

**South Wiltshire LDF**

**Core Strategy**

**TOPIC PAPER 19 - Identification of strategic growth areas: Paper 2**

**July 2008**

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## **1. Introduction and Purpose**

This paper is being prepared in support of the draft Core Strategy: Submission Draft. It builds on *Paper 1*, written in support of the Core Strategy: Preferred Options. In the first instance, this paper is being used to inform the next phase of consultation that will take place on the emerging draft Submission Draft, known as *Our Place in the Future* beginning on 1 September 2008.

It is important to recognise that this paper represents a continuous process and will be used to inform the preparation of the final Core Strategy: Submission Draft. The evidence base used to inform the submission draft, including this paper, is a continuous evolving process and there are likely to be changes that will need to be taken into account when preparing the final submission draft. The response to this next round of community engagement beginning in September will be used to inform the final version of the Submission Draft as well as any other new evidence that emerges between now and the final version of the Submission Draft.

The purpose of this paper is to identify:

- More specifically Greenfield sites for strategic growth, based on some of the broad areas of land identified for growth in Paper 1 and as consulted on at Preferred Options stage between February and April 2008. This will be based on the Landscape Character Assessment prepared on behalf of Salisbury District Council by consultants.
- Strategic brownfield sites

## **2. Background**

Based on evidence in *Paper 1*, the Preferred Options suggest three scenarios for delivering growth. These three scenarios were:

- A new settlement in the east of the district; or
- An urban extension to Firsdawn; or
- Neither of the above but instead distribute growth across the district.

In accordance with the then current *PPS12* (Sept 2004) and based on evidence set out in Paper1, several areas for strategic growth around Salisbury were suggested in the Preferred Options. These include:

### **Greenfield:**

- 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 east fringes of Salisbury
- Land near Salisbury district hospital
- Strategic business park on land south of Netherhampton road between Harnham and the livestock market
- Archer's Gate, Amesbury

### **Brownfield:**

- The redevelopment of Churchfields
- Mixed use at the Land Command Site

- Central Car Park
- Remodelling Southampton Road

In addition to these strategic growth areas, several specific sites were also identified in the Preferred Options. This was in response to the pre-consultation comments of the Government Office for the South West (GOSW) (January 2008) that “consideration should be given to 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 housing for beyond 2011”. The rationale behind this is to meet *PPS3* requirements that a continuous 5 year supply of deliverable sites is maintained.

### **Specific Housing Sites:**

- Land to the south of Salisbury to the west of Downton Road
- Old Manor Hospital (existing Local Plan allocation)
- Engine Shed site

It is now necessary to identify more specific sites for strategic growth, based on some of the broad areas of land identified.

This paper aims to do that based on the Landscape Character Assessment prepared for the Council by Consultants. Several sources of information will inform this process in order to identify more specifically sites for strategic growth. Using the evidence set out in Paper 1 as a basis, more specific strategic greenfield and brownfield sites for inclusion in the Core Strategy can be identified through this paper.

### **3. Sources of Information**

The sources of information to be used to inform the identification of specific strategic sites include the following:

- **Responses from the Preferred Options consultation (February – April 2008)**  
The results of the Preferred Options consultation can be found at [www.salisbury.gov.uk](http://www.salisbury.gov.uk).
- **National Planning Policy**  
There are certain parameters set out in national planning guidance within which we must work. The national planning policy guidance with particular relevance to this paper include the new *PPS12* (June 2008) and *PPS3*.
- **Evidence Base**  
There are various studies and papers that make up the Council's evidence base. This includes the Topic Papers and their addendums as well as the Landscape Character Assessment that will form the basis of assessing the potential strategic sites in this paper. All of the Council's evidence base, including responses from past rounds of consultation, can be found on the council's website at [www.salisbury.gov.uk](http://www.salisbury.gov.uk).
- **Emerging Regional Spatial Strategy (RSS) for the South West**  
The South West Examination in Public (EIP) Panel Report for the Regional Spatial Strategy (RSS) was published in 2007 and suggested a housing requirement of around 12,400 homes, equating to approximately 620 per year. It also required 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. The Secretary of State's Proposed Changes to the Regional Spatial Strategy for the South West has now been published (July 2008). The only significant changes are that the number of jobs to be provided over the 20 year plan period (2006-2026) has dropped by 100 to 13,900. However, 13,500 of these are still to be provided in the Salisbury Travel to Work area.

The number of houses to be provided remains the same as that set out in the Panel Report, that is 12,400 over the 20 year period.

#### **4. National Planning Policy: PPS12 and PPS3 requirements**

Since the consultation on the Preferred Options the new *PPS12* has been published (June 2008) which supersedes the *PPS12* (2004). The amended *PPS12* clearly sets out in *paragraph 4.6* that:

“Core Strategies may allocate strategic sites for development. These should be those sites considered central to achievement of the strategy. Progress on the Core Strategy should not be held up by inclusion of non-strategic sites.”

*PPS3* advises that drawing on information from the Strategic Housing Land Availability Assessment and or other relevant evidence, Local Planning Authorities should identify sufficient specific sites that are able to deliver housing in the first five years. To be considered deliverable, sites should, at the point of adoption of the relevant Local Development Document:

- Be available – the site is available now.
- Be suitable - the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.
- Be achievable – there is a reasonable prospect that housing will be delivered on the site within five years.

Local Plan Planning Authorities should also:

- Identify a further supply of specific, developable sites for years 6-10 and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated.
- Identify those strategic sites that are critical to the delivery of the housing strategy over the plan period.
- Show broad locations on a key diagram and locations of specific site on a proposals map.
- Illustrate the expected rate of housing delivery through a housing trajectory for the plan period.

