs	£260,334
Contingency	£2,706,185
<b>Total:</b>	<b>£56,528,431</b>

This marginally lower overall costing has been included in the applicant's and my appraisals.

The applicants discussed but did not include any liability in their original assessment for costs associated with Future Homes Standards planned changes to parts L (conservation of fuel and power) and part F (ventilation). In their most recent submission, TM for the applicant is suggesting that it would be reasonable now to include such anticipated costs given the planned regulatory change, currently anticipated for later 2021, with implementation from 2022.

It is recognised that the proposed imposition of such standards will increase build costs, however at the date of this report, it has not been implemented. I have excluded the projected costs in my assessments on the basis that:

1. The adopted BCIS build cost figure is as I understand based on limited data, comprising in the main of schemes of up to 50 units. This scheme is of scale that would attract a national volume housebuilder such as the applicant, and they should have ready access to detailed unit build cost data. This has not been shared, and BCIS data has rather been relied upon. If it is contended that the projected additional standards costs will exceed the BCIS figures, I would invite detailed plot build cost evidence from the applicant.
2. As the Future Homes Standards are not yet a regulatory requirement, any projected liabilities could be argued to be covered in the contingency risk allowance, and the developers target return which is at the upper end of the recommended range.
3. As these standards are yet to be enforced, the impact on achievable prices is also not known. The consequent anticipated lower house running costs could translate into a purchase price premium that may off-set the projected costs.
4. The projected plot build costs more generally could well be lower in the future as a consequence of modern methods of construction and off-site fabrication.
5. The roll out of the standards could lead to lower additional costs than currently projected due to economise of scale, and technological advancement.

#### **18.11 Yarnbrook and West Ashton Relief Road:**

The cost of the Yarnbrook and West Ashton Relief Road is indicated as being £31,021,295, and will require to be completed by the sooner of 5 years or 1,000 residential occupations. I have included this sum in my appraisals.

#### **18.12 Professional fees:**

The applicants have adopted a rate of 6% on build costs in respect of professional fees. This overall rate is reasonable in my view, and in comparison to other recently assessed schemes of a similar scale. I have therefore included the same in my assessment.

#### **18.13 Section 106 costs:**

On the basis of a scheme including 30% affordable housing, TM has included £6,226,395 in their assessment in respect of Community infrastructure Levy (CIL), and £25,078,579 in respect of other section 106 financial contributions in their assessment.

Following advice from your Authority, I understand that the relevant current CIL rate is £38.42 per m<sup>2</sup> market unit GIA inclusive of garages, which in the case of a scheme including 30% affordable housing, I calculate to be the sum of £6,391,962.

Your Authority has also advised that the following schedule of other section 106 financial contributions will be required:



Education: early years	£3,977,494
Education: Primary 1	£7,878,360
Education: Primary 2	£2,288,476
Education: Secondary	£8,327,220
Transport / Highways / PROWs	£1,676,675
Open Space / Play Space	£1,035,000
Ecology	£334,045
Other	£1,434,902
Local Authority Fees	£254,615
<b>Total:</b>	<b>£27,206,787</b>

In the absence of any information to the contrary at this stage, I have assumed that these figures accurately reflect the current requirement, and I have included them in my appraisals. The assessment of CIL varies according to the proportion of affordable housing included in the scheme. If the sums are inaccurate or are likely to change, my assessment will need to be updated.

#### 18.14 **Sales costs:**

The applicants have included combined marketing and agency costs of 2.75% of market unit gross development value, apparently inclusive of legal costs on sales. In addition, they have included legal costs of transfer to a Registered Provider based on 0.5% of value.

Following my recent experience of larger scale schemes, I have included marketing costs at 1.5% of market gross development value, 1% in respect of agency, £600 per dwelling in respect of market unit legal transfer costs, and £400 per unit in respect of affordable unit legal transfer costs.

#### 18.15 **Development programme:**

The applicants have assumed commencement of construction in year 1, and sales starting from year 2 at a rate of 156 market unit sales per annum from 3 outlets. It is stated that this results in a total development length of between 11 and 14 years, depending upon the ratio of market to affordable units in the scheme.

There appears to be no reference to or account made of the commercial aspects of the scheme in terms of sales.

In my assessment, I have assumed:

Planning and pre-construction	- 4 to 6 months
Infrastructure	- from 4 months
Residential construction	- from 6 months (build and sell)

Residential sales	- from 15 months
Affordable sales	- 6 tranches from 12 to 127 months
Commercial land	- 18 to 72 months

Following representations in regard to site specific land ownership profile, I have assumed a land purchase at the outset of the scheme.

I have assumed a build geared to a market residential sales rate of 13 units per month as reasonable, and as assumed by the applicants. In common with the applicants therefore, the total scheme length varies according to the proportion of affordable housing in the scheme.

#### 18.16 **Finance rate:**

The applicants have included a finance debt rate of 6% in their appraisal. I am of the view that this rate reasonably reflects current market trends as applied to a proposed development of this nature, and have therefore adopted the same in my assessment. A credit rate on positive balances of 1% has also been included in my appraisals in considering the opportunity cost of money in the context of a defined scheme.

The applicants have adopted an annual cash flow model, whereas I have assessed finance costs on the basis of a monthly cash flow. The applicants total finance cost is indicated as £22,381,143 in the 30% affordable housing scenario, whereas mine on a comparable basis amounts to a sum in the region of £15,775,153. The difference is significant and is likely due to the differing methods of calculation (yearly against monthly), as well as income and expenditure profiling differences.

#### 18.17 **Developers profit:**

In the current market a range of 15% to 20% of GDV for private residential, and 6% of GDV for affordable is considered reasonable.

In their appraisal, the applicants have adopted a target profit level at the upper end of the range at 20% in respect of market residential sales, 6% in respect of affordable sales, and 15% in respect of commercial land sales. Given the master plan stage of the proposal, the scale and longevity of the scheme and risks associated with Future Homes Standards, I am of the opinion that the risk profile justifies a higher than normal target return. I have therefore adopted the same target returns as the applicant in my appraisals.

#### 18.18 **Land acquisition costs:**

I have assumed current SDLT rates, and 1.25% of the land value in respect of acquisition costs in my assessment, and the applicants have adopted the same.

### 19. **Benchmark Land Value (BLV)**

- 19.1. Following various appeal cases it is well established that viability assessments are carried out in order to calculate the residual land value that the scheme can afford which is then compared to the Benchmark Land Value (BLV) of the site taking account of the National Planning Policy Framework (NPPF) and The RICS Guidance note, Financial Viability in Planning, 1<sup>st</sup> edition.

