

South Wiltshire LDF

Core Strategy Preferred Options

TOPIC PAPER 19 - Identification of strategic growth areas: Paper 1

February 2008

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1. Introduction and Purpose

This paper has been prepared to inform the preparation of the Core Strategy: Preferred Options.

Its purpose is to identify:

- Options for growth for south Wiltshire – what the growth strategy should be for south Wiltshire
- Broad locations for strategic growth on Greenfield areas
- Brownfield areas for strategic growth
- Specific housing sites

This paper builds on a review of relevant national government guidance, the emerging Regional Spatial Strategy for the South West and the District Council's own evidence base, including the Sustainability Appraisal and findings of community engagement

2. Identification of locations for strategic growth

The South West EIP Panel Report for the RSS puts forward a housing requirement of around 12,400 new homes across the district up to 2026, 6000 of these being provided in Salisbury. The report also puts forward the need for land to accommodate employment suggesting the need for 14,000 new jobs across the district, 13,500 of these being provided in Salisbury. In order to meet this level of growth, it is necessary to identify locations for strategic growth in the Core Strategy.

2.1 Area of Search

The Regional Spatial Strategy (RSS) for the South West identifies Salisbury as a Strategically Significant City, as it offers the greatest opportunities for employment and access to health, education, transport and cultural services and are therefore prime locations for development.

Other towns are also noted in the emerging RSS as being of major importance in terms of providing services to residents in surrounding rural areas. Along with Durrington and Bulford, and the associated military garrisons, Amesbury heads a unique group of settlements within the district which have close links to one another and collectively make up a large population, as much as half that of the city of Salisbury. Amesbury is, by some considerable margin, the second largest settlement in the district. It clearly conforms to the "other towns" category within the RSS, providing a good range of services and facilities to a modest hinterland.

Therefore, in line with the RSS, in principle, the most appropriate settlements to be identified for strategic growth are likely to be Salisbury and Amesbury.

However, at this stage, the remainder of the district will not be ruled out of consideration for strategic growth. The response to the *Our Place in the Future* consultation made it clear that many settlements were concerned about the level of housing required in the district and that only modest growth would be acceptable. Primary concerns were over the growth of towns and villages leading to the convergence of settlements, the reduction of quality of life within existing communities and the erosion of aesthetic qualities.

To address these concerns adequately various solutions need to be considered. Developing in areas other than Salisbury or Amesbury could be another solution for strategic growth, for example, by extending an existing settlement or the development of a new settlement. In order to meet the RSS housing requirement, the development of a new settlement or an urban extension outside of Salisbury or Amesbury would mean less of a housing requirement in all other settlements in the district.

Whilst there is no implicit reference to a new settlement or urban extension in the draft RSS, it does not exclude this as a possible option for accommodating growth. In fact, the *RSS panel report* at *paragraph 4.11.19* states that:

“Given that this Housing Market Area falls under the purview of a single District Council, the Panel finds no strategic policy deficit for the RSS to address in this latter respect and considers that detailed distribution outside the SSCT, whether in the form of urban extensions, at existing satellite settlements or targeted growth at local service centres, is a matter for the LDF process.”

This approach of considering a new settlement or urban extension also reflects guidance in *PPS3. Paragraph 38* of *PPS3* advises that in setting out criteria to be used for identifying broad locations for new housing growth, local planning authorities should take into account options for accommodating new housing growth which could include the expansion of existing settlements through urban extensions and the creation of new freestanding settlements.

The Town and Country Planning Association supports this approach. The Association, supported by the Communities and Local Government Department, in March 2007, produced, *Best Practice in Urban Extensions and New Settlements*. This recognises that:

“as a response to the housing shortage brought about by, among other things, recent under-supply, changing demographics, people living longer, and more people living alone, urban extensions and stand-alone settlements are increasingly being considered as key development options by forward-thinking local authorities and developers”.

The study goes on to say, “*without doubt, new settlements and urban extensions have played a major role in providing solutions to housing shortages*” and that the “sustainable urban extension” is an important element in a portfolio of solutions to the problem of meeting the need for housing and related development.

Both new settlements and urban extensions provide opportunities for concentrated rather than sprawling development. The identification of locations for either a new settlement or urban extension will inform how strategic growth across the district will be distributed. By virtue of their scale and design, new settlements or urban extensions can produce integrated, “holistic” settlements, that can encourage and accommodate highly-sustainable patterns of living. Such an approach would have to be matched by supporting infrastructure.

2.2 Greenfield Strategic Growth

In accordance with PPS12 and its companion guide, *Core Strategy: Preferred Options* will identify broad locations for delivering strategic development. It is clear that in order to accommodate the RSS housing requirement, Greenfield areas will need to be identified.

To identify sites for strategic growth, this paper will go through a number of stages:

- **Constraints Mapping** - marks out areas where strategic growth is not possible across the district
- **Identification of Areas** – marks out areas where land is less constrained across the district;
- **Consideration and Comparison of Areas** – national planning policy guidance and sustainability objectives set against the land identified as less constrained across the district; and,
- **The Growth Strategy** - identification of most suitable broad areas for strategic growth.

This process will also be informed by various parts of the evidence base, including:

- Issues and Options consultation responses
- Housing Summit results
- Sustainability Appraisals
- Topic Papers and their Addendums

- Regional Spatial Strategy for the South West
- National Planning Policy Guidance

2.3 Brownfield Strategic Growth

Strategic growth locations on brownfield areas are identified in the Salisbury Vision. Key regeneration projects, identified within the Salisbury Vision, have been commented on during the consultations on the Issues and Options and the Housing Summit. *PPS3* recommends the use of previously developed land/brownfield sites for strategic growth, also enabling the District Council to deliver its regeneration priorities.

Local Evidence (SHLAA, Urban Capacity Study) demonstrates that there is no significant potential for strategic growth on brownfield sites across the rest of the district, outside Salisbury.

2.4 Identification of specific sites for housing

PPS12 (September 2004) and its companion guide (November 2004) makes clear that the Core Strategy should only identify broad locations (i.e. non site specific) to deliver strategic development. The Government Office for the South West (GOSW) has since advised officers to consider the need to identify sites for housing for South Wiltshire and Salisbury, planning for a supply of such sites beyond 2011 (pre-consultation comments, GOSW, January 2008). The rationale behind this is to meet *PPS3* requirements that a continuous 5 year supply of deliverable sites is maintained. The current Local Plan housing allocations are running out and GOSW is concerned that the impending Local Government reorganisation to one Wiltshire Council in April 2009 could delay the continuous identification of a 5 year supply of housing land in south Wiltshire. To redress this it is recommended that specific sites are identified in the Core Strategy.

A number of specific sites will be identified based on the Issues and Options consultation responses and the advice given at the Housing Summit, December 2007, to which all District Councillors were invited. Given the short timescales available, this is an attempt to meet GOSW's change in advice before the consultation on the Preferred Options begins.

3. Evidence Base

The evidence base is a collection of information including studies and papers used to inform the identification of strategic Greenfield and brownfield locations for strategic growth as well as specific sites. The evidence base includes:

3.1 Responses from the Issues and Options consultation (June - October 2007)

An Issues and Options consultation on the emerging Core Strategy for Salisbury district took place in the summer 2007, under the heading "Our Place in the Future". The Issues suggested broad areas for growth to stimulate debate and alternative area suggestions for the district. Each area was tackled in the Interim Sustainability Statement, July 2007, which found each to be a sustainable option.

Housing Growth Areas:

- **To the northwest**, between Fugglestone Red and the UK Land Command, Wilton
- **To the west** at Harnham on land to the south of Netherhampton Road
- **To the north east** on land between Bishopdown Farm and the village of Ford
- **To the east** of Laverstock below Cockey Down
- **To the north** on land at the Portway near to Old Sarum
- **A new settlement** based in the Bourne Valley
- **An extension** of Alderbury on land between the A36 by-pass and the village

Employment Growth Areas (majority to be located in and around Salisbury):

- Salisbury city
- Amesbury
- Boscombe Down and Porton Down (extend existing allocation)
- Downton
- Old Sarum (extend existing allocation)
- Tisbury
- Wilton
- Mere

3.2 Responses to consultation on the Salisbury Vision

The Salisbury Vision provides a framework for coordinating the sustainable regeneration of 5 priority areas in Salisbury: the Maltings and Central Car Park; Churchfields Industrial Estate; Salisbury Guildhall; the Market Place; and, the Southampton Road. The projects put forward in the Salisbury Vision were consulted upon at the same time as the Issues and Options. Projects, that are considered strategic, relating to the delivery of housing and employment include:

- **Central Car Park Shopping Development**
A new shopping development to be situated on the Central Car Park, to include a new park between the watercourses, a new square onto Fisherton Street, plus a range of shops, homes and leisure opportunities.
- **Redevelopment of Churchfields Industrial Estate**
Mixed residential-led redevelopment of the Churchfields industrial estate, finding better sites for the existing businesses.
- **Remodelling of Southampton Road**
The Vision proposes the remodelling of Southampton Road with new residential development, a dual carriageway and the relocation of the college.

3.3 Interim Sustainability Statement July 2007 and Preferred Options Sustainability Appraisal

The suggestions put forward during the Issues and Options stage have been tested against the Council's 23 sustainability objectives, a process which will be repeated with the Preferred Options. Reference will be made to these sustainability assessments where appropriate.

3.4 Responses from the Housing Summit (December 2007)

This was a workshop arranged by officers to which all members were invited to attend to discuss which areas around Salisbury and Wilton would be the most appropriate to take housing growth. More information about this can be found in the Housing Topic Paper Addendum.

3.5 National Planning Policy

National planning guidance sets out certain parameters within which we must work. *PPS1 Delivering Sustainable Development*, *PPS3 Housing*, *PPS7 Sustainable Development in Rural Areas* and *PPS12 Local Development Frameworks* are pertinent to this paper.

3.6 Emerging Regional Spatial Strategy (RSS) for the South West

The South West Examination in Public (EIP) Panel Report for the Regional Spatial Strategy (RSS) has now been published suggesting a housing requirement of around 12,400 homes, equating to approximately 620 per year. It also requires enough land to provide 14,000 additional jobs in south Wiltshire over the next 20 years, with 13,500 of these being provided in Salisbury.

4. Identification of broad locations for Greenfield strategic growth

4.1 Constraints Mapping

The starting point for identifying areas for strategic growth is to dismiss the areas that are so constrained as to make development highly inappropriate. In preparing for the production of the Local Development Framework, planning officers have built up a robust evidence base, available on the Council's website, including topic papers and their addendums, a Sustainability Appraisal and studies undertaken on behalf of the council by consultants.

The evidence base is used to map out the potential constraints to development filtering out areas across the district where development is likely to be inappropriate, highlighting the areas with the most potential for strategic growth.

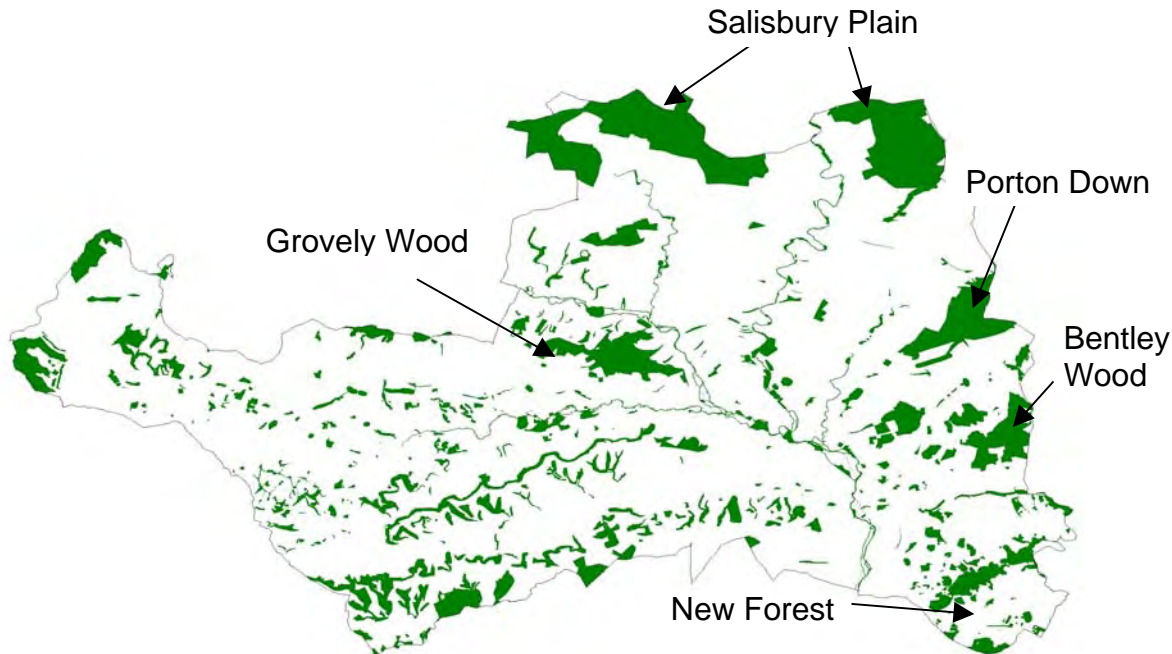
The constraints mapped out include:

- Environmental Constraints
County Wildlife Sites, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest, Ancient Woodland, Road Verges, and Local Nature Reserves
- Areas Subject to Flood Risk 3
- Conservation and heritage constraints
Stonehenge World Heritage Site, Scheduled Ancient Monuments, Historic Parks and Gardens, Conservation Areas.
- National level landscape designations
Cranborne Chase and West Wiltshire Downs AONB and the New Forest National Park
- Military and Garrison Land
- Existing Built Up Areas

Environmental Constraints

Map 1 - Principal environmental constraints

- County Wildlife Sites
- Special Protection Areas
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodland
- Road verges
- Local Nature Reserves



PPS9 sets out the Government national policy on the protection and conservation of biodiversity and geological through the planning system. This is supplemented through a Government circular and a supplementary Good Practice Guide.