To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available for, and could be developed at the point envisaged. Once identified, the supply of land should be managed in a way that ensures a continuous five year supply of deliverable sites is maintained, i.e. at least enough sites to deliver the housing requirements over the next five years of the housing trajectory.

In responding to the Preferred Options consultation, comments from the Government Office for the South West (GOSW) echo the advice in the amended *PPS12*, and *PPS3* as follows:

“With regard to housing development, further work needs to demonstrate how the plan meets requirements set out in *PPS3* for the continuous delivery of housing for a least 15 years from the date of adoption taking account of the level of housing provision emerging in RSS. We welcome the intention for the core strategy to allocate additional strategic sites for housing development. The core strategy must ensure sufficient deliverable land is identified to deliver housing for the first five years of the plan period and ensure there is a further supply of developable sites for at least years 6-10. The core strategy will need to allocate additional ‘strategic sites’ to do so and describe how a continuous five year supply of deliverable sites will be maintained i.e. at least enough sites to deliver housing requirements over the next five years of the housing trajectory. If it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated.”

## **5. The Growth Strategy**

In response to the new *PPS12* that core strategies may now allocate strategic sites for development, the requirements of *PPS3* to identify sufficient specific deliverable housing sites in the first five years and the GOSW's comments to the Preferred Options, the Core Strategy will set out in detail strategic allocations to be delivered from the point of its adoption. The strategic sites will be identified based on the broad areas identified in *Paper 1* and referred to in the Preferred Options.

*Paper 1* indicated that there were 3 broad areas across the district that were appropriate for strategic growth: to the east of the district; a band of land around Salisbury; and to the north and south of Amesbury. The Preferred Options therefore suggested three scenarios for delivering growth:

1. A new settlement in the east of the district; or
2. An urban extension to Firsdown; or
3. Neither of the above but instead distribute growth across the district.

The new settlement and urban extension scenarios proposed in the east of the district, however, did not receive support and therefore the growth strategy will be one based on the distribution of growth across the district with the identification of sites for strategic growth within and around Salisbury and Amesbury. The amended *PPS12* advises that core strategies may now allocate strategic sites for development, which means that such sites can now be delivered straight from the Core Strategy without requiring subsequent policy documents.

For the remainder of the plan period to 2026, the Core Strategy will identify growth points based on deliverable if possible, or if not, developable sites based on the evidence and the Strategic Housing Land Availability Assessment. These sites will not be site-specific allocations but will be growth points described clearly in the plan in conjunction with the settlement strategy and housing trajectory to give assurances about how the supply can be met up to 2026. This deliverable/developable supply will be subject to detailed identification in subsequent site-specific allocation DPD's to be delivered by Wiltshire Council. It is not the purpose of this paper to identify these growth points. This approach has been endorsed by GOSW and by Counsel (Landmark Chambers are retained for LDF purposes).

The growth strategy is also based on the need to deliver the Salisbury Vision. In the previous stages of production of the Core Strategy, it has always been explicit that the Core Strategy would deliver the Salisbury Vision in the most expeditious manner. This was envisaged via a strategic policy in the Core Strategy followed by site-specific allocations within a Salisbury and Wilton Action Area Plan. There is now, however, the opportunity to deliver key strategic brownfield sites straight from the Core Strategy if it can be demonstrated that they are deliverable. This reflects guidance in *PPS3* to make the most efficient use of land and is particularly important in a district such as Salisbury where there are few brownfield opportunities. The availability of brownfield sites that are deliverable also takes the housing growth pressure off greenfield strategic sites to provide all of the district's requirements.

## **6. Identification of Strategic Greenfield Sites**

To identify sites for strategic growth, this paper will build on the work set out in *Paper 1*, which did the following:

1. Constraints mapping to sieve out highly constrained areas across the district
2. Identification of less constrained areas of land
3. Consideration and comparison of the less constrained areas taking account of national planning policy guidance and sustainability objectives
4. Identification of most suitable broad areas for strategic growth

Having identified broad areas around Salisbury and Amesbury that have potential for strategic growth, (discounting the eastern area for potential strategic growth based on the preferred options consultation responses) as illustrated in *Map 1*, these broad areas now need closer consideration to identify specific sites.

This will be done with specific reference to the Council's Landscape Character Assessment (LCA), published in February 2008, which forms part of the Council's evidence base. The LCA serves as a baseline of environmental information and aids an understanding of the diversity, character, distinctiveness, sensitivity to change and management needs of the district's landscapes.