The most up to date viability guidance published by the Ministry of Housing, Communities & Local Government (MHCLG) in Sep 2019 states that:

*"To define land value for any viability assessment, a benchmark land value should be established on the basis of the existing use value (EUV) of the land, plus a premium for the landowner. The premium for the landowner should reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land. The premium should provide a reasonable incentive, in comparison with other options available, for the landowner to sell land for development while allowing a sufficient contribution to fully comply with policy requirements."*

The applicants have adopted a Benchmark Land Value of **£41,676,000**, and this has been determined through experience of agreements in other green field schemes at between £100,000 and £150,000 per acre. The lower end of this range has been adopted in this case.

19.2 Existing Use Value (EUV)

The Applicant's EUV is not assessed or stated.

19.3 Premium (EUV)

No premium is assessed or stated in the applicants report.

19.4. Market Transactions

There is no reference to any comparable site sales. Whilst reference to such sales can be used as a check, due to the heterogeneity of development sites and consequent difficulty in direct comparison as recognised by the RICS, often little weight can be attached to it.

19.5 Alternative Use Value (AUV)

No immediately available AUV applies in this case.

19.6 Benchmark Land Value Conclusion

The most recent National Planning Policy Framework (NPPF) guidance suggests that benchmark land value (BLV) should be the minimum amount sufficient to incentivise an owner to release the land for development, and it is stressed that this should be Existing Use Value (EUV) plus, if appropriate in the circumstances, a premium. This site is in agricultural use, and I assess that it has an EUV in the region of £4,200,000.

In terms of the required premium, this is often expressed in a range of 10% to 30%, however most usually in cases where there is an appreciable EUV. In the case of agricultural land, the EUV is relatively low, and available evidence suggests that a substantial premium is required to incentivise release of otherwise agricultural land for development. This has been referred to in common parlance as a 'life changing sum'. The suggested premium in such cases has been indicated by evidence and Homes and Community Agency Development Appraisal Tool guidance to be a circa 10 to 20 multiplier over basic agricultural value.

I have considered a benchmark land value (BLV) in my assessment as a minimum threshold over which the scheme should pass to indicate financial viability. As discussed above, if the Existing Use Value is based on bare agricultural land value in the region of £24,710 per hectare (£10,000 per acre) a premium of 10 times EUV would give a BLV of £247,100 per gross hectare (£100,000 per gross acre).

Since the issue of my 'stage 1 report' on 15<sup>th</sup> February 2021, I have had the benefit of considering a recently reported Planning Appeal case APP/Q4245/W/19/3243720, Land at Warburton Lane, Trafford, where the Inspector confirmed the approach of a multiplier of 10x agricultural value, however this was confined to the net developable area, with an appreciable area of other undeveloped land included at EUV. Paragraph 119 of the decision, and its associated footnote, are reproduced as follows:

*119. 'The Appellant's assessment is on the basis of an uplift of 15 whereas the Council prefers an uplift of 10. It is relevant to note in this case that one of the two landowners has agreed in the option agreement to sell the land for whatever is left after a standard residual assessment. On the basis of the Appellant's assessment with no affordable housing the RLV is £2.8m. However, if costs or values change this would of course be a different figure. For example, on the Appellant's assessment with 45% affordable housing the residual becomes negative. In such circumstances the landowner obviously would not sell. I consider that an uplift of 10 would not be unreasonable here and this would result in a BLV of about £2.9m<sup>13</sup>. Whilst this is below the sum advocated by the Appellant of some £5.3m it reflects the development costs as well as the fact that the developable area comprises only about half of the site. It was not satisfactorily explained why, in this case, it would not offer a reasonable premium or reflect the approach advocated by the Planning Practice Guidance.'*

*Footnote 13: 'Net developable site area of 33.75 acres x £80,000 = £2.7m. Remainder of 27.95 acres x £8,000 = 223,600. Total BLV = £2.9m (approx).'*

In this case, there is a substantial area of land (44.4 ha, or 109.7 acres) that will remain undeveloped (much of it in the floodplain of the river Biss), and following the principle outlined in the Warburton case, I am of the revised view that this should be included at EUV.

In addition, the area of land required for the Yarnbrook and West Ashton Relief Road (YWARR) extends to 18.47 hectares, and the provision of this is I believe a planning requirement in order to facilitate the development overall. This road construction will be in lieu of Local Authority works, and therefore under the shadow of compulsory purchase powers. Under the Compensation Code, compensation for land would be confined to market value under rule 2, plus a loss payment, disturbance and fees. I assume that severance/injurious affection would not be payable on a 'net injury' (betterment) basis, as the construction frees other land for development. On this basis, allowing a value for agricultural land (with no significant uplift for hope of 'ransom value' as there are a number of alternatives), a basic and occupiers loss payment, disturbance, and fees, I estimate that the total compensation payment would amount to the region of £37,065 per ha (£15,000 per acre). I therefore believe it is fair and reasonable to include this land at that rate in the BLV calculation.

The net result of this revised assessment is tabulated as follows:

Land	Area ha	£/ha	total
Gross developable site	107.70	£247,100	£26,612,670
Biss wood	44.40	£24,710	£1,097,124
YWARR	18.47	£37,065	£684,591
Existing public highways	4.82	£0	£0
<b>Total:</b>	<b>175.39</b>		<b>£28,394,385</b>

Overall, the indicated BLV amounts to say **£28,395,000** for the entirety, or circa £162,000 per hectare (£65,500 per acre) overall. This sum represents a premium over EUV of a multiple of 6.5 averaged across all the land in the scheme. It is noted that in the Warburton case, based on the footnote 13 area analysis, the Inspector confirmed that a sum in the region of £116,000 per hectare (£47,000 per acre) overall represented a sufficient premium to incentivise the land owner in that case.

The level of value adopted in respect of the gross developable area accords with that suggested by the applicant. The overall assessment also accords with the recent Planning Appeal decision, and most recent planning guidance in that in my view, it represents a fair EUV plus premium as a minimum sufficient to incentivise release of the land for development.

I have therefore adopted a revised BLV in my assessment in the region of £28,395,000 against which to test financial viability.

## 20. Viability Assessment

The current accepted methodology in development viability assessments is on the basis of current costs and values. Following professional guidance and best practise, I have undertaken an assessment of the proposed scheme having reviewed all the values and costs as set out above.