The key principles, set out in Government guidance, are that planning policies should avoid, mitigate or compensate for the harm caused by development and should seek ways to conserve, enhance and restore biodiversity and geology. The guidance identifies that appropriate weight should be attached to designated sites of international, national and local importance. Topic Paper 5 and the addendum to this Topic Paper sets out in more detail issues relating to the natural environment.

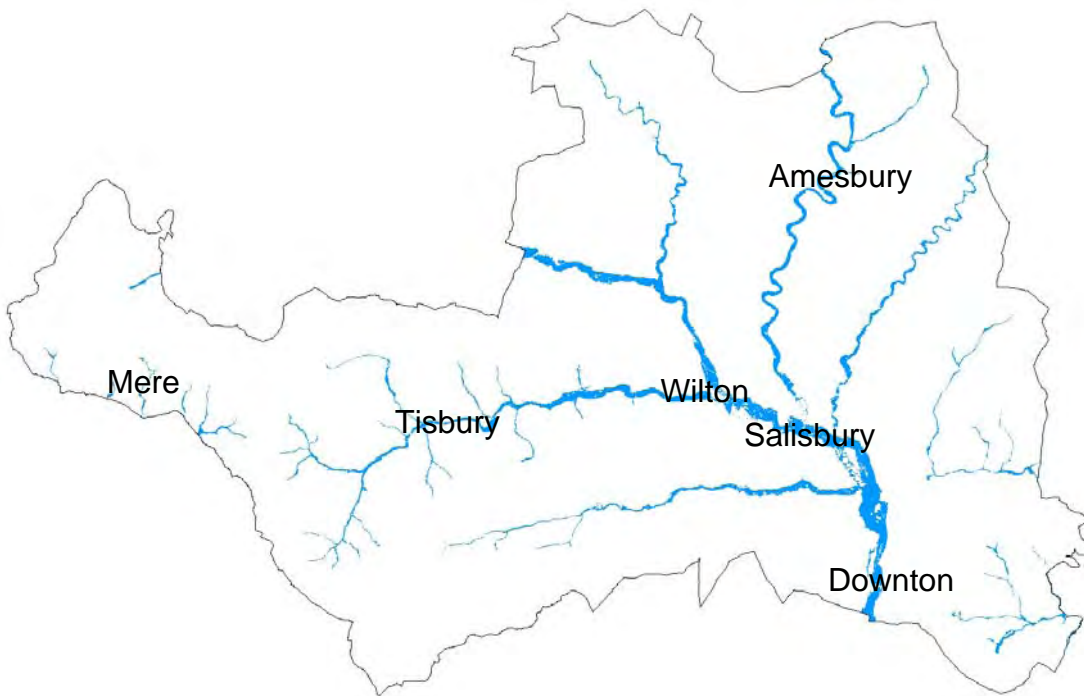
Internationally designated sites are the most important sites for biodiversity. They are afforded the maximum weight and legal protection. It is important that local authorities ensure that this legal protection is not prejudiced. Internationally protected sites in Salisbury District comprise of Special Protection Areas (SPA) and Special Areas of Conservation (SAC). **Any area that falls within or so close to an international designation so as to cause significant harm will be dismissed at this stage.**

Nationally designated sites are also subject to a high degree of protection under the planning system and include Sites of Special Scientific Interest (SSSI). Government guidance identifies that development should not normally be allowed where it is likely to have an adverse effect on a Site of Special Scientific Interest, unless in exceptional circumstances where the benefits of the development would clearly outweigh the adverse impact it is likely to have on the features of the site. **Any site/area that falls within or so close to a national designation so as to cause significant harm will be dismissed at this stage.**

Designated sites of local importance include County Wildlife Sites (CWSs), ancient woodland, road verges and local nature reserves (LNRs). SSSIs, County Wildlife Sites comprise the best habitat areas in Wiltshire, as such, it is essential to ensure the conservation of their critical core of biodiversity and geo-diversity. CWSs are particularly important for the conservation of habitats and protecting them is important in planning for climate change. *PPS9* requires special consideration of ancient woodland due to its extremely high value for biodiversity, its historic value and the inability for it to be recreated once lost. Salisbury district has a significant quantity of ancient woodland. **Any area that falls within or so close to a local designation site to cause significant harm will be dismissed at this stage.**

Map 2 – Flood Risk

Areas illustrated indicate flood risk zones 2 and 3, as identified in the Strategic Floodrisk Assessment (Halcrow, 2007)



PPS25 Development and Floodrisk lays down the Government's national policy. Local planning authorities are required to take a proactive approach to investigating, overriding and realising flood risk through the development process. It requires that LDF policies take flood risk into account at all stages in the planning process, avoiding inappropriate development in areas at risk from flooding while directing development away from areas at highest risk and accommodating increases in flood risk resulting from climate change. More detail on this is provided in *Topic Paper 6 - Flooding* and the *Addendum to Topic Paper 6*.

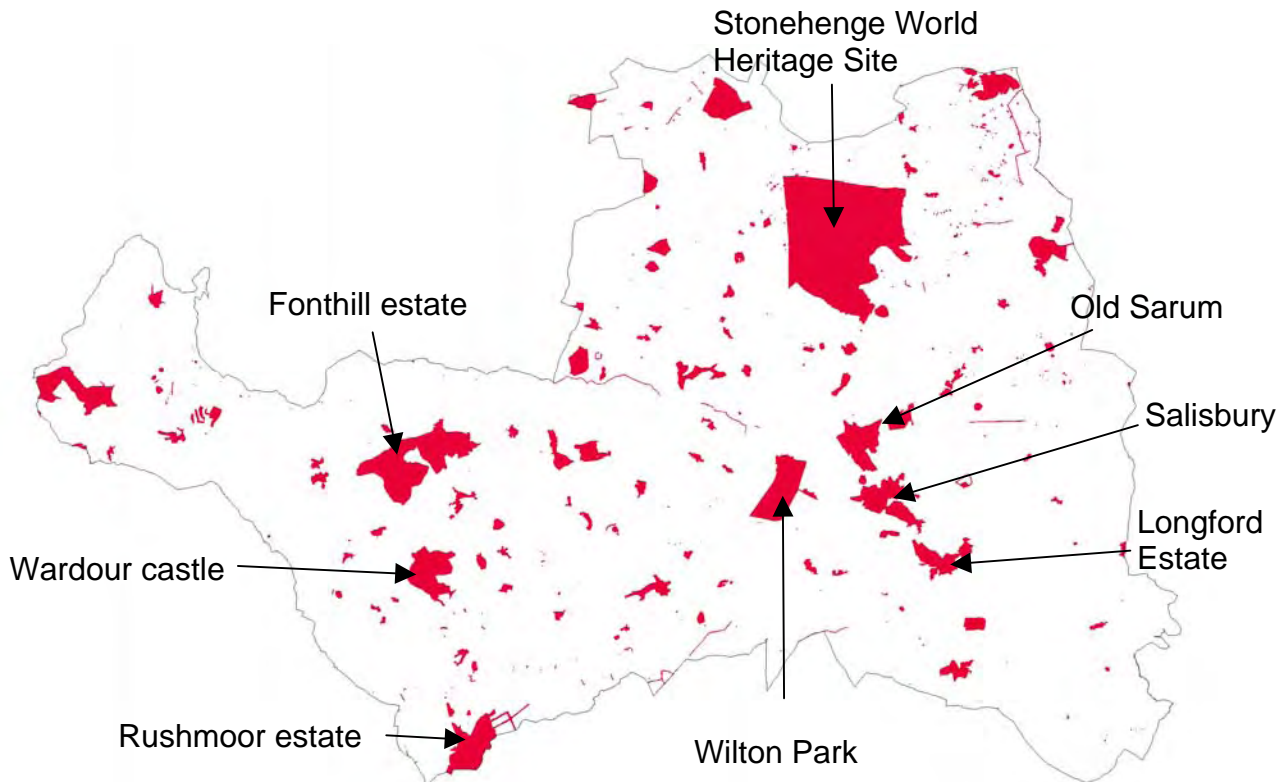
The Environmental Agency is the public body with overall responsibility for managing flood risk and defines the following zones:

- Zone 1** – a low risk from flooding
- Zone 2** – a medium risk from flooding
- Zone 3** –
 - (a) a greater than 1 in 100 annual risk of flooding
 - (b) the functional floodplain

A Strategic Flood Risk Assessment has been prepared for the Council to inform the LDF. This study forms part of the evidence base and aids the filtering out of highly constrained sites, those areas identified in the SFRA as Zone 2 and 3 are illustrated on the above map. Any area that falls within zone 2 and 3 will be dismissed at this stage.

Map 3 – Conservation and Heritage

- World Heritage Site (Stonehenge)
- Scheduled Ancient Monuments
- Historic Parks and Gardens
- Conservation Areas



Topic Paper 13 and its addendum sets out in more detail issues relating to conservation. *PPG 15 Planning and the Historic Environment* emphasises the need for the protection and enhancement of the historic built environment. The Government urges Local Authorities to maintain and strengthen their commitment to the stewardship of the historic environment, to recognise and plan for the preparation and enhancement of the historic environment.

PPG 16 Archaeology and Planning promotes the preservation and management of both nationally and locally significant archaeological remains recognising their importance to society. Archaeological remains are seen as a finite and non-renewable resource and care must be taken to ensure that they are not needlessly damaged or destroyed. The guidance identifies that where nationally important archaeological remains, whether scheduled or not, are affected by development there should be a presumption in favour of their physical preservation. Nationally important remains comprise:

- World Heritage site
- Scheduled Ancient Monuments
- Other sites of national archaeological significance

English Heritage has compiled a Register of Parks and Gardens of Special Historic Interest in England. The Local Planning Authority wishes to encourage the conservation, restoration and maintenance of historic parks and gardens, and therefore any area that includes a historic park and garden will not be considered further. **Any area that would significantly affect a nationally important site, or that falls within a conservation area or historic park and garden will be dismissed at this stage.**

Map 4- National-level landscape designations

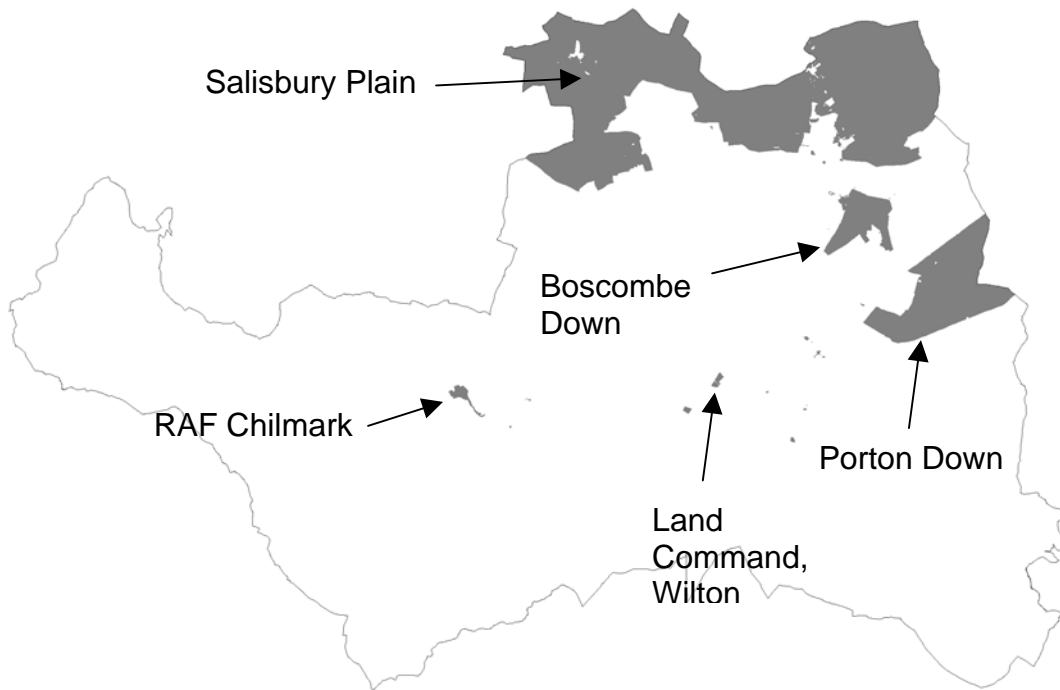
This map illustrates the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and the New Forest National Park.