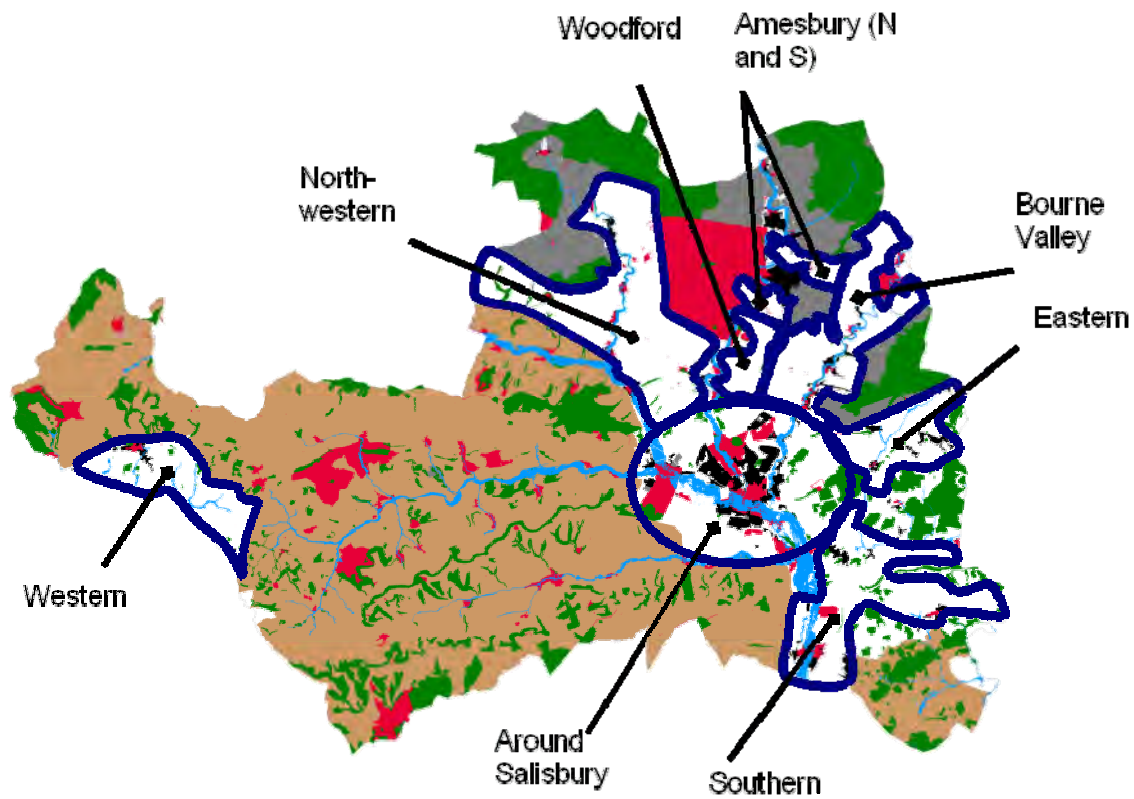
Building on this work, *Paper 2* therefore will do the following:

1. Identification of discrete parcels of land within broad areas identified under Paper 1
2. Contextual landscape analysis of discrete parcels of land
3. Identification of sites to be put forward for strategic growth
4. Consideration of response from Consultative Technical Group to filter out those parcels of land that have infrastructure constraints etc
5. Consideration of responses from Preferred Options consultation

#### **6.1 Identification of discrete parcels of land: Salisbury**

The constraints mapping exercise as presented in *Paper 1* indicated several areas of less constrained land across the district where there might be potential for strategic growth. Based on further evidence as set out in *Paper 1*, and the responses received during the Preferred Options consultation, the only two areas of less constrained land that are now to be considered for strategic growth are a band of land around Salisbury and an area to the north and south of Amesbury, as illustrated on the following map:

**Map 1 – Identification of less constrained areas across the district**










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



The next stage is to determine more specifically the extent of potential land for growth. Considering Salisbury first, by creating an approximate “outer extent” of search around Salisbury, based on the existing “Landscape Setting of Salisbury and Wilton” designation in the current Local Plan, the land surrounding the city can be examined to determine more specifically the extent of potential land available for growth. All land which is more than 1km beyond the existing designation has been excluded. The following map illustrates this:

**Map 2 - Creation of approximate ‘outer extent’ of search around Salisbury.**



Built-Up Areas	
Heritage Constraints	
Flood Risk Zone 3	
Nature Conservation Constraints	
AONB and National Park	
Military Land/ Outer Land Excluded	
“Relatively Unconstrained” Land	

**Map 3– Constraints simplified by shading all constraints in grey**

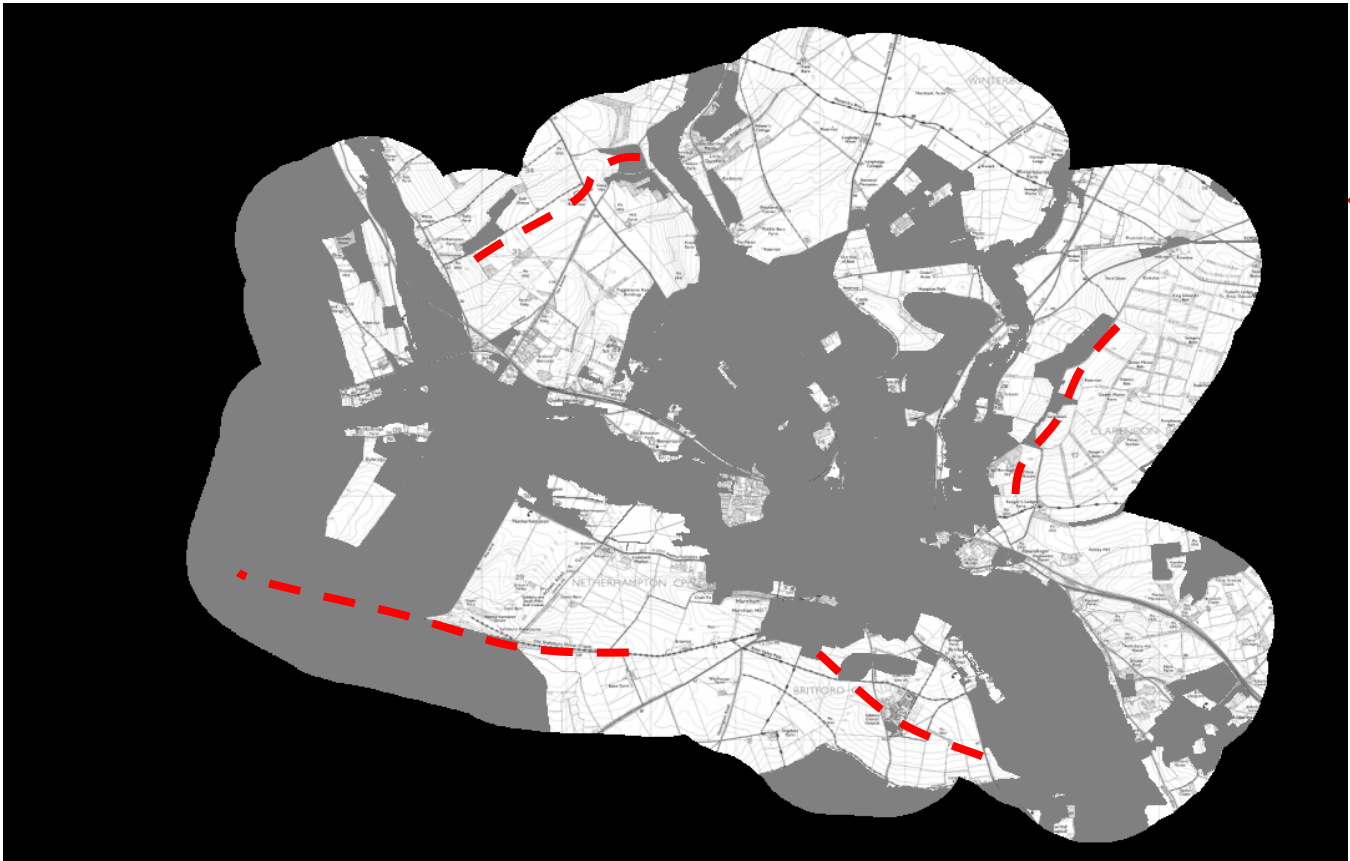
The following map simplifies *map 2* above by shading all constraints in grey:



	Land more than 1km beyond existing "Landscape Setting of Salisbury and Wilton"
	All previously-identified constraints on land

**Map 4 - Identification of outer ridgelines around Salisbury and Wilton (from LCA report)**

With the area of search defined, the next stage is the identification of outer ridgelines around Salisbury and Wilton with specific reference to the Landscape Character Assessment. Identification of the outer ridgelines gives a further indication of what the appropriate extent of development should be. These ridgelines (location approximate) act as “containing” elements and development should preferably be within these limits.



	Land more than 1km beyond existing “Landscape Setting of Salisbury and Wilton”
	All previously-identified constraints on land
	Outer “Ridgelines” identified within Landscape Character Assessment



**Map 5 - Delineation of remaining land into discrete areas**

The next stage is to delineate the remaining unconstrained land into discrete parcels, as illustrated on the following map. Where there is no “ridgeline” providing natural containment, a similar outward radius is used to define the outer limit of these areas using natural and man-made features such as hedgerows and roads.



	Land more than 1km beyond existing “Landscape Setting of Salisbury and Wilton”
	All previously-identified constraints on land
	Remaining broad areas of search

**Sustainability Appraisal**

Having identified these discrete parcels of land, these parcels have been subjected to a sustainability appraisal , the results of which can be found in appendix 5 of the Sustainability Appraisal July 2009.

**6.2 Contextual Landscape Assessment of Discrete Parcels of Land: Salisbury**

The next stage is to carry out an assessment of each of the above 16 parcels of land identified around Salisbury, based on the Landscape Character Assessment. A proforma for each parcel of land was then made out (*appendix 1*).

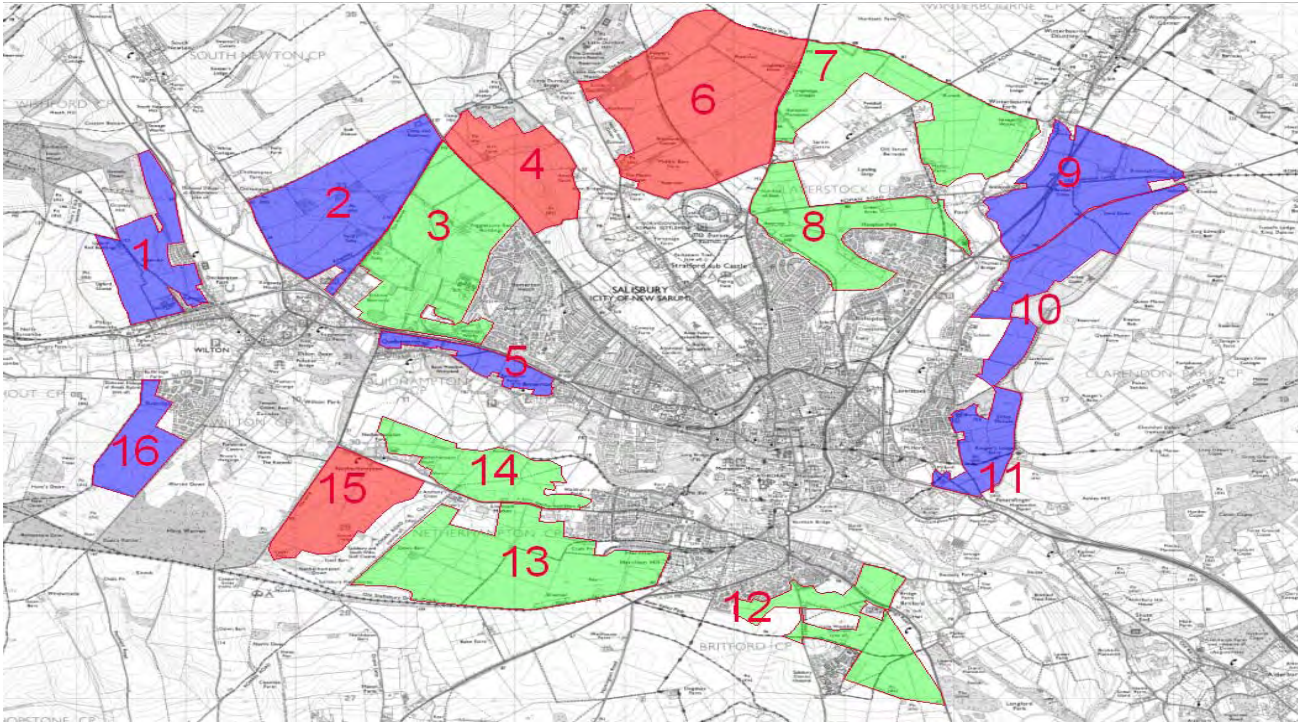
Based on the LCA, taking into consideration the known constraints and also opportunities that strategic growth in each of these areas may have, the proforma considers the following issues:

- It describes the extent of the area and land use and then considers the topography of the area.
- It then considers the visual assessment set out in the LCA. For example, are there any distinctive or memorable features within the area, or are there any important views.
- It takes information from the Townscape and Landscape role and function, the Townscape and Landscape Analysis of the LCA which considers issues such as is the area a connective townscape/landscape; is the area an urban gateway, etc..
- The proforma goes on to address whether or not there are any special qualities to be safeguarded in the area, which is again taken from the LCA. For example, are there key elevated panoramic views in the area; green finger valleys; or, open countryside separating necklace villages?
- The proforma then goes on to consider known constraints and opportunities, for example is the area an environmentally sensitive one, or, would growth in the area present opportunities for regeneration or to support the role of the settlement?

From this assessment, the 16 areas of search appear to divide into 3 groups:

- Those with no scope for strategic growth – illustrated in red on *Map 6*.
- Those areas with only limited potential scope for strategic growth – illustrated in blue on *Map 6*.
- Those with potential for a strategic allocation themselves or in combination – illustrated in green on *Map 6*.

### ***Map 6 – Landscape Assessment of Discrete Parcels of Land: Salisbury***



Area	Overview
1	Limited potential scope for strategic growth
2	Limited potential scope for strategic growth
3	Potential for strategic growth
4	No scope for strategic growth
5	Limited potential scope for strategic growth
6	No scope for strategic growth
7	Potential for strategic growth
8	Potential for strategic growth
9	Limited potential scope for strategic growth
10	Limited potential scope for strategic growth
11	Limited potential scope for strategic growth
12	Potential for strategic growth
13	Potential for strategic growth
14	Potential for strategic growth
15	No scope for strategic growth
16	Limited potential scope for strategic growth

### 6.3 Conclusion on Sites in Salisbury

As illustrated in *Map 6*, and as indicated by the Sustainability Appraisal results and landscape assessment, the most appropriate areas for strategic growth appear to be:

- Area 3** – next to Fugglestone Red
- Area 7** – around Old Sarum
- Area 8** – around Bishopdown Farm/Hampton Park
- Area 12** – around Salisbury District Hospital
- Area 13 and 14** – to the south of the city around Harnham

## 6.4 Identification of discrete parcels of land: Amesbury

In considering the land around Amesbury, the constraints mapping exercise set out in *Paper 1* indicated an area of less constrained land to the north and south of Amesbury, as illustrated on *Map 1 – Identification of less constrained areas across the district*.

### **Map 7 – Constraints Simplified by Shading all Constraints in Grey**

The following map illustrates all the constraints identified around Amesbury in *Paper 1* in grey, highlighting in more detailed the less constrained areas to the north and south of Amesbury.





All previously-identified constraints on land



### Map 8 - Identification of Outer Ridgelines around Amesbury

As there is no equivalent existing landscape setting designation as there is with Salisbury and Wilton, there is no approximate outer extent search for Amesbury. Therefore, with the area of search defined, the next stage is the identification of outer ridgelines around Amesbury, with specific reference to the Landscape Character Assessment, to give some further indication of what the appropriate extent of development should be. These ridgelines (location approximate) act as “containing” elements and development should preferably be within these limits.