I have, like the applicants, initially assessed the proposed scheme reflecting planning policy required section 106 contributions as a starting point. My appraisal summary sheet in this regard is attached at appendix A to this report. It shows that with the assumptions as stated above, the scheme generates a residual land value (RLV) in the region of £24,438,000. This result is some £3,957,000 lower than target benchmark land value (BLV), and therefore indicates a lack of financial viability.

In the light of this finding, I have sought to test the level of affordable housing and other s106 that could be supported by the proposed scheme. My appraisal summary sheet in this regard is attached at appendix B to this report. It shows that reducing the on-site affordable housing provision to circa 26% (572 units) together with other assumptions as stated above, the scheme generates a residual land value (RLV) in the region of £28,459,000, or very close to target BLV.

## 21. Conclusions

Following a response to my initial 'stage reports' dated 15<sup>th</sup> February 2021 and 26 March 2021, I have carried out a detailed revised analysis as set out in this report. A good deal of the inputs into the financial viability modelling are agreed and have been adopted in my assessment. The principle areas of divergence remain in

regard to BLV, and finance calculation (including expenditure and income profiling).

As detailed in the viability assessment results outlined above, I am of the opinion that the scheme is not financially viable when contributing fully to planning policy required s106, including 30% on-site affordable housing, comprising 395 units for affordable rent, and 267 units as shared ownership. My analysis of a planning policy compliant scheme yields a residual land value in the region of £24,438,000, and therefore a significant deficit of circa £3,957,000 against a target BLV of £28,395,000.

In the light of this finding, I have sought to ascertain the level of s106 that could in my opinion be supported by the proposed scheme. My conclusions are detailed in my appraisal summary attached at appendix B to this report. In my opinion, the scheme achieves a financial balance when contributing fully to financial s106 contributions, however with a lower on-site affordable housing contribution of 572 units, split as 340 for affordable rent, and 232 for shared ownership. This assessment assumes maintenance of your Authority's target split of unit types as far as possible and amounts to a 26% proportion of the total housing provision in the scheme against a planning policy requirement of 30%.

## 22. Sensitivity Analysis and Testing

As set out in the RICS Professional Standard 'Financial viability in planning: conduct and reporting' (effective from 1<sup>st</sup> September 2019), I have carried out sensitivity tests to test the robustness of the draft viability conclusion described above.

I have varied a number of the most sensitive inputs of the development appraisal relating to sales revenue, and base construction costs. I have adjusted these in upward and downward steps of 2.5% from the baseline viable appraisal conclusion which is shown as a scheme surplus/deficit in bold at the centre of the results table below:

		Sales revenue				
		-5%	-2.5%	0%	2.5%	5%
<b>Build:</b> <b>Rate</b> <b>per m<sup>2</sup></b>	<b>5%</b>	<b>-£41,240,031</b>	<b>-£27,097,816</b>	<b>-£12,955,601</b>	£1,186,614	£15,328,829
	<b>2.50%</b>	<b>-£34,762,230</b>	<b>-£20,620,015</b>	<b>-£6,477,800</b>	£7,664,415	£21,806,630
	<b>0%</b>	<b>-£28,284,430</b>	<b>-£14,142,215</b>	<b>£0</b>	£14,142,215	£28,284,430
	<b>-2.5%</b>	<b>-£21,806,630</b>	<b>-£7,664,415</b>	£6,477,800	£20,620,015	£34,762,230
	<b>-5%</b>	<b>-£15,328,829</b>	<b>-£1,186,614</b>	£12,955,601	£27,097,816	£41,240,031

It can be seen that either a relatively marginal 2.5% increase in GDV, or an independent decrease of 2.5% in build costs would result in a significant amelioration of financial viability.

In addition, I have tested scheme viability should the HIF grant be excluded. The net effect of its removal, and the consequent effect on the scheme finance calculation is material, and results in an additional net cost burden on the scheme of circa £2,800,000, which by calculation would necessitate a further reduction in on-site affordable housing

provision to circa 24.5% in order to render the scheme financially viable based on current costs and values.

## **23. Comments and Recommendations**

- 23.1 I have concluded that the applicant's contention that the scheme as proposed cannot viably provide the required section 106 contributions is correct in my view.

I am of the opinion that based on the information available, and in the light of most recent guidance, current costs and values, the scheme cannot viably provide all currently required section 106 financial contributions, including 30% on-site affordable housing.

I rather conclude that in order for the scheme to reach a point of financial viability based on current costs, values, and standard industry measures, with other section 106 financial contributions remaining the same, the on-site affordable housing provision would need to be revised to 26%, comprising of 572 dwellings, split as 340 for affordable rent, and 232 for shared ownership.

The applicants also maintain that the scheme cannot viably provide planning policy required s106 contributions, however their conclusion is that the affordable housing element would need to be reduced to circa 11.1%.

Given the financial viability conclusions as detailed in this report; should your Authority be minded to grant permission on the basis of a reduced s106 contribution, we would recommend that a review clause is inserted into any agreement to allow for staged reviews of viability during the life of the scheme. This would potentially allow further contributions up to a maximum of planning policy compliance should market conditions improve, and/or costs are mitigated.

### **23.2 Market Uncertainty**

The outbreak of COVID-19, declared by the World Health Organisation as a "Global Pandemic" on the 11th March 2020, has and continues to impact many aspects of daily life and the global economy – with some real estate markets having experienced lower levels of transactional activity and liquidity. Travel, movement and operational restrictions have been implemented by many countries. In some cases, "lockdowns" have been applied to varying degrees and to reflect further "waves" of COVID-19; although these may imply a new stage of the crisis, they are not unprecedented in the same way as the initial impact.

The pandemic and the measures taken to tackle COVID-19 continue to affect economies and real estate markets globally. Nevertheless, as at the valuation date some property markets have started to function again, with transaction volumes and other relevant evidence returning to levels where an adequate quantum of market evidence exists upon which to base opinions of value.

Accordingly, and for the avoidance of doubt, our valuation is not reported as being subject to 'material valuation uncertainty' as defined by VPS 3 and VPGA 10 of the RICS Valuation – Global Standards.

For the avoidance of doubt, this explanatory note has been included to ensure transparency and to provide further insight as to the market context under which the valuation opinion was prepared. In recognition of the potential for market

conditions to move rapidly in response to changes in the control or future spread of COVID-19 we highlight the importance of the valuation date.

I trust that the above report is satisfactory for your purposes. However, should you require clarification of any point do not hesitate to contact me further.