Nationally designated areas have the highest status of protection in relation to landscape and scenic beauty, such as Areas of Outstanding Beauty and National Parks. Wherever possible, these areas should be protected from development that would have a detrimental impact on their landscape quality. **Any area that falls within the AONB where development would have a detrimental impact on the landscape quality will be dismissed at this stage.**

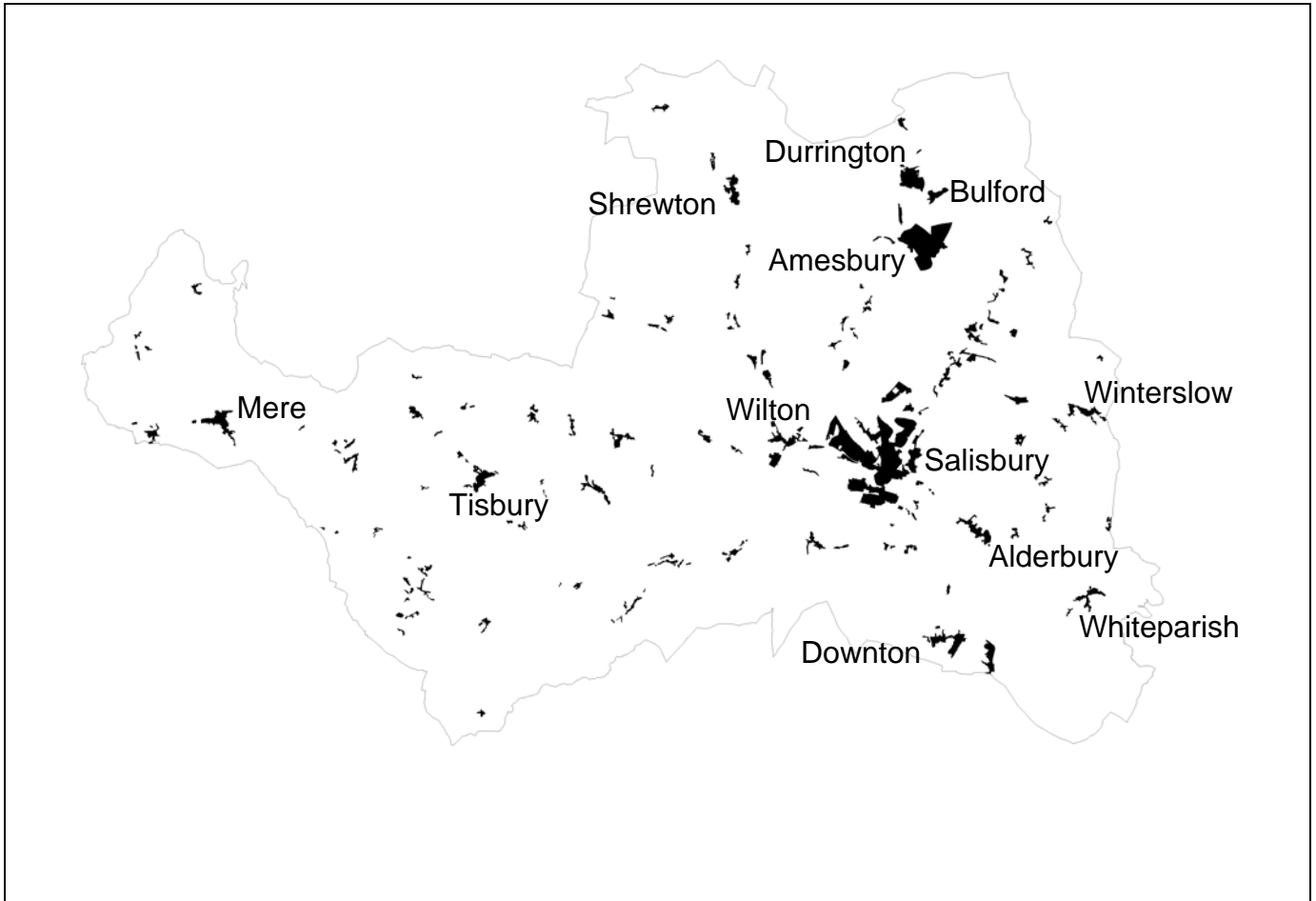
The New Forest extends into Salisbury District although for planning purposes it is now under the authority of the recently established New Forest National Park authority. It would be inappropriate for this area to be considered as a potential area for growth. **The area that falls within the New Forest will be dismissed at this stage.**

Map 5 – Military and garrison land



Salisbury district includes several military establishments under the control of military and related organisations, including: the RAF base of Boscombe Down; army training grounds on Salisbury Plain and, the research institutions at Porton Down. This is a complex and difficult area to deal with when attempting to identify growth sites and for this reason have been excluded as a constraint in this exercise. The main exception to this is the Land Command site in Wilton that has strong potential as a brownfield redevelopment opportunity as and when its military use ceases.

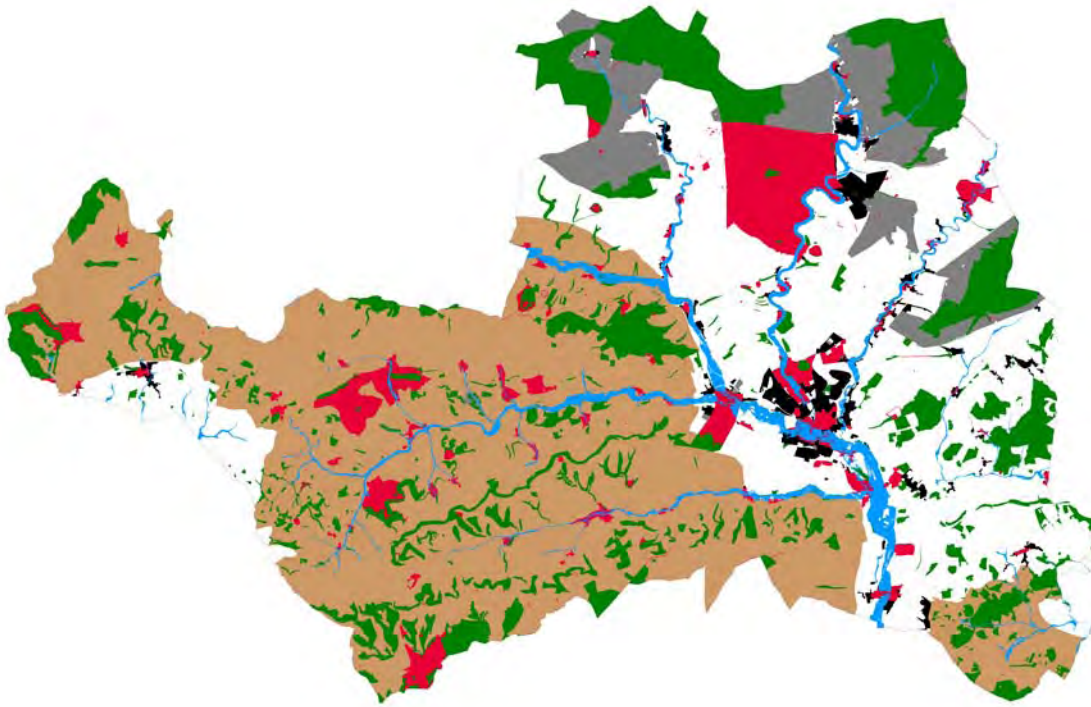
Map 6- Existing built-up areas (excluding garrisons)



Existing built up settlements are not available for future development and are therefore identified as a further constraint. Current Local Plan allocations, such as that at Old Sarum and Archer's Gate, Amesbury, have also been excluded. **Any existing built up settlement will be dismissed at this stage.**

Map 7 – All Constraints

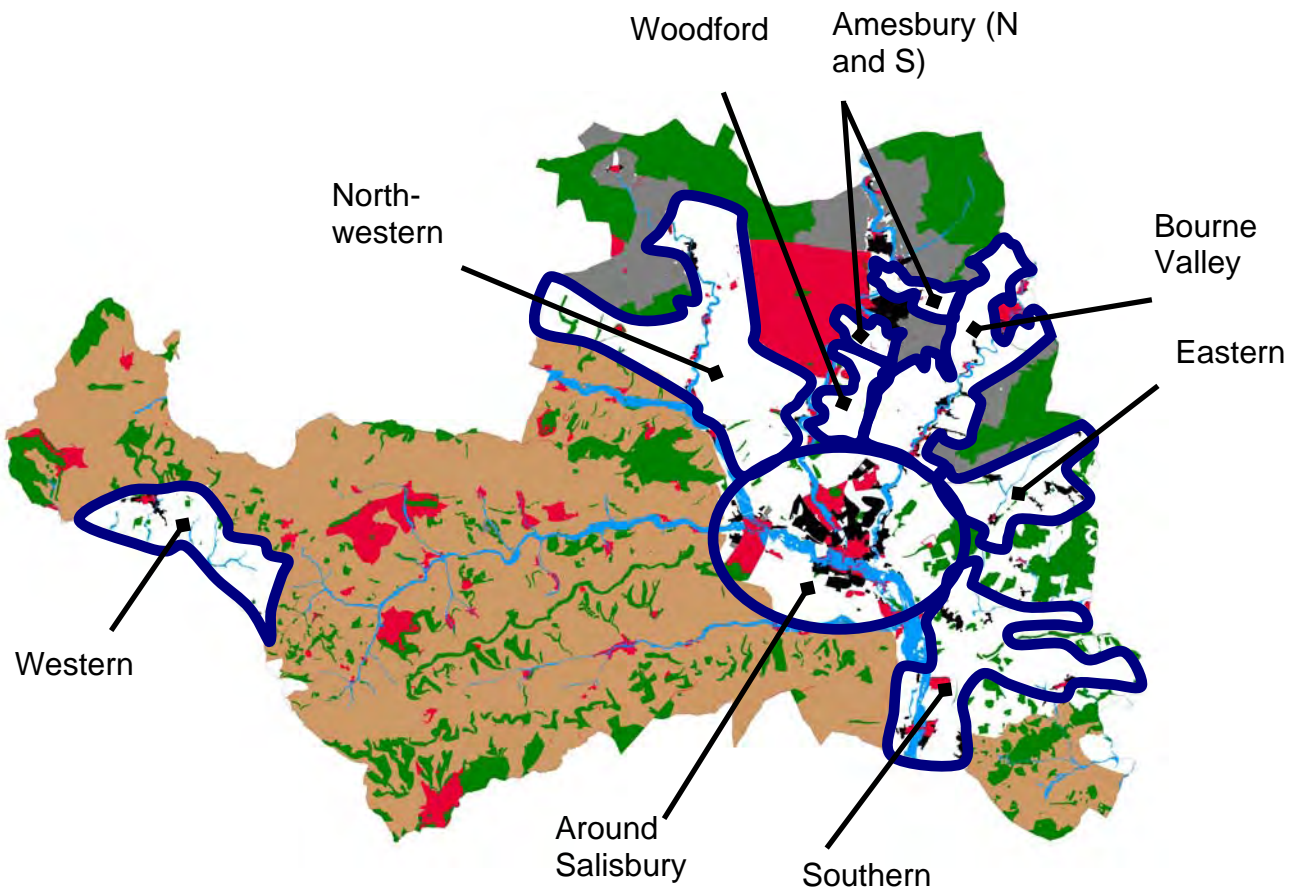
The level of constraint across the district can be seen when all constraining factors are viewed together:



Built-up areas	Black
Heritage constraints	Red
Flood Risk zone 3	Blue
Nature conservation constraints	Green
AONB and National Park	Brown
Military land	Grey
“Relatively unconstrained” land	White

4.2 Identification of less constrained areas of land across the district

Having considered the various layers of constraints together, the less constrained land within the district is revealed:



The Less Constrained Areas are:

1. **Western** - between the AONB and the district boundary with North Dorset district. Including Mere and several smaller villages.
2. **Southern** - the general area between the AONB, New Forest, the border with Test Valley district, and the extensively wooded areas around Farley. Encompassing Downton, Alderbury and Whiteparish and several smaller villages.
3. **Eastern**- the area around Firsdown, the Winterslows and Pitton between Porton Down to the north and the extensively wooded areas around Farley to the South.
4. **Bourne Valley - area at** either side of the River Bourne, with Porton Down to the south east ,Boscombe Down and the A345 to the north west.
5. **Woodford** - area between the A345 and the Avon valley in the Woodfords.
6. **North-western – area** between Salisbury Plain, the AONB and the World Heritage Site.
7. **Amesbury** - two areas within immediate vicinity of Amesbury, to the north and to the South.
8. **Salisbury**- relatively unconstrained land exists on land away from river valleys around the edge of Salisbury.