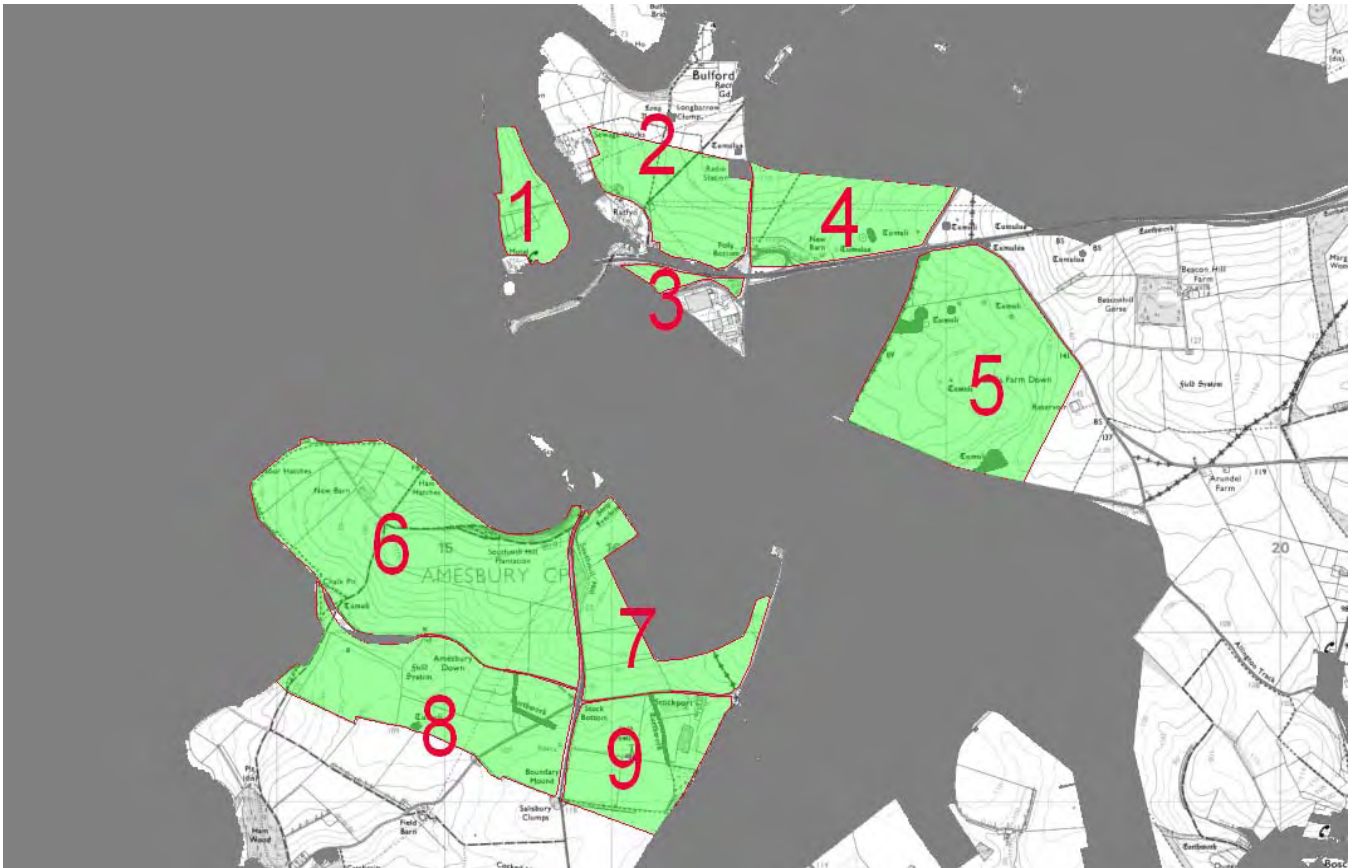


	All previously-identified constraints on land
	Outer “Ridgelines” identified within Landscape Character Assessment



**Map 9 – Delineation of Remaining Land into Discrete Parcels**

The next stage is to delineate the remaining unconstrained land into discrete parcels, as illustrated on the following map. Where there is no “ridgeline” providing natural containment, a similar outward radius is used to define the outer limit of these areas using natural and man-made features such as hedgerows and roads.



	All previously-identified constraints on land
	Remaining broad areas of search

**Sustainability Appraisal**

Having identified these discrete parcels of land, these parcels have been subjected to a sustainability appraisal, the results of which can be found in appendix 5 of the Sustainability Appraisal July 2009.

**6.5 Contextual Landscape Assessment of Discrete Parcels of Land**

The next stage is to carry out an assessment of each of the above 9 parcels of land identified around Amesbury, based on the Landscape Character Assessment.

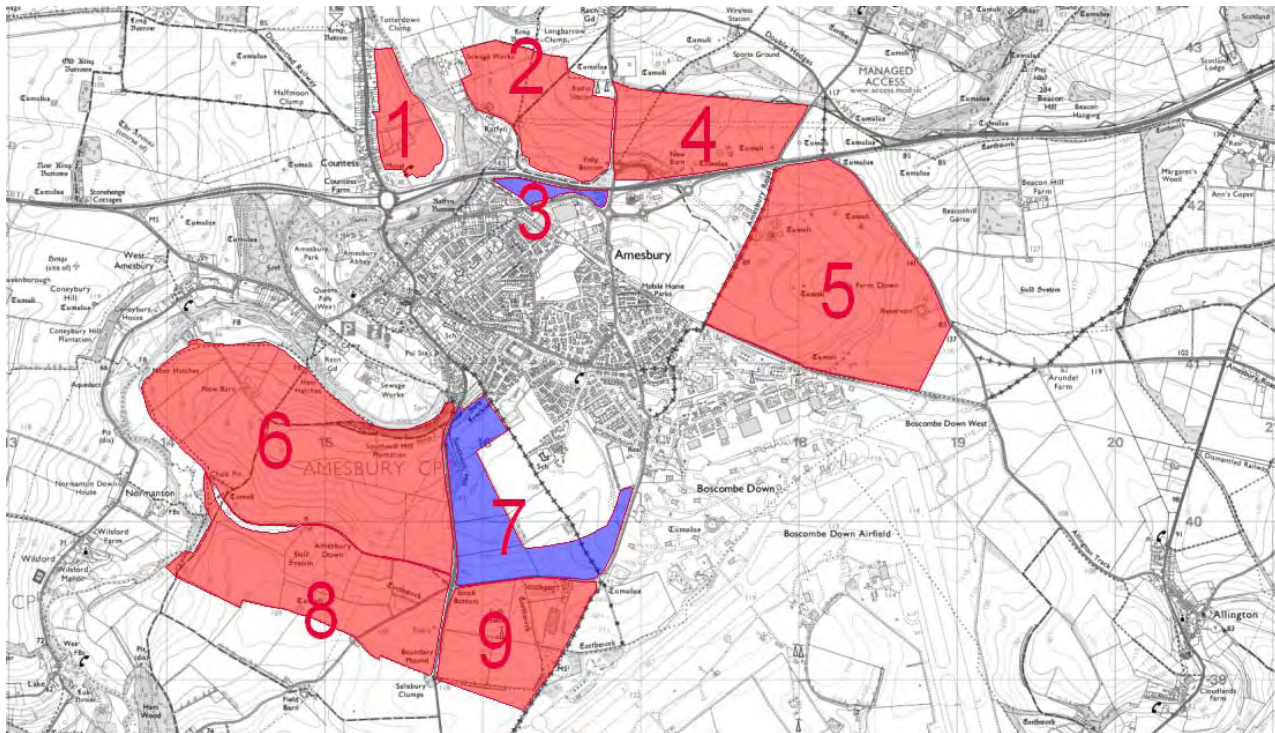
It should be noted that as identified in *Paper 1*, the Preferred Options had already identified an additional phase at Archer’s Gate for strategic growth. This is the area adjacent to area 7. The justification for this is based on the fact that the current Local Plan already identifies that growth can take place in this area beyond the current plan period and that delivery of more growth here will provide the critical mass necessary to deliver and support community facilities. However, to ensure that this is indeed the most appropriate site for strategic growth, the other 9 parcels of land identified in map 9

above will be assessed against the Landscape Character Assessment. A proforma for each parcel of land was carried out (appendix 2).