Yours sincerely

██████████ BSc MRICS  
Principal Surveyor  
RICS Registered Valuer  
DVS

**Reviewed by:**

██████████ MRICS  
Technical Head (Viability)  
RICS Registered Valuer  
DVS



**24. Appendices**

- A Development Appraisal summary: planning required contributions
- B Development Appraisal summary: potentially viable scheme
- C Terms of Engagement

**A Development Appraisal summary: planning required contributions**

Property Proposed Persimmon development Ashton Park, Trowbridge

Ref: DVS 1751236

Client Wiltshire Council

WITHOUT PREJUDICE COMMERCIAL IN CONFIDENCE

Appraisal  
Date

Appendix A: planning policy compliant scheme  
28 May 2021

Appraisal by

**DVS** Property Specialists  
for the Public Sector

**Receipts:**

		No. Units 2,200	Total GIA m2		
Private Residential	70%	1538	152,497	£448,340,000	<b>£448,340,000</b>
Affordable Housing	30%				
	affordable rent	395	29,199	£50,916,600	
	shared ownership	267	21,572	£38,080,800	
		662	50,772	£88,997,400	<b>£88,997,400</b>
Local Centres	1			£1,236,000	
	2			£247,000	<b>£1,483,000</b>
Employment Land				£4,200,000	<b>£4,200,000</b>
School, sports pitches, play, and allotment land					<b>£0</b>
Country Park					<b>£0</b>
HIF loan					<b>£8,784,000</b>
<b>TOTAL DEVELOPMENT VALUE</b>					<b>£551,804,400</b>

**Development Costs**

**Acquisition Costs**

Benchmark Land Value	175.35 gross hectares 433.28 acres 266.01 net acres	£139,367 per gross ha £56,401 per gross acre £91,868 per net acre		£24,437,740	
Stamp Duty		nil, 2% and 5% tranches		£1,211,387	
Agents and Legal Fees		1.25%		£305,472	
					<b>£25,954,599</b>

**Construction Costs:**

		GIA	rate £/m		
Market house build		152,497	1,088	£165,916,386	
Affordable house build		44,203	1,088	£48,093,200	
Affordable bungalow build		1,301	1,208	£1,571,178	
affordable flat build	(plus 15% circulation area)	6,058	1,210	£7,329,876	
Garages	742 each		£8,000	£5,936,000	
Plot external works	10%			£22,291,064	
Contingency	build 2.5%			£5,572,766	<b>£256,710,470</b>
					<b>£256,710,470</b>

Infrastructure	Plot Abnormals			£6,761,311	
	Fees			£614,920	
	Off-site Highways and Access Works			£2,832,384	
	Internal Primary Infrastructure Roads			£15,364,225	
	Foul Water Drainage			£3,104,101	
	Surface Water Drainage			£3,739,651	
	Utilities / New Supplies			£6,602,645	
	Archaeology			£1,192,856	
	Ecology			£519,670	
	Landscaping and play areas			£8,701,336	
	Other Infrastructure costs			£1,114,450	
	Earthworks/ ground remodelling			£3,014,363	
	Project management costs			£260,334	
	Contingency			£2,706,185	<b>£56,528,431</b>
					<b>£56,528,431</b>

West Ashton Relief Road	(completed by 5 years or 1000 occupations)			£31,021,295	<b>£31,021,295</b>
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**HIF loan repayment:**

£500,000 on 100 Market completions, and £1,000,000 on each 100 thereafter				£8,784,000	
plus interest at annual debit rate	0%			£0	<b>£8,784,000</b>

**Professional Fees:**

			6.00%	£15,402,628	<b>£15,402,628</b>
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**Planning Contributions**

CIL	£38.54 on market unit GIA (inc. garages)			£6,391,962	
Education: early years				£3,977,494	
Education: Primary 1				£7,878,360	
Education: Primary 2				£2,288,476	
Education: Secondary				£8,327,220	
Transport / Highways / PROWs				£1,676,675	
Open Space / Play Space				£1,035,000	
Ecology				£334,045	
Other				£1,434,902	
Local Authority Fees				£254,615	<b>£33,598,749</b>
					<b>£33,598,749</b>

**Disposal costs:**

Marketing			1.50%	£6,725,100	
Agency			1.00%	£4,540,230	
legal costs market unit sales	0.21%	£600 per unit		£922,800	
legal sales fee affordable	0.30%	£400 per unit		£264,800	<b>£12,452,930</b>
					<b>£12,452,930</b>

**Finance:**

Interest	credit rate 1.00%	debit rate 6.00%		£15,775,153	<b>£15,775,153</b>
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**Profit:**

market residential	on GDV	20.00%		£89,668,000	
affordable	on GDV	6.00%		£5,339,844	
Commercial	on GDV	10.00%		£568,300	<b>£95,576,144</b>

**TOTAL DEVELOPMENT COSTS**

**£551,804,400**

**PROFIT**

Surplus/Deficit

£0

**B Development Appraisal summary: potentially viable scheme**

Property Proposed Persimmon development Ashton Park, Trowbridge

Ref: DVS 1751236

Client Wiltshire Council

WITHOUT PREJUDICE COMMERCIAL IN CONFIDENCE

Appraisal  
Date

Appendix B: potentially viable scheme  
28 May 2021

Appraisal by

**DVS** Property Specialists  
for the Public Sector

**Receipts:**

		No. Units 2,200	Total GIA m2		
<b>Private Residential</b>	74%	1628	161,353	£474,435,000	<b>£474,435,000</b>
<b>Affordable Housing</b>	26%				
affordable rent		340	25,056	£43,691,400	
shared ownership		232	18,748	£33,095,200	
		<u>572</u>	<u>43804</u>	<u>£76,786,600</u>	<b>£76,786,600</b>
<b>Local Centres</b>	1			£1,236,000	
	2			£247,000	<b>£1,483,000</b>
<b>Employment Land</b>				£4,200,000	<b>£4,200,000</b>
<b>School, sports pitches, play, and allotment land</b>					<b>£0</b>
<b>Country Park</b>					<b>£0</b>
<b>HIF loan</b>					<b>£8,784,000</b>
<b>TOTAL DEVELOPMENT VALUE</b>					<b>£565,688,600</b>

**Development Costs**

**Acquisition Costs**

Benchmark Land Value	175.39 gross hectares 433.39 acres 266.01 net acres	£162,261 per gross ha £65,666 per gross acre £106,985 per net acre		£28,459,012	
Stamp Duty		nil, 2% and 5% tranches		£1,412,451	
Agents and Legal Fees		1.25%		£355,738	
					<b>£30,227,201</b>