4.3 Consideration and comparison of less constrained areas of land

Having identified these less constrained areas, it is necessary to examine them in more detail within the context of national and regional planning policy guidance and sustainability objectives so as to ascertain which area would be the most appropriate for strategic growth.

In accordance with RSS, the primary focus for growth should be Salisbury, as it is a SSCT. Amesbury falls within the category of “other town” as defined in the RSS and represents a suitable location for growth providing a good range of services and facilities.

When considering areas for strategic growth, it is key to ensure that any development carried out is sustainable which is the core principle underpinning planning. At the heart of sustainable development is the idea of ensuring a better quality of life for everyone, now and for future generations (*para 3, PPS1*).

National Planning Policy

The following Planning Policy Statements need to be taken into consideration when deciding on areas most appropriate for strategic growth:

Planning Policy Statement 1: Delivering Sustainable Development

PPS1 states that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- Making suitable land available for development in line with economic, social and environmental objectives to improve quality of life
- Contributing to sustainable economic development
- Protecting and enhancing the natural and historic environment, the quality and character of the countryside and existing communities
- Ensuring high quality development through good and inclusive design, and the efficient use of resources
- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community

PPS1 advises that development plans should promote development that creates socially inclusive communities. Plan policies should seek to reduce social inequalities and address accessibility for all members of the community to jobs, health, housing, education, shops, leisure and community facilities (*para 16*). These aims should be met when delivering sustainable development, including access to open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be difficult in rural areas. Planning authorities should also seek to reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development (*para 27*).

PPS1 advises that planning authorities should ensure the provision of sufficient and good quality new homes in suitable locations. The aim is to ensure everyone has the opportunity of a decent home in locations that reduce the need to travel. Planning authorities should ensure that infrastructure and services are provided to support new and existing economic development and housing (*para 23*).

Planning Policy Statement 3: Housing

PPS 3 seeks the creation of sustainable, inclusive, mixed communities in all areas, urban and rural (*para 9*). In support of this objective, it would like to ensure that housing is developed in suitable locations that offer a range of community facilities and with good access to jobs, key services and infrastructure (*para 36*).

PPS3 paragraph 38 states that local planning authorities should, working with stakeholders, set out the criteria to be used for identifying broad locations and specific sites, taking into account the following:

- Spatial vision for the local area (with reference to the relevant documents such as the *Sustainable Community Strategy*) and objectives set out in the RSS
- Evidence of current and future levels of need and demand for housing and the availability of suitable, viable sites for housing development
- Contribution to be made into cutting the carbon emissions, focusing new development in locations with good public transport accessibility and /or accessible by means other than private car. Where possible drawing its energy supply from decentralised systems based on renewable and low-carbon forms of energy supply.
- Any physical, environmental, land ownership, land-use, investment constraints or risks associated with broad locations or specific sites, such as: physical access restrictions; contamination; stability; flood risk; the need to protect natural resources; and, complex land ownership issues.
- Development opportunities for new housing growth, and renewal of existing housing stock, by eliminated areas that are constrained. Options for such development may include: the re-use of vacant and derelict sites or the conversion of industrial and commercial sites to provide housing in areas already established as residential; large scale redevelopment and re-design of existing areas; and, expansion of existing settlements through urban extensions and creation of new freestanding settlements.
- Accessibility of proposed development to existing local community facilities and services, including public transport. Communities should be of a sufficient size and mix to be able to sustain such an infrastructure, the location of housing developments should take this into creation.
- The need to provide housing in rural areas and villages in order to enhance or maintain their sustainability, in particular, small rural settlements. The relationship between settlements should be considered so as to ensure that growth consolidates informal social support networks, assists people to live near their work and benefit from key services, minimises environmental impact and, where possible, encourages environmental benefits.
- The need to develop mixed, sustainable communities across the wider local authority area as well as at neighbourhood level.

Planning Policy Statement 7 Sustainable development in rural areas (ODPM, 2004)

PPS7 sets out the objectives for raising the quality of life and the environment in rural areas through the promotion of thriving, inclusive and sustainable communities. It states that the economic performance of rural areas should be improved by developing competitive and diverse enterprise, providing a range of jobs. Advice in *PPS7* (ODPM, 2004) states that local development documents should facilitate and promote sustainable patterns of development and sustainable communities in rural areas. This should include policies to sustain, enhance and, where appropriate, revitalise country towns and villages, aiming to ensure strong, diverse economic activity.

PPS7 requires the needs of the whole community to be taken into account. The focus needs to be on reducing social inequalities. This is highlighted in the *Rural White Paper: Our Countryside: The Future – A Fair Deal for Rural England (DEFRA, 2000)*, emphasising the need to deliver public service investment into schools, health, transport and crime reduction. DEFRA also produced a *Review of the White Paper* stating that the Government couldn't be the "main guarantor for all services but should take steps to sustain a viable, cost effective infrastructure, provide fair access to key services and ensure a policy framework that encourages enterprise".

The *Review* reinforces the Government’s commitment to provide a minimum standard of service delivery for all while also placing emphasis on the needs of the individual to public services.

PPS7 (ODPM, 2004) states that people who live or work in rural areas should have reasonable access to a range of community services and facilities. Local planning authorities should, through their Local Development Documents (LDD), facilitate and plan for accessible new services and facilities. They should adopt a positive approach to planning proposals which are designed to improve the viability or accessibility of existing community services and facilities, for example, proposals for shops, post offices, petrol stations, public houses, and village and church halls, each of which plays an important role in sustaining a community. Planning authorities should support the retention of these local facilities and should resist their loss or change of use. *Topic Paper’s 3 on Settlement Strategy* and *Topic paper 4 on Supporting Communities* discuss this issue in further detail. These key local services and facilities should be provided in close proximity to settlements in order to promote sustainable communities. As mentioned before, according to *PPS1*, new development should be located where there is access to these services.

4.3.1 Consideration of each unconstrained area: “Traffic Light” Matrix

The use of the Sustainability Appraisal standard pro forma for comparing the different options for growth was considered. However, the amount of site specific information on the size and location of development, and the broad approach required in order to assess sustainability, meant that use of the standard proforma would produce uncertainties about the impact of development. Within a matrix system the less constrained areas can be assessed while taking into account sustainability issues, such as accessibility to jobs, infrastructure and communications and public transport. The existing community facilities in each area are considered against national planning guidance so as to ensure reasonable access to services and facilities.

	Is there good access to existing jobs in the area?	Is there good access to existing infrastructure / communications in the area?	Is there good public transport accessibility in this area?
Western area	Fairly few employment opportunities: some within Mere, but Local Plan employment land allocations have remained undeveloped for a number of years.	On the A303 and A350, the area is remote and requires some travelling time from major centres.	No railway station. A moderate range of bus services including demand-responsive is provided.
North Western Area	Very few employment opportunities. No large settlements in the area (Shrewton being the largest), the nearest significant employment area is at Wilton and Salisbury.	On both the A303 and A36 trunk routes, but most of the area is some distance from major centres.	An hourly bus service between Salisbury and Devizes, serving Shrewton and several other villages in the area. Additionally, buses between Salisbury and Bath serve villages in the Wylye valley. There is no rail service other than at Salisbury.
Woodford Valley Area	Very few employment opportunities except for that at High Post, Salisbury and Amesbury.	Main routes are north – south including the A345, close to Salisbury and Amesbury.	No rail service other than at Salisbury. Limited bus service through the Woodford Valley. High Post on the A345 is served by several bus services between Salisbury and Amesbury.
Southern Area	Fairly few employment opportunities. Modest employment sites at Downton	The A338 and A36 go through the area. Close to Salisbury with access to	Some rail services are provided from West Dean. Regular bus services exist

	and Alderbury, very little elsewhere.	Southampton and Bournemouth.	from Salisbury along the A338 and A36 to Downton-Bournemouth and Alderbury-Southampton .
Bourne Valley	Yes, in close proximity to Porton Down and Boscombe Down and fairly close to Amesbury.	The A338 runs through the area and provides links to Salisbury, but can be a problematic and slow route.	No rail service other than at Salisbury and Grateley. Possibility of re-opening the Porton Down.
Eastern	Yes, in close proximity to Porton Down and Boscombe Down.	Good access along A30 and A343 toward Salisbury, Andover and Winchester.	No rail service other than at Salisbury and Grateley. Possibility of re-opening the Porton Down.
Around Salisbury	Yes, the prime employment focus in the district (Hospital, Friends Provident, Capita, retail, and industry including employment sites such as Churchfields and Southampton Road).	Yes, a self-contained SSCT with good links to other towns.	Yes, an intersection of two railway lines (London/Exeter and Portsmouth/Bristol), one of the major hubs of the Wilts and Dorset bus network, including National Express.
Around Amesbury	Yes, the secondary employment focus in the district (the Military, Boscombe Business Park and the emerging Solstice Park).	Yes, a good range of local services and fairly well connected to other centres.	Yes, a large number of bus services serving Amesbury, no railway line other than Salisbury and Grateley (each 10 miles approx).

4.3.2 Consideration of Western Area

The Western Area includes Mere and other villages. The employment land allocations in the Local Plan for the Western Area have remained undeveloped for a number of years and there are fairly few employment opportunities here, although there is some employment. The provision of strategic growth in this area, an extension to an existing settlement or the development of a new settlement, would not be matched by employment unless employment development was delivered as part of such growth, however, this would be contrary to RSS which states that new jobs should predominantly be provided in Salisbury.

The inability to match housing growth with employment is contrary to national guidance that requires that Local Planning Authorities should aim to ensure that everyone has the opportunity of a decent home, that promotes sustainable patterns of development, in locations that reduce the need to travel (*PPS1, PPS7*). Strategic housing growth in this area would be an unsustainable form of development regarding the amount of travel generated by people having to access employment, exacerbated by the fact that, despite being on the A303 and A350, the area is remote and there is no railway station in this area. There is, however, a moderate range of bus services, including a demand-responsive service.

Regarding access to services and facilities, *PPS7* states that people who live or work in rural areas should have reasonable access to a range of services and facilities and that a positive approach to planning proposals should be adopted to improve the viability, accessibility or community value of existing services and facilities. The Western Area Area includes Mere that has been identified as a local service centre and already offers a reasonable range of community facilities. Strategic growth in Mere could deliver further community facilities and services to meet the needs of future residents, although existing residents, who already have reasonable access to a range of services and facilities, would receive little benefit. Due to this fact, the Western Area is not considered suitable for strategic growth at the present time.

4.3.3 Consideration of North-Western Area

The North-Western Area is situated between the Salisbury Plain, the AONB and the World Heritage site, Stonehenge. There are no large settlements in the area, Shrewton being the

largest. The area comprises very few employment opportunities, Wilton and Salisbury being the nearest significant areas of employment. Similar to the Western area, the provision of a strategic housing growth in this area, be it as an extension to an existing settlement or the development of a new settlement, would not be matched by employment. The area is not provided for by a rail service, other than at Salisbury, although, there are regular bus services.

Regarding access to services and facilities, Shrewton is the largest settlement and has a good range of community facilities for its size. Strategic housing growth could deliver some benefits to existing residents and future residents, delivering the critical mass necessary to support more services and facilities, but given the lack of employment in this area and its relative remoteness, on balance, the North-Western Area is not considered suitable or strategic growth at the present time.

4.3.4 Consideration of Woodford Valley

The Woodford Valley, apart from at High Post, contains very few employment opportunities. The area is, however, fairly close to both Salisbury and Amesbury. According to the “traffic light” matrix criteria, there are main travel routes within the Woodford Valley, including the A345. There is no rail service, other than at Salisbury, and a fairly limited bus service. High Post on the A345 is served by several services between Salisbury and Amesbury.

Settlements in the Woodford Valley, such as Great and Little Durnford, Netton and the Woodfords, are secondary villages. Such villages offer limited services that would seem to suggest that strategic growth could deliver benefits to existing residents, as well as future residents, by delivering the critical mass necessary to support new services and facilities. Despite this, given the lack of employment in this area and its relative remoteness, on balance the North-Western Area is not considered suitable for strategic growth at the present time.

4.3.5 Consideration of Southern area

The Southern Area contains modest employment sites at Downton and Alderbury but very little elsewhere. The A338 and A36 go through the area, which is fairly close to Salisbury with access to both Southampton and Bournemouth. Some rail services are provided from West Dean and regular bus services exist from Salisbury along the A338 and A36 to Downton-Bournemouth and Alderbury-Southampton respectively.