From this assessment, the 9 areas of search appear to divide into 2 groups:

- Those with no scope for any strategic development (other than as per rural), illustrated in red on Map 10.
- Those with limited potential scope for strategic growth - illustrated in blue on Map 10.

**Map 10 – Landscape Assessment of Discrete Parcels of Land: Amesbury**



No scope for strategic growth
Limited potential scope for strategic growth

Areas 1, 2, 4, and 5 have been identified as having no scope for strategic growth. Area 3 has been identified as having limited potential. However, this area would not be appropriate for strategic growth given its size. Much of the area of less constrained land (areas 1 to 5) identified to the north of Amesbury is divorced from the main built up area of Amesbury by the A303, which at the moment is a logical “containing” element to further development. An area adjacent and to the east of Solstice Park is also identified. Whilst this is on the same side of the A303 as the rest of Amesbury, the location of Solstice Park would not mean that housing development here would relate well to the rest of Amesbury. It is also directly opposite Boscombe Down Airfield.

Areas 6, 8 and 9 to the south of Amesbury have been identified as having no scope for strategic development. Area 7 has been identified as having limited potential for strategic growth. However, it would be illogical for this area to be developed when there is still capacity at Archer's Gate. The principle of an urban extension to the south of Amesbury has been established under the current Local Plan which also recognises that growth here would continue beyond the timescales of the current Local Plan. It is, therefore, proposed that the Core Strategy put forward an extension to the Archer's Gate area as a strategic area of growth. This 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. It would be illogical to suggest that any other part of the southern area of less constrained land is put forward for strategic growth as this would be separate from Amesbury, divorced from its services and facilities.

Therefore, an extension to Archer's Gate is considered the most appropriate area for strategic growth, compared to areas 1 to 9.

### **Solstice Park**

There is also a need to balance housing growth with employment. Whilst RSS identifies that Salisbury should take the majority of employment, about 500 jobs still need to be provided across the rest of the district and as the second main settlement in the district, where a strategic housing site is being proposed, it makes sense to continue the Solstice Park allocation.

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. As part of this option, one of the choices was "Locate the largest amount of employment land in and around Salisbury". This received support (see *Employment Topic Paper Addendum and Paper 1: Identification of Strategic Growth Areas*) and accords with the emerging RSS that requires the majority of new employment land to be provided in Salisbury, hence the need to identify a strategic employment site in Salisbury. As part of Option 19, however, the option of choosing Amesbury for the location of jobs was actually the most popular choice (see *Employment Topic Paper Addendum*). This may be because of the existence of the large employment allocation already at Solstice Park.

The Preferred Options was not explicit in terms of describing the continuation of growth at Solstice Park as strategic. It is clear that the majority of employment growth must take place in Salisbury in order for the Core Strategy to accord with the emerging RSS, however, it is still considered that growth at Solstice Park can be described as strategic as it is delivering the strategy of balanced growth along with Archer's Gate in Amesbury, which is the district's second largest settlement. This is in accordance with national guidance to deliver balanced, mixed, sustainable communities where people have the opportunity to live and work and access by means other than the car. There were no suggested sites put forward for where such employment growth should take place in Amesbury during the Issues and Options consultation.

## **6.6 Conclusion on Strategic Sites in Amesbury**

The strategic sites for growth in Amesbury are Archer's Gate for housing and Solstice Park for employment.

## **7. Alternative Strategic Mixed-Use Site (housing and employment) - SHLAA**

During the District Council's "call for sites" in order to prepare the Strategic Housing Land Availability Assessment, a site of approximately 35 hectares at Church Farm, Porton has been put forward as having potential for mixed use development comprising housing and employment (*site reference 307*). Strategic growth of this scale would be inappropriate in this location given that Porton is only a main village in the overall settlement hierarchy. Such growth would completely change the character of the

village and would be contrary to the emerging Regional Spatial Strategy. This alternative has therefore been discounted.

## **8. Consultation with Consultative Technical Group**

On the 4th June, a meeting between Council officers and the Consultative Technical Group took place. The aim of this meeting was to present attendees with the 16 parcels of land identified around Salisbury and the 9 parcels of land identified around Amesbury, as well as discussing Archer's Gate in Amesbury. This was the opportunity for stakeholders to make known their views about the potential of each site to accommodate strategic growth, particularly with regards to any issues or concerns they may have such as infrastructure requirements or constraints.

Each invitee was sent the plans depicting the 16 parcels of land around Salisbury and the 9 parcels of land around Amesbury, as well as the landscape character assessment proformas for each parcel of land before the meeting. This allowed them the opportunity to consider the sites in plenty of time before the actual meeting took place and to provide us with their comments if they were unable to attend the meeting. The minutes of this meeting were recorded (*appendix 3*). All invitees have been sent a copy of the minutes to confirm them to be a true record. It is clear there are no "perfect" sites, however, there was general agreement that the sites favoured by officers were supported by those attending the meeting.