**Construction Costs:**

		GIA	rate £/m		
Market house build		161,353	1,088	£175,552,513	
Affordable house build		38,146	1,088	£41,502,875	
Affordable bungalow build		1,106	1,208	£1,335,501	
affordable flat build (plus 15% circulation area)		5,235	1,210	£6,334,461	
Garages	787 each		£8,000	£6,296,000	
Plot external works	10%			£22,472,535	
Contingency	build 2.5%			£5,618,134	<b>£259,112,019</b>
					<b>£259,112,019</b>

Infrastructure	Plot Abnormals			£6,761,311	
	Fees			£614,920	
	Off-site Highways and Access Works			£2,832,384	
	Internal Primary Infrastructure Roads			£15,364,225	
	Foul Water Drainage			£3,104,101	
	Surface Water Drainage			£3,739,651	
	Utilities / New Supplies			£6,602,645	
	Archaeology			£1,192,856	
	Ecology			£519,670	
	Landscaping and play areas			£8,701,336	
	Other Infrastructure costs			£1,114,450	
	Earthworks/ ground remodelling			£3,014,363	
	Project management costs			£260,334	
	Contingency			£2,706,185	<b>£56,528,431</b>
					<b>£56,528,431</b>

West Ashton Relief Road	(completed by 5 years or 1000 occupations)			£31,021,295	<b>£31,021,295</b>
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**HIF loan repayment:**

£500,000 on 100 Market completions, and £1,000,000 on each 100 thereafter				£8,784,000	
plus interest at annual debit rate	0%			£0	<b>£8,784,000</b>

**Professional Fees:**

		6.00%		£15,546,721	<b>£15,546,721</b>
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**Planning Contributions**

CIL	£38.54 on market unit GIA (inc. garages)			£6,764,518	
Education: early years				£3,977,494	
Education: Primary 1				£7,878,360	
Education: Primary 2				£2,288,476	
Education: Secondary				£8,327,220	
Transport / Highways / PROWs				£1,676,675	
Open Space / Play Space				£1,035,000	
Ecology				£334,045	
Other				£1,434,902	
Local Authority Fees				£254,615	<b>£33,971,305</b>
					<b>£33,971,305</b>

**Disposal costs:**

Marketing			1.50%	£7,116,525	
Agency			1.00%	£4,801,180	
legal costs market unit sales	0.21%	£600 per unit		£976,800	
legal sales fee affordable	0.30%	£400 per unit		£228,800	<b>£13,123,305</b>
					<b>£13,123,305</b>

**Finance:**

Interest	credit rate 1.00%	debit rate 6.00%		£17,311,827	<b>£17,311,827</b>
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**Profit:**

market residential	on GDV	20.00%		£94,887,000	
affordable	on GDV	6.00%		£4,607,196	
Commercial	on GDV	10.00%		£568,300	<b>£100,062,496</b>

**TOTAL DEVELOPMENT COSTS**

£565,688,600

**PROFIT**

Surplus/Deficit

£0

## C Terms of Engagement

Bristol Valuation Office  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6PN

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Mark Hunnybun BSc (Hons) MRICS CEMdipFM  
Strategic Projects and Development Manager  
Wiltshire Council

Mobile [REDACTED]  
e-mail. [REDACTED]@voa.gsi.gov.uk

**By email**

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Your Reference : 15/04736/OUT  
Our Reference : [REDACTED]  
Please ask for : [REDACTED]  
Date : 27 August 2020

### COMMERCIAL IN CONFIDENCE

Dear Mark

#### **Review of Development Viability Appraisal Address: Ashton Park, Trowbridge, Wiltshire**

I refer to your invitation to tender dated 22 August 2020, and am pleased to confirm my Terms of Engagement should your Authority instruct the VOA to undertake this commission.

This document contains important information about the scope of the work to be commissioned and confirms the terms and conditions under which DVS proposes to undertake the instruction.

It is important that you read this document carefully and if you have any questions, please do not hesitate to ask the signatory whose details are supplied above. Please contact them immediately if you consider the terms to be incorrect in any respect.

Please note that this terms of engagement document is confidential between our client, Wiltshire Council, and the VOA. As it contains commercially sensitive and data sensitive information, it should not be provided to the applicant or their advisor without the explicit consent of the VOA.

#### **1. Client**

This instruction will be undertaken for Wiltshire Council and the appointing Officer will be Mark Hunnybun.

#### **2. Subject Property and proposed development**

It is understood that you require a viability assessment review of planning application ref: 15/04736/OUT.

The proposed development site subject to the review is known as Ashton Park, to the South East of Trowbridge, Wiltshire.

It is understood that the development has:

- a gross site area of 168.7 hectares
- a total proposed residential GIA of 201,706.9 sq m plus 2 no. local centres, 13.76 hectares of employment land, school sites, ecological visitor facility, public open space, landscaping and associated highway works
- the proposed schedule of residential accommodation is as follows:

<i>Property type</i>	<i>Number</i>	<i>GIA Sq.m./unit</i>	<i>Total Sq.m. GIA</i>
2 bed house	268	59.24	15876.98
3 bed house	266	70.66	18796.58
3 bed house	77	85.24	6563.66
3 bed house	154	89.98	13856.61
3 bed house	214	92.76	19851.43
3 bed house	154	88.31	13599.21
4 bed house	154	101.77	15672.70
4 bed house	163	113.47	18495.72
4 bed house	79	130.09	10277.27
4 bed house	77	140.49	10817.88
5 bed house	77	164.08	12633.97
5 bed house	77	150.71	11604.38
5 bed house	5	130.00	650.00
2 bed Bungalow	13	65.00	844.99
4 bed house	13	111.43	1448.56
3 bed house	65	92.86	6035.68
1 bed flat	66	46.43	3064.27
2 bed house	92	74.29	6834.24
2 bed house	8	55.71	445.71
2 bed house	118	74.29	8765.66
3 bed house	60	92.86	5571.39

### 3. Purpose and Scope

To complete this assessment DVS will:

- Assess the Financial Viability Appraisal (FVA) submitted by / on behalf of the planning applicant / developer, taking in to account the planning proposals as supplied by you or available from your authorities planning website.
- Advise you on those areas of the appraisal which are agreed and those which are considered unsupported or incorrect, including stating the basis for this opinion.
- If DVS considers that the applicant's appraisal input and viability conclusion is incorrect, we will advise on the cumulative viability impact of the changes and in

particular whether any additional affordable housing and / or s106 contributions might be provided without adversely affecting the overall viability of the development. This will take the form of sensitivity tests.