Downton, part of the Southern Area, has been identified as a local service centre in the Settlement Strategy topic paper because it offers a very good range of community facilities. Alderbury, also in this area, is categorised as a “main village” because it has a good range of services and facilities. Strategic growth, in this area, could deliver further community facilities and services to meet the needs of future residents. It is not considered, however, that this would bring significant benefit to existing residents who already have reasonable access to a range of services and facilities. It is not proposed to put forward the southern area as having potential for strategic growth.

4.3.6 Consideration of Eastern area and Bourne Valley area

The Eastern Area and the Bourne Valley Area are, in the context of the “traffic light” matrix, comparable upon consideration of access to jobs, access to existing infrastructure and communications and access to public transport.

Both areas enjoy close proximity to employment at Porton Down and Boscombe Down. Porton Down is currently home to two government organisations and a private sector company. The roles of these organisations are to provide specialist technical services and scientific advice to support the UK Armed Forces and UK Government. They also have the role of protecting health, preventing harm and preparing for threats, which is vital in the current political climate. The site also carries out research into infectious diseases and manufactures a number of healthcare products including vaccines and therapeutics and provides an important national resource. Porton Down is a world-renowned employer and scientific developer; the future of the

Porton Down site, therefore, represents the single greatest long-term economic opportunity for the South of Wiltshire.

Porton Down have informed Salisbury District Council of their intention to expand, plans beyond confidential at the present time.

Ministry of Defence Boscombe Down is the tri-service home of military aircraft testing and evaluation, as well as, the Boscombe Down RAF support unit which provides administrative support to the military lodger units. QinetiQ is one of Britain's largest independent science and technology companies, based at Boscombe Down, and has a long established world class reputation in research and development.

The Eastern Area and Bourne Valley enjoy relatively good access to existing infrastructure. The A338 runs through the Bourne Valley area and provides links to Salisbury, although it is known to be a problematic and slow route. The Eastern Area enjoys good access along the A30 and A343 towards Salisbury, Andover and Winchester. There is no rail service within either the Bourne Valley or Eastern Area, but the possibility of re-opening the Porton Down Railway station could be investigated if strategic growth were to take place in either of these areas.

Strategic growth, taking into account *PPS 3* regarding housing options, could take the form of a new settlement or extension to an existing settlement in either the Eastern Area or the Bourne Valley area. Both these options would play to one of the district's key strengths and support the scientific community, helping to secure its long term future. This approach could be a catalyst to solving some of the constraints Porton Down currently suffers from, especially transport constraints and the lack of affordable housing. The area has good communications, including access to the London Road Park and Ride and the possibility of re-opening Porton Station, as well as creating improved bus links between Porton Down, Salisbury and villages in-between. This approach would also take into account the public's response to the "Our Place" consultation, in support of modest growth closely balanced with employment within villages. The Bourne Valley and the Eastern Area are set apart by their role and function as settlements and the level of facilities and services that are provided locally. Evidence available from national and regional guidance and wider research shows that local facilities and services are a vital part of smaller settlements, but, despite this there has been a continued decline in their provision. There is a need to protect and encourage the development of rural services and facilities in the district so that they become sustainable ensuring that settlements can meet the needs of their residents.

PPS 7, regarding rural social exclusion, advocates the promotion of sustainable communities and patterns of development within rural areas, including development that sustains, enhances and, where appropriate, revitalises places so as to create strong and diverse economic activity. People who live or work in rural areas should have a reasonable access to a range of services and facilities. Villages and rural areas are made sustainable by providing housing that enhances or maintains, according to *PPS3*. This guidance goes on to advise that the location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services.

The *Settlement Strategy Topic Paper* sets out a hierarchy of settlements. The Bourne Valley includes the Winterbournes, Gomeldon, Porton, Ford and Idmiston. Gomeldon, the Winterbournes and Porton form a cluster of villages. An appraisal of the district's settlements in terms of their size, location and services suggests that at some places there are groups of villages that are merged with one another or come close to doing so. Settlements merging and combining populations, enables them to be considered as a cluster or sustainable group. One of these clusters includes Winterbourne Dauntsey, Gunner, Earls, Hurdcot, Idmiston, Porton and Gomeldon with a total population of 3090. The Bourne Valley also has two "main villages", which have a good range of services and facilities. These two villages, by district standards, are medium sized in population with over 500 inhabitants. These "main villages" are Porton and Winterbourne Dauntsey/Earls/Hurdcott.

The only "main villages" in the Eastern Area include those to be found at the Winterslows. Other settlements in this area, Firsdon, Pitton and Lopcombe Corner, are much lower down on

the settlement hierarchy given their relative lack of facilities and services. Pitton is identified as a “secondary village” in the Settlement Strategy topic paper, which has a population of over 200 inhabitants and at least one basic facility. Firsdown is relatively populous, but has a limited number of facilities and services, along with Lopcombe, as set out in the *Settlement Strategy Topic Paper* and its *addendum*.

Issues and Options Consultation: A new settlement based in the Bourne Valley

The Issues and Options consultation is an important factor when considering the appropriateness of the Bourne Valley and the eastern area compared for strategic growth. During the Issues and Options stage, the Bourne Valley was put forward as a possible area for a new settlement, based on its proximity to Porton Down and the fact it has a number of smaller settlements with a fair balance of services and facilities.

The Interim Sustainability Appraisal assessed all the suggested options put forward during the Issues and Options stage and found that the option of a new settlement in the Bourne Valley was sustainable, with only one possible neutral impact on *objective 16* which is to conserve and enhance the district's landscapes. The option was found to have a strong and significant beneficial impact on *objective 21* which aims to maintain and enhance the viability and vitality of new and existing services and facilities; and a potentially significant beneficial impact on *objective 1* to promote affordable housing; and, a beneficial impact on *objective 15* to conserve and enhance the district's biodiversity and geo-diversity.

This option was not met with much support with only 18% of respondents agreeing or strongly agreeing compared to 51% who disagreed or strongly disagreed (see *Housing Topic Paper Addendum*). The remaining 31% neither agreed nor disagreed. The main concerns about a new settlement in the Bourne Valley centred on its unsuitability in terms of infrastructure, specifically that the A338 could not cope with new development and that the Bourne Valley should be retained as a rural area (see *addendum to Housing Topic Paper*).

The Preferred Options Sustainability Appraisal, following on from the comments made at the Issues and Options stage, concluded that although it is considered that allocating a settlement in the Bourne Valley would increase the number of houses to be provided in the district, including the provision of affordable housing, it would increase pressure on existing facilities and services and would add to commuting. It is considered that there are more sustainable locations within the district where such large scale housing growth and its associated services and facilities could be accommodated. A new settlement would need to be supported by new services and facilities. There is a concern that a new settlement and its services, in this particular location, would have a detrimental impact on the existing services and facilities present in some of the villages in the Bourne Valley.

Conclusion on Eastern Area and Bourne Valley

Overall, the Eastern Area has far fewer facilities and services to offer its existing residents than the Bourne Valley area. Strategic growth in the Eastern Area would therefore not only support the scientific community at Porton Down but would also bring benefits in terms of promoting more sustainable communities by providing the critical mass necessary to support new services and facilities. The Issues and Options consultation has also demonstrated that there is no appetite for strategic growth in the Bourne Valley in the form of a new settlement that could have a detrimental impact on existing facilities and services. It is considered that strategic growth would be most appropriately located in the eastern area rather than in the Bourne Valley.

Strategic growth in the Eastern Area: Urban Extension or New Settlement?

PPS3 makes clear that when identifying broad areas for housing growth, different options should be taken into account, including expansion of existing settlements through urban extensions and the creation of new freestanding settlements.

An Urban Extension to Firsdown

Firsdow, in the Eastern Area is identified as having only one basic facility. In accordance with government guidance and research, an extension to this settlement accompanied by key services and facilities would ensure that all needs of the community are met and reliance on the public car is reduced. Growth in Firsdow could lead to enhancing and protecting the long-term vitality and viability of the community. An urban extension to Firsdow would ensure balanced growth through matching strategic housing growth with existing and future employment at Porton Down, as well as tackling rural social exclusion in this area through the provision of new community facilities and services.

A New Settlement

During the Issues and Options consultation, alternative areas were put forward for housing growth. This included Lopcombe Corner which was put forward as a possible area for housing development. As with the proposed urban extension to Firsdow, a new settlement around the Lopcombe Corner area off the A30 would deliver balanced growth, in accordance with national and regional policy, so that houses would be delivered alongside the expansion of Porton Down. A critical mass of development here will also alleviate some of the issues surrounding the current level of commuting and lack of services. Promoting sustainable development is in accordance with national and regional policy.

Preferred Options Sustainability Appraisal

The Preferred Options Sustainability Appraisal has found that a new settlement or urban extension in the east of the district will have a potentially significant beneficial impact on promoting affordable housing and social inclusion and that these options will provide the critical mass to support new services and facilities for those people living and working there. This includes supporting more frequent bus services and enabling people to access services and facilities by foot and cycle. These options are found to be sustainable by contributing towards a reduction in road congestion by providing housing and services to serve the Porton Down scientific community thereby reducing the level of commuting.

The Sustainability Appraisal has found both options sustainable in terms of facilitating sustainable economic growth by providing suitable infrastructure to promote business growth, supporting the Porton Down Scientific Park, one of the district's key strengths and employers. This will help to facilitate sustainable economic growth. Benefits of are likely to be cumulative over the plan period to allow such development to be built out. It is considered also that the provision of a new settlement or urban extension to Firsdow, providing new housing and services, will also support the Porton Down Science Park, with, again, cumulative benefits. Both of these options leads to the objective of maintaining and enhancing the vitality and viability of new and existing services and facilities.

On balance of all of these issues, having compared the Eastern Area with the Bourne Valley Area, the Eastern Area is considered to be the most appropriate for strategic growth through either an urban extension to Firsdow or the development of a new settlement off the A30 near to Porton Down. Having been assessed in the Preferred Options Sustainability Appraisal as being sustainable, these two options for delivering growth will therefore be put forward in the Preferred Options.

4.3.7 Consideration of Salisbury

The Salisbury Area contains a relatively unconstrained band of land as identified during the constraints mapping exercise. Salisbury, a strategically significant city, is suitable for strategic growth which is appropriate to the scale, function and role of the city and will reflect the strategy set out in the emerging RSS. The emerging RSS is also clear that of the 14,000 jobs to be provided in south Wiltshire over the next 20 years, 13,500 of these should be provided in Salisbury.

4.3.8 Consideration of Amesbury

The area around Amesbury to the north and south has been demonstrated through the constraints mapping exercise as being suitable for strategic growth. This area is also noted in

the emerging RSS as being of major importance in terms of providing services to residents in surrounding rural areas. Along with Durrington and Bulford and the associated military garrisons, Amesbury heads a unique group of settlements within the district which have close links to one another and collectively make up a large population, as much as half that of the city of Salisbury. Amesbury is, by some considerable margin, the second largest settlement in the district. It clearly conforms to the “other towns” category within the RSS, providing a good range of services and facilities to a modest hinterland. In line with the RSS, and as the constraints mapping exercise, it has demonstrated that the area around Amesbury is an appropriate location to accommodate strategic growth after Salisbury.

5. The Growth Strategy

The constraints mapping exercise has demonstrated that there are several areas of less constrained land across the district suitable for strategic growth. Following analysis of these areas, there are only three areas that are considered to be appropriate to accommodate strategic growth. The first of these is the within the Eastern Area. In line with national planning guidance, strategic growth in this area will promote more sustainable communities through the provision of a critical mass to support new services and facilities and by providing housing close to employment at the Porton Down Science Park, thereby supporting its community.

The identification of providing strategic growth in the east of the district through either a new settlement or urban extension means that three different scenarios for growth across the district will be set out in the Preferred Options. These are:

Scenario 1: A new settlement (as discussed above)

The development of a new settlement off the A30 near to Porton Down (as discussed above).

Scenario 2: Distributed growth.

As an alternative to a new settlement or urban extension, the Preferred Options will also include the option of distributed growth. In order to meet the RSS requirement of 620 dwellings per annum, without a new settlement or urban extension the housing would have to be distributed throughout the existing settlements across south Wiltshire, which would mean that strategic housing sites would need to accommodate a higher number of housing. This option has been assessed in the Sustainability Appraisal and found to be sustainable.

Scenario 3: An urban extension to Firsdown (as discussed above)

Strategic growth has also been identified as being appropriate around Salisbury and Amesbury, which is in accordance with the strategy set out in the emerging RSS.

6. Examining Salisbury in more detail to identify locations for strategic Greenfield And Brownfield Growth for housing / mixed use

Regardless of which growth strategy option the Core Strategy eventually proposes, as listed above, Salisbury is still required to accommodate at least 6000 houses to 2026, in accordance with the RSS. It is therefore necessary to examine the less constrained area identified around Salisbury in more detail to identify broad locations for strategic greenfield growth, and identify areas for brownfield strategic growth. Specific housing sites can also be identified where possible in order to meet the GOSW's requirement that specific housing sites need to be identified to ensure a 5 year supply of housing which is a requirement of PPS3. Reference to the results of the Issues and Options consultation, the Housing Summit consultation and the Salisbury Vision consultation, as well as the findings of the Preferred Options Sustainability Appraisal will inform this process.