- 3.1 My report to you will constitute my final report if my findings conclude that the planning applicant / developer cannot provide more affordable housing and s106 payments than have been proposed.
- 3.2 **However**, if having completed my assessment I conclude that the planning applicant / developer may be able to provide more affordable housing and s106 payments than have been proposed, I understand that my findings report may only constitute stage 1 of the process as the report will enable all parties to then consider any areas of disagreement and potential revisions to the proposal.
- 3.3 In such circumstances, I will where instructed by you be prepared to enter into discussions on potential revisions to the applicant's proposals, and / or consider any new supporting information. Upon concluding such discussions, I will submit a new report capturing my subsequent determination findings on the potentially revised application; for convenience and to distinguish it, this report on a second stage assessment may be referred to as my Stage 2 report.

#### **4. Date of Assessment**

The date of the assessment is required to be the date on which the report is signed, which date will be specified in the report in due course.

#### **5. Confirmation of Standards to be applied**

The viability assessment will be prepared in accordance with paragraph 57 of the National Planning Policy Framework, which states that all viability assessments should reflect the recommended approach in the National Planning Practice Guidance on Viability, this document was revised in May 2019.

The viability assessment review report will be prepared in accordance with the professional statement Financial Viability in Planning: Conduct and reporting (effective from 1<sup>st</sup> September 2019).

Regard will be made to the RICS Guidance Note "Financial viability in planning" 1<sup>st</sup> Edition (GN 94/2012), where applicable.

Valuation advice (where applicable) will be prepared in accordance with the professional standards of the Royal Institution of Chartered Surveyors: RICS Valuation – Global Standards and RICS UK National Supplement, commonly known together as the Red Book. Compliance with the RICS professional standards and valuation practice statements gives assurance also of compliance with the International Valuations Standards (IVS).

Measurements stated are in accordance with the RICS Professional Statement '**RICS Property Measurement' (2<sup>nd</sup> Edition)** and, where relevant, the **RICS Code of Measuring Practice (6<sup>th</sup> Edition)**.

#### **6. Agreed Departures from the RICS Professional Standards**



RICS Red Book professional standards PS1 and PS2 are applicable to our undertaking of your case instruction but as our assessment may be used by you as part of a negotiation, compliance with the technical and performance standards at VPS1 to VPS 5 is not mandatory (PS 1 para 5.4) and they will only be applied to the extent not precluded by your specific requirement.

## **7. Basis of Value**

### **7.1 Benchmark Land Value.** Paragraph 014 of the NPPG (May 2019) states that Benchmark land value should:

1. be based upon existing use value
2. allow for a premium to landowners (including equity resulting from those building their own homes)
3. reflect the implications of abnormal costs; site-specific infrastructure costs; and professional site fees

Viability assessments should be undertaken using benchmark land values derived in accordance with this guidance. Existing use value should be informed by market evidence of current uses, costs and values. Market evidence can also be used as a cross-check of benchmark land value but should not be used in place of benchmark land value. There may be a divergence between benchmark land values and market evidence; and plan makers should be aware that this could be due to different assumptions and methodologies used by individual developers, site promoters and landowners.

This evidence should be based on developments which are fully compliant with emerging or up to date plan policies, including affordable housing requirements at the relevant levels set out in the plan. Where this evidence is not available plan makers and applicants should identify and evidence any adjustments to reflect the cost of policy compliance. This is so that historic benchmark land values of non-policy compliant developments are not used to inflate values over time.

In plan making, the landowner premium should be tested and balanced against emerging policies. In decision making, the cost implications of all relevant policy requirements, including planning obligations and, where relevant, any Community Infrastructure Levy (CIL) charge should be taken into account.

Where viability assessment is used to inform decision making under no circumstances will the price paid for land be a relevant justification for failing to accord with relevant policies in the plan. Local authorities can request data on the price paid for land (or the price expected to be paid through an option or promotion agreement).

See related policy: National Planning Policy Framework [paragraph 57](#)  
Paragraph: 014 Reference ID: 10-014-20190509  
Revision date: 09 05 2019

### **7.2 Existing Use Value:** the NPPG (May 2019) explains Existing Use Value at para 15 as follows:

Existing use value (EUV) is the first component of calculating benchmark land value. EUV is the value of the land in its existing use. Existing use value is not the price paid and should disregard hope value. Existing use values will vary depending on the type of site and development types. EUV can be established in collaboration between plan makers, developers and landowners by assessing the value of the specific site or type of site using published sources of information such as agricultural or industrial land values, or if appropriate capitalised rental levels at an appropriate yield (excluding any hope value for development).

Sources of data can include (but are not limited to): land registry records of transactions; real estate licensed software packages; real estate market reports; real estate research; estate agent websites; property auction results; valuation office agency data; public sector estate/property teams' locally held evidence.

See related policy: National Planning Policy Framework [paragraph 57](#)  
Paragraph: 015 Reference ID: 10-015-20190509.  
Revision date: 09 05 2019.

### 7.3 Gross Development Value (GDV)

GDV is the cumulative total of the market values of the entire development, as detailed in the schedule of accommodation.

**Market Value (MV)** RICS VPS 4, para 4 defines MV as:

*“The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm’s length transaction after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion.”*

On occasion, it may be agreed that a basis of value requires to be modified and a Special Assumption added, for example where there is the possibility of Special Value attaching to a property from its physical, functional, legal or economic association with some other property.

Any Special Assumptions agreed with you have been captured below under the heading Special Assumptions, in accordance with VPS 4, para 9 of the professional standards of the Royal Institution of Chartered Surveyors: RICS Valuation – Global Standards and RICS UK National Supplement, and will be restated in my report.

## 8. Special Assumptions

The following special assumptions have been agreed and will be applied:

- that your council's planning policy, or emerging policy, for affordable housing is up to date
- There are no abnormal development costs in addition to those which the applicant has identified, and the applicant's abnormal costs, will be independently assessed by a Quantity Surveyor to be appointed by your Authority. This assessment will be relied upon to determine the viability of the scheme, unless otherwise stated in our report.

## 9. Extent of Valuer's Investigations, Restrictions and Assumptions

An assumption in this context is a limitation on the extent of the investigations or enquiries that will be undertaken by the assessor.

The following agreed assumptions will apply to your instruction and be stated in my report, reflecting restrictions to the extent of our investigations.