6.1 Issues and Options Consultation

A number of possible areas were suggested at the Issues and Options consultation under Option 14. The response to the suggested areas was as follows:

To the northwest between Fugglestone Red and the UK Land Command, Wilton.

71% of respondents either agreed or strongly agreed with this option, compared to only 9% who disagreed or strongly disagreed. The remaining 20% of respondents neither agreed nor disagreed.

To the west at Harnham on land to the south of Netherhampton Road

44% agreed or strongly agreed, compared to 36% who disagreed or strongly disagreed. The remaining 20% neither agreed nor disagreed.

To the northeast on land between Bishopdown Farm and the village of Ford

32% agreed or strongly agreed compared to 41% who disagreed or strongly disagreed. The remaining 27 % neither agreed nor disagreed.

To the east of Laverstock below Cockey Down

21% agreed or strongly agreed compared to 53% who disagreed or strongly disagreed. The remaining 26% neither agreed nor disagreed.

To the north on land at the Portway near to Old Sarum

53% agreed or strongly agreed compared to 25% who disagreed or strongly disagreed. The remaining 22% neither agreed nor disagreed.

An extension of Alderbury on land between the A36 by-pass and the village

34% agreed or strongly agreed compared to 45% who disagreed or strongly disagreed. The remaining 21% neither agreed nor disagreed.

6.2 Alternative Areas put forward for housing growth during Issues and Options

A number of alternative options were put forward for housing growth around Salisbury during the Issues and Options consultation. These are set out in the *Housing Topic Paper Addendum*, including:

- Sites in Ebble Valley
- Land South of Salisbury
- Do not extend Alderbury on land between the A36 by-pass and the village
- Coombe Bisset
- Hommington
- Build on land towards Odstock Village
- Do not accommodate new housing to the northeast on land between Bishopdown Farm and the village of Ford
- Do not accommodate new housing to the east of Laverstock below Cockey Down
- Churchfields

- Old Manor Hospital
- Milford House Nursing Home
- Bourne Trading Estate
- Salisbury to Wilton Road between road and Quidhampton
- Coombe Road
- Wilton Road
- Extend Salisbury to the SE along A36 to incorporate Petersfinger
- Culver Street Car park
- Land to the south east along Downton Road

6.3 Housing Summit

The Housing Summit was a workshop to which all district councillors were invited and took place in December 2007. The aim of the workshop was to identify where housing could be developed around Salisbury. The *Housing Topic Paper Addendum* provides more detail on this. The outcome of the Housing Summit was that the following areas were suggested for development:

- Fugglestone Red
- Churchfields
- North of Bishopdown
- UKLF Wilton
- Laverstock
- Netherhampton Road
- Old Sarum
- Central car park
- Adjacent to Rowbarrow Gardens, Downton Road
- Adjacent to Lime Kiln Way, Odstock Road
- Adjacent to Salisbury District Hospital
- Netherhampton between In Excess and the livestock market

6.4 Salisbury Vision

The Salisbury Vision was consulted on at the same time as the Issues and Options. The main priority of the Vision's development strategy is to significantly improve the city's position as a shopping and business centre by facilitating significant investment in the provision of modern retail and employment space. Three key areas – the Maltings/Central Car park, the Churchfields Industrial Estate and the Southampton Road – are identified for major development. The Vision sets out that emphasis will be given to encouraging the growth of newer innovative industries as well as to the development of the city's more traditional business base. The strategy also seeks to increase the supply of housing in the city and in particular the level of affordable housing.

The projects relating to these three key areas were consulted on at the same time as the Issues and Options and the responses were as follows:

- A new shopping development on the Central Car Park with a new park between the watercourses, new square onto Fisherton Street, plus a range of shops, homes and leisure opportunities – this project was strongly supported during consultation, the detailed results of which are set out in the *addendum to Topic Paper 8 Retail*. This is considered to be strategic because of its importance in promoting the vitality and viability of the city centre, in accordance with national planning policy guidance. The redevelopment of the Central Car Park and Maltings represents a prime opportunity for Salisbury to encourage investment and expand both the number and range of retailers in the city centre, whilst improving the heritage assets and the overall appeal and attraction of Salisbury city. This is a key city centre previously developed site with access to all the services and facilities the city centre has to offer.

- The redevelopment of Churchfields industrial estate with a mix of residential-led purposes and finding better sites for the existing businesses – this project was strongly supported during consultation, the detailed results of which are set out in the *addendum to Topic Paper 9 Economy*. This is considered to be strategic because of its importance in promoting the economic growth of the district and delivering a key brownfield site next to the railway station and close to the city centre and all the service and facilities it has to offer.
- The remodelling of Southampton Road with new residential development, a dual carriageway and the relocation of a college. This project was supported during consultation, the detailed results of which are set out in the *addendum to Topic Paper 9*. The remodelling of the Southampton Road area, which is a key gateway to the city, will bring about significant transport, aesthetic and economic changes to the Southampton area through the development of a residential-led scheme with other uses to include offices, community and retail uses.

6.5 Assessment of consultation responses and alternatives put forward

There is some overlap between what was suggested by planning officers during the Issues and Options consultation as possible areas for housing growth, with those made by the consultation respondents, along with the results of the Housing Summit and the Salisbury Vision consultation. All the suggestions put forward during the consultations will now be examined regarding the level of appropriateness, overlapping is identified, and each suggestion is then assessed with reference to the Preferred Options Sustainability Appraisal so as to inform the overall assessment.

Sites in Ebble Valley, Coombe Bissett and Homington

The Ebble Valley, Coombe Bissett and Homington were put forward by the respondents. This valley and the settlements within it are outside of the areas of less constrained land identified as having potential for strategic growth. In assessing these villages, the Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 3*) concludes that large-scale development would result in the character of the settlement being lost. It would also result in increased pressure for services and facilities and would result in increased car use and congestion as people travel to main service centres for work and a wider range of facilities. Given the size of such settlements and the range of facilities they have to offer, there is relatively little scope for new development. The Sustainability Appraisal concludes that it is considered that there are more sustainable locations in the district where such large scale housing growth could be accommodated.

This option will not therefore be carried forward.

Land south of Salisbury

The land south of Salisbury was put forward in response to the Issues and Options consultation and falls within the band of less constrained land identified around Salisbury. It corresponds with the option set out under Option 14 for housing growth to take place “to the west at Harnham on land to the south of Netherhampton Road”. 44% of respondents agreed/strongly agreed with this option, and 36% disagreed/strongly disagreed. The Housing Summit also suggested that land at Netherhampton Road and at Netherhampton between In Excess and the livestock market would also be appropriate for housing growth. The area falls within the broad band of less constrained land identified around Salisbury.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) concludes that the benefits of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the national environment. For example, such growth will help meet the housing needs of the district and enable the provision of affordable housing. It will also promote sustainable transport choices by providing the critical mass necessary to support more frequent bus services and more services and facilities that people can access by foot and by cycling.

This will therefore be put forward in the Preferred Options as a strategic Greenfield area to be described broadly as Land to the south of the city at Harnham.

Do not extend Alderbury on land between the A36 and the village

The alternative option of no development around Alderbury was put forward during Issues and Options. Alderbury falls within the band of land identified as having potential for growth around Salisbury. The Issues and Options consultation highlighted that there would be an acceptance of modest growth here. Officers are also aware through discussions with the Highways Agency that they have concerns over the impact that significant growth could have on the function and capacity of the A36. To balance the concerns of the Highways Agency, the fact that the Issues and Options consultation demonstrated an appetite for modest growth only with the fact that Alderbury does fall within the band of less constrained land identified around Salisbury, it is, therefore, considered that Alderbury could accommodate modest growth only, rather than that on a strategic scale.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 Preferred Option 62*) concludes that modest growth at Alderbury will contribute to providing a range of housing to meet the identified need, will help to protect existing local services and facilities and will facilitate sustainable travel.

The Preferred Options will suggest that Alderbury is capable of taking modest growth only.

Build on Land towards Odstock Village Adjacent to Salisbury District Hospital / Adjacent Lime Kiln Way, Odstock Road

Respondents to the Issues and Options consultations suggested building on land towards Odstock Village which falls within the band of land identified around Salisbury. The Housing Summit suggested that land adjacent to Salisbury District Hospital had potential for housing growth. Housing growth here will match existing employment at the Hospital and provide key worker housing and will promote a sustainable, mixed community in line with Government guidance.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal Appendix 2 Preferred Option 29*) concludes that the benefit of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the national environment. For example, such growth will help meet the housing needs of the district and enable the provision of affordable housing. It will also promote sustainable transport choices by providing the critical mass necessary to support more frequent bus services and more services and facilities that people can access by foot and by cycling.

This will therefore be included in the Preferred Options and described broadly as “Land near Salisbury District Hospital”.

Do not accommodate new housing to the NE on land between Bishopdown Farm and the village of Ford

The Issues and Options consultation respondents suggested that housing growth could take place to the north east on land between Bishopdown Farm and the village of Ford. This option did not meet with full support and an alternative option of not accommodating such growth here was put forward. The *Housing Topic Paper Addendum* sets out in more detail why there was some resistance to this option, based on concerns that development here would converge Ford with Bishopdown Farm and Salisbury and that if growth were to take place here more facilities would be required.

“North of Bishopdown” was suggested as a potential area for housing growth during the Housing Summit. Strategic growth here would be appropriate because it represents a logical urban extension and has close links with the city centre.

This area is in a sustainable location and is nearby the London Road Park and Ride. Growth here would integrate with completed development to the south at Hampton Park and make use of the established shopping and community facilities but additional facilities might be needed.

The Landscape Character Assessment, which forms part of the Council's evidence base, observes that the open land on Castle Hill (between Hampton Park/Bishopdown and Paul's Dene) is a very important open feature and in addition to being recreational and a ridge backdrop, provides a link between the County Wildlife Site at Bishopdown and the open countryside to the north. The "urban gateway", the north-westernmost part of the area is important within the setting of Old Sarum and is known as a "Green/Treed/River valley" approach. This area is an open piece of countryside between the Old Sarum area of development and the envelope of Salisbury's main built up area. The part of the area between Hampton Park and Ford is a smaller element of open countryside the development of which would appear less likely to impede the characteristically green approaches to Salisbury.

The concerns of respondents to the Issues and Options consultation are acknowledged and can be addressed. If growth were to take place between Bishopdon Farm and the village of Ford, it would need to be master planned taking care to use new development as an opportunity to build while safeguarding the strategic landscape setting of the northern slopes of Salisbury, ensuring the settlement of Ford retains its independent character and does not become merged with the City. Growth here would therefore need to be subject to a substantial landscaping/strategic gap protecting the landscape setting, reducing the risk of coalescence between the village of Ford and Salisbury. Development in this broad area would be sustainable and viable by delivering the critical mass necessary to provide more community facilities and services.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) concludes that the benefits of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the natural environment. For example, such growth will help meet the housing needs of the district and enable the provision of affordable housing. It will also promote sustainable transport choices by providing the critical mass necessary to provide more services and facilities while supporting a more frequent bus service that people can access by foot and by cycling.

This will be put forward in the Preferred Options to be described broadly as "Land to the North East fringes of Salisbury."

Do not accommodate new housing to the east of Laverstock below Cocky Down

The Issues and Options consultation suggested that housing growth could take place to the east of Laverstock below Cockey Down. This option did not meet with full support and an alternative option of not accommodating such growth here was put forward. The *Housing Topic Paper Addendum* sets out in detail the reasons against this option, largely based on concerns about congestion in Laverstock and the impact on existing infrastructure, on the natural environment and that Laverstock should not be considered in the same context as Salisbury. The Issues and Options consultation did also highlight that there would be an acceptance of modest growth in Laverstock. This area does fall within the broad band of less constrained land identified around Salisbury and was also suggested at the Housing Summit for potential housing growth.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 Preferred Option 62*) concludes that modest growth at Laverstock will contribute to providing a range of housing to meet the identified need, will help to protect existing local services and facilities and will facilitate sustainable travel.

Therefore, Laverstock will be put forward in the Preferred Options as being capable of taking modest growth only.

Churchfields

The redevelopment of Churchfields for housing was suggested at both the Issues and Options consultation by respondents and the Housing Summit who were in support of it as a Salisbury Vision project. Growth within this area can be considered as strategic because it will deliver a key regeneration priority. It also meets the Government's requirement for the efficient use of previously developed brownfield sites, ensuring they are made sustainable. This is a brownfield site, close to the

railway station and on the edge of the city centre, close to its services and facilities. The redevelopment will address current access and congestion problems at Churchfields. If redevelopment of this site goes ahead, another site will need to be found to accommodate some of the businesses that will be relocated.