- Such inspection of the property and investigations as the Valuer decides is professionally adequate and possible in the particular circumstance will be undertaken.
- No detailed site survey, building survey or inspection of covered, unexposed or inaccessible parts of the property will be undertaken. The Valuer will have regard to the apparent state of repair and condition, and will assume that inspection of those parts that are not inspected would neither reveal defects nor cause material alteration to the valuation, unless the Valuer becomes aware of indication to the contrary. The building services will not be tested and it will be assumed that they are in working order and free from defect. No responsibility can therefore be accepted for identification or notification of property or services' defects that would only be apparent following such a detailed survey, testing or inspection. If the Valuer decides further investigation to be necessary, separate instructions will be sought from you.
- It will be assumed that good title can be shown and that the property is not subject to any unusual or onerous restrictions, encumbrances or outgoing.
- It will be assumed that the property and its value are unaffected by any statutory notice or proposal or by any matters that would be revealed by a local search and replies to the usual enquiries, and that neither the construction of the property nor its condition, use or intended use was, is or will be unlawful or in breach of any covenant.
- It will be assumed that all factual information provided by you or the applicant or their agent with regard to the purpose of this request and details of tenure, tenancies, planning consents and all other relevant information is correct. The advice will therefore be dependent on the accuracy of this information and should it prove to be incorrect or inadequate the basis or the accuracy of any assessment may be affected.
- Valuations will include that plant that is usually considered to be an integral part of the building or structure and essential for its effective use (for example building services installations), but will exclude all machinery and business assets that comprise process plant, machinery and equipment unless otherwise stated and required.
- No access audit will be undertaken to ascertain compliance with the Equality Act 2010 and it will be assumed that the premises are compliant unless otherwise stated by the applicant
- No allowances have been made for any rights obligations or liabilities arising from the Defective Premises Act 1972 unless identified as pertinent by the applicant.

## **10. Nature and Source of Information to be relied upon by Valuer**

### **10.1 From the client**

Information that will be provided to the VOA by the client comprises the following material, which will be relied upon by the viability assessor without further verification.

- a) The Planning application details.
- b) Confirmation of S106 / S278 planning obligations triggered by the scheme. In particular whether the applicant's assumptions on these matters are correct, if they are incorrect then please provide the correct details.
- c) A copy of, or a link to, the relevant planning policy applicable to the site, including current designation (and emerging designation if applicable).
- d) Details of any extant or elapsed consents relating to permitted Alternative Use.
- e) A copy of the applicant's financial viability appraisal prepared by Messrs Turner Morum LLP dated 30 April 2020 (and updated 11 August 2020).

### **10.2 Information from the applicant**

#### Site access

It is understood that the site is accessible and no appointment to inspect is required. In particular it is understood there are no extraordinary health and safety issues to be aware of. If this is incorrect, please provide details of access arrangements and any PPE requirements.

#### Viability assessment

With regards to the applicant's financial viability appraisal the applicant should provide sufficient detail to enable DVS to assess the applicant's contention that the scheme would not be viable if the requirements for affordable housing and other public realm contributions were met as stated in the Local Plan.

To support the contention, the applicant's FVA should include a report with the following details:

- a) A planning policy compliant viability assessment, if completed by a member the RICS this should be prepared in accordance with the Financial Viability in planning: conduct and reporting Professional Statement (effective from 1 September 2019). The follow details are required:
- b) Site area -and schedule of accommodation the gross developable area and net developable area should be stated together with an illustrative plan showing the respective boundaries (or reference to the appropriate planning document with this information )
- c) Development programme assumptions, to detail the anticipated period involved in development, including pre- build, build period and marketing period.

- d) Gross Development Value:
  - (i) Market evidence in support of the sales values adopted
  - (ii) Tenure assumptions and Values for affordable housing
- e) Land Value
  - (i) The Benchmark Land Value should be clearly stated with reference to:
    - i. EUV (as defined in the Viability PPG para 015)
    - ii. Premium (see PPG para 016)
    - iii. Market evidence (suitably adjusted in accordance with PPG para 016)
  - (ii) Alternative use value for the site such be provided, where it exists. (see para 17 of the PPG).
  - (iii) The Purchase Price (or expected price as agreed through a conditional or optional agreement) should be reported for transparency. Where this is below the assessment of BLV a brief explanation of the reasoning should be provided.
- f) Gross Development Costs
  - (i) Build Cost assessment - the evidence should include a full build cost estimate, showing how the costs have been estimated.
  - (ii) Abnormal Costs total - Supporting reports for site abnormalities should be provided, together with the calculation adopted
- g) Cash flow. Either in the form of an accessible viability toolkit (Argus developer or HCA DAT) or as a Microsoft Excel unprotected document.

### **10.3 DVS Information**

DVS will make use of VOA held records and information. The sources of any other information used that is not taken from our records will be identified in the review report.

### **10.4 Information Outstanding**

We have reviewed the viability information already supplied and can confirm that we have most of the information to complete this case with the exception of the following

From your council:

Detailed QS assessment of submitted infrastructure and 'abnormal' site costs

and

From the applicant:

Digital version of the development appraisal.

DVS will contact the applicant's viability advisor directly for this information.

The report delivery date will be dependent upon timely receipt of this information.

**11. Identity of Responsible Valuer and their Status**

It is confirmed that the valuation will be carried out by a RICS Registered Valuer, acting as an external valuer, who has the appropriate knowledge and skills and understanding necessary to undertake the assessment competently.

The valuer responsible will be [REDACTED], and their contact details are as stated above in the letterhead.

Any other valuer involvement will be detailed in the report.

**12. Disclosure of any Material Involvement or Conflict of Interest**

In accordance with the requirements of the RICS standards, the VOA has checked that no conflict of interest arises before accepting this instruction.

It is confirmed that DVS are unaware of any previous conflicting material involvement and am satisfied that no conflict of interest exists. Should any such difficulty subsequently be identified, you will be advised at once and your agreement sought as to how this should be managed.

It is confirmed that the valuer appointed has no personal conflict undertaking this instruction.

**13. Description of Report**

A side headed written report as approved by you for this purpose will be supplied and any differences of opinion will be clearly set out with supporting justification, where inputs are agreed this will be stated also.

Further to the requirements of the RICS a non-technical summary will be included in the report, together with sensitivity tests to support the viability conclusion.

**14. Report Date**

It is my intention to submit the report of my findings within 15 working days of instruction and receipt of requested information, including a Quantity Surveyors report.

If unforeseen problems arise that may delay my report, you will be contacted before this date with an explanation and to discuss the position.