One possible area of relocation could include The Engine Shed, a site situated adjacent to the Churchfields Industrial Estate. This site could be included as part of a comprehensive redevelopment of Churchfields. There are no land ownership constraints as this site is under Council ownership.

Access to Churchfields is currently constrained and has a negative impact on city centre congestion, air quality and highway safety. The relocation of businesses will have a positive impact by helping to alleviate these problems, improving air quality and reducing green house gas emissions, improving safety and reducing congestion on the roads.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 31*) has found that this option is sustainable. The relocation of Churchfields will release the land for housing, including the delivery of affordable housing, thereby meeting the objective of promoting affordable housing. This relocation will also allow better access and promote social inclusion. The Sustainability Appraisal has also found that in terms of providing suitable infrastructure to promote business growth, the relocation of Churchfields businesses will allow better access and growth potential for existing businesses and encourage inward investment.

The sequential approach to flood risk has been applied from the outset of the site selection process. The use of flood risk zones 2 and 3 as constraints in the mapping exercise meant that flood risk zone 1 was favoured as a matter of course. However, Churchfields industrial estate does fall within an area of flood risk. The SFRA level 1 has identified this area as being partially within flood risk zone 2. This site has been identified by the Salisbury Vision process as key development sites which will assist enhancing the identity image and economy of the city.

It is proposed to include the redevelopment of Churchfields for a mixed-use development as a strategic brownfield site within the Preferred Options, subject to finding an alternative employment site to accommodate some of the existing Churchfields businesses.

It is also proposed to include the Engine Shed site as a housing site within the Preferred Options, meeting with the GOSW's requirement to identify more specific housing sites.

Old Manor Hospital

The Old Manor Hospital site was suggested by respondents at Issue and Options consultation. An existing local plan allocation, this site also has an adopted Supplementary Planning Guidance. The site is brownfield and the inclusion of this site in the Preferred Options will help to meet GOSW's requirement to consider the need to identify more specifically housing sites for South Wiltshire and Salisbury so that a supply of identified sites for housing are planned for beyond 2011.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal – Appendix 2 Preferred Option 29*) has found that this option will have a positive impact on making efficient use of land and maximising the use of previously developed land.

The Old Manor Hospital will therefore be included within the Preferred Options.

Milford House Nursing Home

The Milford House Nursing Home site was put forward by respondents during the Issue and Options consultation. The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 3*) concluded that, although a nursing home could potentially provide a valuable facility for a section of the community, there is no land available to accommodate this development and that which could be developed would not be of a scale sufficient to deliver strategic housing growth.

This option will not be pursued as a preferred option.

Bourne Trading Estate

The Bourne Trading Estate site was suggested during Issues and Options consultation as a possible area for housing growth; referring to the site which contains retail and commercial units on Southampton Road, around Bourne Way. The Salisbury Vision proposes the remodelling of Southampton Road with new residential development, a dual carriageway and relocation of the college. This will bring about significant transport, aesthetic and economic changes to the Southampton area through the development of a residential-led scheme with other uses to include offices, community and retail uses. This project was supported during consultation on the Salisbury Vision (see *addendum to Topic Paper 9 Economy*). During the Issues and Options and Salisbury Vision consultation, it has been explicit that the Core Strategy will seek to facilitate the delivery of the Salisbury Vision in the most expeditious manner.

The remodelling of Southampton Road to form a green boulevard and transforming the retail and employment uses to allow high density residential development will be included in the Preferred Options.

Salisbury to Wilton Road between road and Quidhampton / Wilton Road

An alternative site put forward during the Issues and Options consultations includes land between the Salisbury and Wilton Road and the Quidhampton/Wilton Road. This area lies to the north west of the city and falls within the band of land identified as having potential for growth around Salisbury. This area is broadly the same area as “To the North West between Fugglestone Red and UK Land Command, Wilton” which received support during Issues and Options consultation.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) concludes that the benefits of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the national environment. For example, potential growth will help meet the housing needs of the district and enable the provision of affordable housing. Growth will also promote sustainable transport choices by providing the critical mass necessary to support more facilities and services and a frequent bus service that people can access by foot and by cycling.

This area will be put forward as a Preferred Option and to be described broadly as Land to the North West fringes of Salisbury.

Coombe Road

Coombe Road was an alternative option put forward during the Issues and Options consultations. Located to the south of the city it falls within the band of less constrained land identified as having potential for growth around Salisbury.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) concludes that the benefits of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the national environment. For example, potential growth will help meet the housing needs of the district and enable the provision of affordable housing. Growth will also promote sustainable transport choices by providing the critical mass necessary to support more facilities and services and a frequent bus service that people can access by foot and by cycling.

Coombe Road will be put forward as a Preferred Option to be described broadly as land to the south of city at Harnham.

Extend Salisbury to the South East along A36 to incorporate Petersfinger

The alternative options to extend Salisbury to the south east, along the A36 to incorporate Petersfinger was put forward during the Issues and Options consultation. The area to the south of Petersfinger and

the A36 is limited but has been identified as less constrained land. The area to the north of Petersfinger and the A36 if strategically grown would merge with Laverstock and so only modest growth is being proposed here.

The Sustainability Appraisal (the *Preferred Options Sustainability Appraisal: Appendix 2*) found that there would not be adequate land available for development here.

This option to extend Salisbury to the south east along the A36 to incorporate Petersfingers will not be carried forward as a Preferred Option.

Culver Street Car Park

Culver Street Car Park was suggested during the Issues and Options consultations as a possible area for housing growth.

The Sustainability Appraisal (*Preferred Options Sustainability Appraisal: Appendix 2*) concluded that as the Salt Lane and Brown street car parks are identified as sites for redevelopment in both the Salisbury Vision and the current Local Plan, redevelopment of Culver Street car park would have a detrimental impact on people's access to services and facilities within the city centre, contrary to national and regional guidance.

The Culver Street car park site will not therefore be carried forward as a Preferred Option.

Land to the south east along Downton Road

The land to the south east along Downton Road was put forward during the Issues and Options consultations. Similarly, the Housing summit put forward the adjacent Rowbarrow Gardens, Downton Road. This area falls within the broad band of less constrained land identified around Salisbury. This area is adjacent to an existing local plan allocation that outlines consent for housing. During the "call for sites" to inform the preparation of the Strategic Housing Land Availability Assessment, this site was put forward as a deliverable site for housing. Development of this site meets the GOSW's requirement to identify specific housing sites.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) concludes that the benefits of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the national environment. For example, potential growth will help meet the housing needs of the district and enable the provision of affordable housing. Growth will also promote sustainable transport choices by providing the critical mass necessary to support more facilities and services and a frequent bus service that people can access by foot and by cycling.

The land to the south east along Downton Road will be put forward as a Preferred Option to be described as Land south of Salisbury to the West of Downton Road.

United Kingdom Land Forces, Wilton

The UKLF in Wilton was not suggested during the Issues and Options consultation but was suggested at the Housing Summit. It is important that the Core Strategy addresses specific local priorities, including economic needs. Parts of south Wiltshire are under threat of decline if we do not take positive steps to plan for their future. One example is the MOD's intention to vacate the UK Land Forces HQ in Wilton, removing 1,200 jobs which could have a potentially serious detrimental impact on local businesses. Planning for a mixed-use redevelopment of this site will help to combat any adverse impact. The redevelopment of this site is considered to be strategic in terms of regeneration priorities and will also involve the development of a previously developed site, as advocated by PPS3, in a district that has few brownfield opportunities.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) has found that this option will have a positive impact on the objective of making efficient use of land and maximising the use of previously developed land.

Mixed use development at the UKLF, Wilton will therefore be carried forward as a Preferred Option.

Central Car Park / The Maltings

The Central Car Park site was suggested at the Housing Summit meeting. The Salisbury Vision also proposes a new shopping development on the Central Car Park with a new park between the watercourses, a new square onto Fisherton Street, a range of shops, homes and leisure opportunities. Similarly, the response to the Issues and Options consultation shows that redevelopment of this site was strongly supported during the issues and options/Salisbury Vision consultation, the detailed results of which are set out in the *addendum to Topic Paper 8 Retail*.

The redevelopment of Central Car Park and Maltings is considered to be strategic because of its importance in promoting the vitality and viability of the city centre and is in accordance with national planning policy guidance. The redevelopment of this site represents a prime opportunity for Salisbury to encourage investment and expand both the number and range of retailers in the city centre whilst improving the heritage assets and the overall appeal and attraction of Salisbury city as a whole. A previously developed site, this is a key city centre location with access to all the services and facilities the city centre has to offer.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) has found that this option will have a positive impact on the objective of making efficient use of land and maximising the use of previously developed land.

The sequential approach to flood risk has been applied from the outset of the site selection process. The use of flood risk zones 2 and 3 as constraints in the mapping exercise meant that flood risk zone 1 was favoured as a matter of course. However, the Central Car Park/Maltings does fall within an area of flood risk. The SFRA level 1 has identified this area as being mainly within flood risk zone 1 but has areas to north west and east of the site that are in areas of Flood Zones 2, 3a and 3b. This site has been identified by the Salisbury Vision process as key development sites which will assist enhancing the identity image and economy of the city.

The Central Car Park/the Maltings will therefore be carried forward as a Preferred Option.

Old Sarum

The Old Sarum area was suggested at the Housing Summit and falls within the broad band of land around Salisbury as being less constrained and therefore having potential for growth. It is broadly within the area described at Issues and options as “land to the north on land at the Portway near to Old Sarum” which was supported for housing growth. The benefits of this area include the Beehive Park and Ride with its associated bus priority measures along Castle Road (A345). The principle of strategic growth in this area has also already been established under the current Local Plan with the allocation and subsequent extant planning permission for about 600 houses and 6 hectares of employment, along with associated community facilities and services to support this growth. The Local Plan recognises that there is potential for further growth here beyond the current plan period.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 29*) concludes that the benefits of growth on such a greenfield area will balance out any potential conflict with those sustainability objectives dealing with the national environment. For example, potential growth will help meet the housing needs of the district and enable the provision of affordable housing. Growth will also promote sustainable transport choices by providing the critical mass necessary to support more facilities and services and a frequent bus service that people can access by foot and by cycling.

The Old Sarum area will therefore be included in the Preferred Options as part of a broad area of land described as Land around Old Sarum.

6.6 Conclusion on Preferred Options for Strategic Housing/Mixed-Use Growth around Salisbury

The following Preferred Options are proposed for strategic housing/employment/mixed use growth around Salisbury:

- Redevelopment of Churchfields including the Engine Shed site
- Remodelling of Southampton Road to include new residential development
- Land to the North West fringes of Salisbury
- Land around Old Sarum
- Land to the south of the city at Harnham
- Land to the north eastern fringes
- Land near Salisbury District Hospital
- UKLF
- Central Car Park
- Laverstock and Alderbury (modest growth only)

In response to GOSW's requirement to identify more specifically housing sites, the following specific sites for housing development will also be included within the Preferred Options:

- Land to the south of Salisbury to the west of Downton Road
- Old Manor Hospital
- Engine Shed site

7. Examining Salisbury in More Detail to identify Locations for Strategic Employment Growth

In considering possible areas for strategic employment growth around Salisbury, it is important to refer to the results of previous consultations, such as that conducted for the Issues and Options stage,, the Housing Summit and the Salisbury Vision consultation.

The emerging RSS requires that Salisbury should provide for 13,500 jobs out of the 14,000 for the whole of South Wiltshire. This equates to about 35 hectares. Beyond this, the Salisbury Vision proposes the redevelopment of Churchfields Industrial Estate into a new mixed-use development. This is a key regeneration priority of the District Council, which was strongly supported during the Salisbury Vision consultation, also being suggested during the Issues and Options consultation and by the Housing Summit.

If the redevelopment of Churchfields goes ahead it would require the relocation of existing businesses and result in a further 22 hectares of employment land required to be found. This would increase the total employment land that the council needs to find to 57 hectares. The Salisbury Vision suggests the redevelopment of the Southampton Road area of Salisbury would create an attractive eastern gateway. This could result in a further need to accommodate 7 hectares of employment land. If both the Churchfields and Southampton Road options are pursued this would increase the employment land requirements to approximately 65 hectares.

The broad areas identified for strategic housing will be required to deliver an element of employment as well in order to deliver mixed, balanced sustainable communities in line with national guidance. However, it will also be necessary to identify a strategic employment site in order to meet the RSS requirements and the additional employment land requirements should the Salisbury Vision Churchfields and Southampton Road projects go ahead.

Option 19 put forward at the Issues and Options stage asked about finding new land for employment uses and what people's views were on locating most new jobs near larger settlements to reduce the need to travel to work. The option to "Locate the largest amount of employment land in and around Salisbury" received support (see *Employment Topic Paper Addendum and Paper 1: Identification of Strategic Growth Areas*).

As part of Option 19, the option of choosing Amesbury for the location of jobs was actually the most popular choice (see *Employment Topic Paper Addendum*), perhaps due to the fact that a large employment allocation already exists at Solstice Park. It is necessary to identify a broad location for strategic employment growth due to the RSS requirement that the majority of the jobs for south Wiltshire (13,500) should be provided in Salisbury, and the implications on employment land supply should the Churchfields and Southampton Road Salisbury vision projects go ahead. This paper will seek to identify a broad location for strategic employment growth around Salisbury. Possible options for employment growth were suggested by respondents to the Issues and Options consultation, suggestions were made in and around Salisbury.

7.1 Suggestions from Issues and Options

Alternative options put forward at the Issues and Options stage, that are within or around Salisbury and could accommodate a strategic employment site while being in accordance with the emerging RSS, include:

One direction of growth could be Fugglestone Red – desperate need for employment land west of Salisbury

It is considered that this area is not sufficiently well connected to the national trunk road or motorway network to make it attractive to footloose industry and to make it an appropriate site for strategic employment growth. As part of the proposed strategic housing growth areas discussed earlier in this paper, it is considered, however, to be appropriate to provide land for a range of employment types in accordance with national planning guidance to deliver mixed, balanced and sustainable communities.

The Sustainability Appraisal has found that the provision of employment on major areas of strategic housing will ensure that growth is balanced and sustainable and allow residents of these housing areas to access jobs. This will have a positive impact on several sustainability objectives including the promotion of social inclusion, improving and protecting accessibility to all services and facilities, promoting sustainable transport choices and facilitating sustainable economic growth (see *Preferred Options Sustainability Appraisal: Appendix 2 - Preferred Option 31*)

It is therefore proposed to allow for land for a range of employment types as part of the strategic area for growth to the north west of Salisbury. This area has not been identified as a broad location for strategic employment growth.

Old Sarum should not be Expanded until Further Facilities are Planned

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 3*) has rejected this option as it has found that in terms of facilitating sustainable economic growth, this option will have a potentially significant adverse impact. The Sustainability Appraisal also points out that all new development will be required to be accompanied by adequate services and facilities before it is given planning approval.

It is not therefore proposed to carry this forward as a Preferred Option.

A Large Proportion of Employment Land should be around Old Sarum

This area is already home to a successful employment area along the Portway. Further employment here could make the area more sustainable and together with more housing could provide additional services and facilities. There is, however, an extant permission in this area for a mixed-use development comprising 6 hectares of employment land. This, coupled with the fact that there is existing employment land here, indicates that a strategic employment site here which would not be appropriate and could lead to an unbalanced distribution of employment land around Salisbury, with most being situated to the north of Salisbury.

As part of the proposed strategic housing growth areas, it is considered to be appropriate to provide land for a range of employment types here in accordance with national planning guidance to deliver mixed, balanced and sustainable communities. .

The Sustainability Appraisal has found that the provision of employment on major areas of strategic housing will ensure that growth is balanced and sustainable and provide residents of these housing areas to access jobs. This will have a positive impact on several sustainability objectives including the promotion of social inclusion, improving and protecting accessibility to all services and facilities, promoting sustainable transport choices and facilitating sustainable economic growth (see *Preferred Options Sustainability Appraisal: Appendix 2 - Preferred Option 31*).

It is therefore proposed to allow for land for a range of employment types as part of the strategic area for growth at Old Sarum, as identified earlier in this paper. This area has not been identified as a broad location for strategic employment growth.

Churchfields should be Redeveloped for Mixed-Use Development that includes some Employment, Offices, Homes and Small Businesses and Hotel / Need to find a New Site to replace Churchfields

The redevelopment of Churchfields with a mix of residential-led purposes and finding better sites for the existing businesses is a Salisbury Vision project that received strong support during consultation on the Vision. It was also suggested for redevelopment during the Issues and Options consultation and at the Housing Summit. This is a key brownfield site close to the railway station and city centre. If Churchfields is redeveloped this means that an alternative site must be found for the displaced businesses.

Access to Churchfields is currently constrained and has a negative impact on city centre congestion, air quality and highway safety. The relocation of businesses will help to alleviate these problems. Therefore, in terms of improving air quality and reducing green house gas emissions, and improving safety and reducing congestion on the roads this option will have a positive impact.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 – Preferred Option 31*) has found that this option is overall a sustainable one. With regards to the sustainability objective of promoting affordable housing, the relocation of Churchfields will release this land for housing, including the delivery of affordable housing. To promote social inclusion, the relocation of Churchfields will allow better access and promote social inclusion. The Sustainability Appraisal has also found that in terms of providing suitable infrastructure to promote business growth, the relocation of Churchfields businesses will allow better access and growth potential for existing businesses and encourage inward investment.

It is proposed to carry forward as a Preferred Option the redevelopment of Churchfields for mixed-use development, subject to finding an alternative employment site to accommodate some of the existing Churchfields businesses.

Improve what is already on Churchfields

By improving what is already on Churchfields this may not result in maximising the economic and social benefits that could be gained by redevelopment. The majority of respondents to the Salisbury Vision consultation were supportive of the redevelopment of Churchfields; by not redeveloping but simply improving this option would not deliver this aspiration.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 3*) concluded that only improving Churchfields would not necessarily lead to economic growth compared to the option which proposes complete redevelopment and the relocation of the industrial estate, which would retain current uses, albeit in a different location, and would also provide additional employment and housing uses alongside new services and facilities.

It is not therefore proposed to pursue this as a Preferred Option.

The South of Salisbury needs to take a Share of the Employment Land Load as well as the North, including Harnham

In assessing the appropriateness of the area to the south of Salisbury and to the north, including Harnham, for strategic employment growth, it is helpful to consider the other areas of less constrained land identified around Salisbury. Employment exists along the Portway to the north of Salisbury with a further 6 hectares of employment land expected to be delivered through implementation of the extant planning permission. The area to the west of Salisbury, around the Fugglestone Red area, is not considered the most appropriate area for a strategic employment site because it is not sufficiently well connected to the national trunk road or motorway network. The area to the east of Salisbury, around the Hampton Park area similarly does not enjoy the same links to the road network as Old Sarum, with its links to the A30 corridor, or to the south of the city with its links to Bournemouth and Southampton. It is also considered better to consolidate the established business park at Harnham rather than to introduce a substantial new development in the alternative areas of comparatively open and prominent countryside, such as Fugglestone Red and Bishopdown Farm.

The south of Salisbury is potentially a good location for a strategic employment site because of its location close to the city and its relatively easy access to Southampton and Bournemouth. The Harnham Business Park is already established, albeit only a small part of this site has been developed. A strategic employment site at this location will also provide the opportunity to deliver junction improvements at the Harnham gyratory and Park Wall junctions, based on modelling in the Salisbury Transport Plan. A strategic site here would be well served by public transport and easily accessible to a sizeable local workforce and therefore complies with national policy. A strategic site here would allow existing Churchfields businesses to relocate while still being on the same side of the city. This will address the current constraints with

Churchfields, particularly in terms of access and the negative impact it has on city centre congestion, air quality and highway safety.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 - Preferred Option 31*) has found that this option will promote social inclusion and improve and protect accessibility of employment to all those people living within this area, where there is currently only the small Harnham Business Park.

The option of a strategic employment site to the south of city will therefore be pursued in the Preferred Options.

7.2 Conclusion on Preferred Options for Strategic Employment Growth around Salisbury

It is proposed that strategic employment growth should be provided through a major new business park to the south of the city on Netherhampton Road between Harnham and the Livestock market.

8. Examining Amesbury in More Detail to Identify Broad Locations for Strategic Growth

Issues and Options Consultation

The Issues and options consultation demonstrated that 73% of respondents agreed or strongly agreed that there is a need to allocate land for significant new housing growth in Amesbury with Durrington and Bulford (see *Housing Topic Paper Addendum*).

There were no alternative locations suggested for housing growth around Amesbury out of the Issues and Options consultation. WHAT ABOUT ALTERNATIVE LCOATIONS FOR EMPLOYMENT?

Much of the area of less constrained land identified to the north of Amesbury is divorced from the main built up area by the A303, which at the moment represents a logical “containing” element to further development. The area adjacent and to the east of Solstice Park is also identified. Whilst being on the same side of the A303 as the rest of Amesbury, the location of Solstice Park means that new housing development would not necessarily relate well to the rest of Amesbury but might in fact relate to Boscombe Down Airfield, situated directly opposite.

The less constrained area identified to the south of Amesbury would appear to be a more logical area for strategic growth given that the principle of an urban extension at Archer’s Gate has already been established under the current Local Plan. The constraints mapping exercise has excluded all existing built up areas (see Map 6) – this also included Local Plan allocations, and hence the allocation at Archer’s Gate is not included within the less constrained area. However, this allocation still has capacity for further phases of development. Therefore, it would be illogical to suggest strategic growth further to the south of Archer’s Gate (before Archer’s Gate is fully developed), as this would be separated from Amesbury, divorced from its services and facilities. As such, a further phase to Archer’s Gate is preferable to any other part of the southern area identified as less constrained.

In terms of any potential for brownfield sites within Amesbury accommodating strategic growth, local evidence (including sites put forward for including in the Strategic Housing Land Availability Assessment (SHLAA) and Urban Capacity Study) demonstrate that there are no suitable brownfield sites that could accommodate strategic growth.

It is proposed, therefore, that the Preferred Options put forward an extension to the Archer’s Gate area as a strategic area of growth. Such an extension will represent a continuation of an existing strategy set out in the current local plan and will contribute towards the critical mass necessary to enable community facilities and services to be delivered and supported.

The Sustainability Appraisal (see *Preferred Options Sustainability Appraisal: Appendix 2 Preferred Option 40*) overall found this option to be sustainable.

It is therefore proposed to carry forward as a Preferred Option that an extension to Archer’s Gate will form a strategic allocation.

9. **Conclusion**

It has been identified that there are 8 areas of less constrained land in the district, however, upon closer analysis, only 3 of these areas are appropriate for strategic growth. These 3 areas include:

- In the eastern part of the district
- Around Salisbury
- To the north and south of Amesbury

The eastern part of the district, based on national planning policy guidance, the *Settlement Strategy Topic Paper* and Issues and Options consultation, the Interim Sustainability Statement and the Preferred Options Sustainability Appraisal, could accommodate strategic growth through an urban extension to Firsdown or a new settlement off the A30 near to Porton Down. Such growth would bring benefits in terms of promoting sustainable communities who have access to services and facilities, and in terms of supporting the Porton Down scientific community. This reflects guidance in *PPS3* that, in identifying broad locations for growth, different options for accommodating housing growth should be considered, including the expansion of existing settlements through urban extensions and the creation of new freestanding settlements.

The Growth Strategy as set out in the Preferred Options will therefore be based on three scenarios:

Scenario 1: A New Settlement

Scenario 2: Distributed Growth

As an alternative to a new settlement or urban extension, the Preferred Options will also include the option of distributed growth. In order to meet the RSS requirement of 620 dwellings per annum, without a new settlement or urban extension the housing would have to be distributed throughout the existing settlements across south Wiltshire, which would probably mean that strategic housing sites would need to accommodate a higher number of housing. This option has been assessed in the Sustainability Appraisal and found to be sustainable.

Scenario 3: An Urban Extension to Firsdown

A closer analysis of the less constrained land around Salisbury, based on the feedback from community engagement and the findings of the Preferred Options Sustainability Appraisal has indicated that the following broad locations in and around Salisbury should be taken forward as Preferred Options:

Strategic Greenfield locations:

- Land to the north west fringes of Salisbury
- Land around Old Sarum
- Land to the south of the city at Harnham
- Land to the north eastern fringes
- Land near Salisbury district hospital

It has been explicit that the Core Strategy will seek to facilitate the delivery of key regeneration projects set out in the Salisbury Vision. The following brownfield locations will therefore be included in the Core Strategy: Preferred Options:

Strategic Brownfield Locations:

- The redevelopment of Churchfields for a mixed use development
- Mixed use at the Land Command Site
- Central Car Park
- Remodelling Southampton Road to a green boulevard and rationalising the retail and employment uses to allow high-density residential development.

The inclusion of strategic brownfield locations enables the District Council to meet *PPS3* requirements of using previously development land in sustainable locations in order to take the pressure off the release of Greenfield land. The inclusion of several of these brownfield locations is also important to allow the Core Strategy to facilitate the delivery of the Salisbury Vision and the key regeneration priorities of the Council.

Core Strategies should set out broad rather than specific strategic land allocations, as advised in *PPS12*. Notwithstanding this, **specific housing sites** will also be identified in the Preferred Options in order to meet the GOSW's requirement, under *PPS 3*, that specific housing sites need to be identified to ensure a 5 year supply of housing. These include:

- Land to the south of Salisbury to the west of Downton Road, Salisbury
- Old Manor Hospital, Salisbury
- Engine Shed Site, Salisbury

The evidence on the less constrained land around Amesbury, based on the feedback from community engagement and the findings of the Preferred Options Sustainability Appraisal, indicates that an extension to Archer's Gate, Amesbury, is an appropriate location for strategic growth.