**15. Validity Period**

The report will remain valid for 3 (three) months unless circumstances alter or further material information becomes available. Reliance should not be placed on the viability conclusion beyond this period without reference back to the VOA for an updated valuation.

**16. Restrictions on Disclosure and Publication**

The client will neither make available to any third party or reproduce the whole or any part of the report, nor make reference to it, in any publication without our prior written approval of the form and context in which such disclosure may be made.

## 17. Limits or Exclusions of Liability

Our viability advice is provided for your benefit alone and solely for the purposes of the instruction to which it relates. Our advice may not, without our specific written consent, be used or relied upon by any third party, even if that third party pays all or part of our fees, directly or indirectly, or is permitted to see a copy of our valuation report.

If we do provide written consent to a third party relying on our valuation, any such third party is deemed to have accepted the terms of our engagement.

None of our employees individually has a contract with you or owes you a duty of care or personal responsibility. You agree that you will not bring any claim against any such individuals personally in connection with our services.

## 18. Fee Basis

- 18.1 You have asked for a fixed fee quote for an initial viability appraisal. Having considered the initial details of this application, we have assessed a fixed fee basis of [REDACTED] plus VAT in order to complete the work set out above.

The personnel involved in this assessment will be as follows:

Personnel:	Role	Task
[REDACTED]	Development Consultant	Report and Viability
[REDACTED]	VOA Technical Lead (Viability)	Report and Viability review

- 18.2 This fixed fee proposal is for the provision of a report stating my findings on the development viability appraisal as initially provided by the planning applicant / developer. It will include consultation with you to deal with initial issues. It may require revision if the information supplied by you or the applicant is not quickly forthcoming at our request or if the initial task is varied by you and in both cases we would revert to you for advice on the way forward. Abortive fees would be based on work already carried out.
- 18.3 You have requested a quote for the cost of 25 hours additional time to discuss, if required, issues with the planning applicant / developer or you, including the consideration of potential revised proposals, or to attend meetings. This will constitute a second stage requiring a Stage 2 report. 25 hours of time would amount to the sum of £[REDACTED] plus VAT, however we would charge on a time spent basis as an additional cost at an hourly rate of £[REDACTED] plus VAT for this Stage 2 work. I will contact your Authority in good time if it becomes apparent that more than 25 hours work will be required, and seek your further instructions.
- 18.4 **Payer of fees:** With regard to the payment of fees, the former Homes and Communities Agency issued a Good Practice Note: "Investment and Planning obligations - Responding to the downturn". In this GPN is a comment that it is common practice for developers to fund the cost of independent validation. The

reasoning for this is that you have a planning policy which the applicant is seeking to vary. In order to assess the applicant appraisal you need advice which it is reasonable for the applicant to bear in these circumstances. I understand that the planning applicant / developer has agreed to reimburse your reasonable costs incurred in this review.

Please note that you will be our named Client. As such, our contractual obligation is to you and not to the applicant and your authority will be responsible for payment of our fees. Any arrangement between your authority and the Applicant relating to payment of the fees would be a matter between yourselves.

Please note that that my minimum fee is £200 unless agreed otherwise as part of a contract or SLA.

#### **19. Currency**

All prices or values are stated in pounds sterling.

#### **20. Fee Payment and Interim Billing**

Our fees are payable by our client within 30 days from the receipt of our invoice whether or not the amount is disputed or is being passed on to a third party for reimbursement.

The VOA reserves the right, subject to prior notification of details of time spent, to invoice at suitable points during the financial year for work in progress undertaken but not yet formally reported. In order to ensure timely cash flows within the public sector, such interim bills may be issued at either monthly or two monthly intervals. You will be advised beforehand that any such bill is imminent.

Where a case is cancelled before completion, our fees will be calculated on a 'work done' basis with added reasonable disbursements unless alternative arrangements have been prior agreed.

**Please note** under HM Treasury Managing Public Money we are required to review our charging on a regular basis. The VOA reserves the right to undertake an annual review of our rates going forward.

#### **21. Purchase Order Numbers**

If your organisation uses Purchase Order Numbers, I should be glad if you will please supply this number on instruction as I cannot proceed without this information.

#### **22. Complaints**

The VOA operates a rigorous Quality Assurance/Quality Control system. This includes the inspection by Team Leaders of a sample of work carried out during the life of the instruction together with an audit process carried out by experienced Chartered Surveyors upon completion of casework. It also includes a feedback cycle to ensure continuous improvement.

The VOA has a comprehensive complaints handling procedure if you are not getting the service you expect. If you have a query or complaint it may be best to



Speak first to the person you have been dealing with or their manager. If you remain dissatisfied you should be offered a copy of our brochure "Our Code of Practice on Complaints". If it is not offered to you, please request a copy or access it on our website [www.voa.gov.uk](http://www.voa.gov.uk).

### **23. Freedom of Information**

We will do all that we can to keep any information gathered or produced during this assignment confidential. The Freedom of Information Act 2000 or Environmental Information Regulations 2004, and subordinate legislation, may apply to some or all of the information exchanged between yourself and the VOA under this engagement. Therefore the VOA's duty to comply with the Freedom of Information Act may necessitate, upon request, the disclosure of information provided by you unless an exemption applies.

The VOA undertakes to make reasonable endeavours to discuss the appropriateness of disclosure, or the applicability of any exemptions allowed by the Act, with you prior to responding to any third party requests. However, the VOA reserves the right to comply with its statutory obligations under the Act in such manner as it deems appropriate.

The VOA requires you to make all reasonable endeavours to discuss with us the appropriateness of disclosure, or the applicability of any exemptions allowed by the Act, prior to your responding to any third party requests for information provided to you by the VOA.

### **24. Monitoring Compliance by RICS**

It is possible that the RICS may at some stage ask to see the valuation for the purposes of their monitoring of professional standards under their conduct and disciplinary regulations.

### **25. Revisions to these Terms**

Where, after investigation, there is in my judgement a need to propose a variation in these terms of engagement, you will be contacted without delay prior to the issue of the report.

For example, should it become apparent that the involvement of specialist colleagues would be beneficial, your consent will be sought before their involvement and we shall, if not included in the original fee estimate, provide an estimate of their costs.

I should be glad to receive at your earliest convenience brief written confirmation of instructions by email or letter that these terms and conditions are accepted and approved by you. If you have any queries please do not hesitate to me.

Yours sincerely,

 BSc MRICS  
Principal Surveyor

RICS Registered Valuer  
DVS