## **9. Strategic Greenfield Sites to be taken forward into the Submission Draft**

Based on the above analysis of sites around Salisbury and sites around Amesbury, the most appropriate sites for strategic growth have been identified. These will now be examined in more detail. In doing this, the fact that these sites must be deliverable within the first five years of the Core Strategy from the date of adoption must be borne in mind.

### **Area 3 – next to Fugglestone Red**

Housing-led strategic growth with some employment. This has received support since Issues and Options and ongoing work with landowners has demonstrated that this site is deliverable within the first 5 years of the Core Strategy. A comprehensive urban extension here has the potential to facilitate public transport improvements to serve the wider area and improve connectivity with the city centre and Bemerton Heath.

### **Area 7 – around Old Sarum**

Housing-led strategic growth with some employment. This area was suggested at the Housing Summit and received support at the Issues and Options consultation. The benefits of this area include the Beehive Park and Ride with its associated bus priority measures along Castle Road (A345). This will enable the attraction of public transport use from this locality. 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 beyond the current plan period.

### **Area 8 – around Bishopdown Farm/Hampton Park**

Housing strategic growth. This area did not receive support at the Issues and Options consultation with 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, however, suggested as a potential area for housing growth during the Housing Summit.

It is considered that strategic growth here would be appropriate because it represents a logical urban extension. Out of the three strategic housing sites being suggested around Salisbury (Hampton Park, Old Sarum, Fugglestone Red), this area has the closest links with the city centre.

The area around Bishopdown Farm/Hampton Park is in a sustainable location in relation to public and other modes of transport including the London Road Park and Ride. Growth here would integrate with completed and planned development to the south at Hampton Park and make use of the established shopping and community facilities but may still need some additional facilities.

The Landscape Character Assessment makes the following observations about this area:

- 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.
- Though inside of the "urban gateway", the north-westernmost part of the area is important within the setting of Old Sarum and is a "Green/Treed/River valley" approach, and remains as 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' whose development would appear less likely to impede the "green finger" or a characteristic approaches to Salisbury.

The concerns of respondents to the Issues and Options consultation are acknowledged but it is considered that these concerns can be addressed. If growth were to take place here it would be subject to the need to master plan very carefully and to use new development as an opportunity to build in permanently the safeguarding of the strategic landscape setting of the northern slopes of Salisbury and to ensure the settlement of Ford retains its independent character and does not become merged with the City. Development in this broad area would also deliver the critical mass necessary to deliver more community facilities and services and to sustain them and keep them viable.

Growth here would therefore need to be subject to there being substantial landscaping/strategic gap protecting landscape setting and ensuring that there is no coalescence of the village of Ford with Salisbury.

In a highly constrained environment such as that around Salisbury, it would be difficult to justify why strategic growth here could not take place in order to meet the housing requirements set out in the emerging RSS and address the local needs of the district, most notably the acute affordable housing need. Ongoing work with landowners has demonstrated that this site is deliverable within the first 5 years of the Core Strategy.

### **Area 13 and 14 – to the south of the city around Harnham**

It is proposed that this area should be included in "Our Place in the Future" for strategic employment. In comparing the other areas around Salisbury identified for strategic growth with this area, with regards to the Old Sarum area there is existing employment 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, which has links to the A30 corridor, or to the south of the city which has 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.



Conversely, the south of Salisbury is potentially a good location for a strategic employment site because of its location close to Salisbury and its relatively easy access to Southampton and Bournemouth. There is also an established business park in this area, the Harnham Business Park, albeit only a small part of this site has been developed. A strategic employment site in 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 allow existing Churchfields businesses to relocate, but still be on the same side of the city. This will therefore 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. Therefore, it is proposed that this area should be included in “Our Place in the Future” for strategic employment.

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.

### **Archer’s Gate, Amesbury**

Further development at Archer’s Gate represents a more logical extension to Amesbury than any of the other parcels of land identified in this paper, particularly as there is existing development taking place at Archer’s Gate. The principle of an urban extension to the south of Amesbury has been established under the current Local Plan which also recognises that growth here would continue beyond the timescales of the current Local Plan. It is therefore proposed that an extension to the Archer’s Gate area is an appropriate area for strategic growth. This 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. It would be illogical to suggest that any other part of the south area of less constrained land is put forward for strategic growth as this would be separate from Amesbury, divorced from its services and facilities. An extension to Archer’s Gate is sequentially preferable to any other part of the southern area identified as less constrained. Ongoing work with landowners has demonstrated that this site is deliverable within the first 5 years of the Core Strategy.

### **Solstice Park, Amesbury**

There is a need to balance housing growth with employment. The emerging RSS identifies that the majority of employment should be provided in the Salisbury Travel to Work Area, which includes Amesbury. As the second main settlement in the district, where a strategic housing site is being proposed, it therefore makes sense to continue the Solstice Park allocation in Amesbury.

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. As part of this option, one of the choices was “Locate the largest amount of employment land in and around Salisbury”. This received support (see *Employment Topic Paper Addendum and Paper 1: Identification of Strategic Growth Areas*) and accords with the emerging RSS that requires the majority of new employment land to be provided in Salisbury, hence the need to identify a strategic employment site in Salisbury. As part of Option 19, however, the option of choosing Amesbury for the location of jobs was actually the most popular choice (see *Employment Topic Paper Addendum*). This may be because of the existence of the large employment allocation already at Solstice Park.

The Preferred Options was not explicit in terms of describing the continuation of growth at Solstice Park as strategic. Growth at Solstice Park can be described as strategic as it is delivering the strategy of

balanced growth along with Archer's Gate in Amesbury, which is the district's second largest settlement. This is in accordance with national guidance to deliver balanced, mixed, sustainable communities where people have the opportunity to live and work and access by means other than the car.

#### **10. Sites listed in Preferred Option 29 but not carried forward into Our Place in the Future – Magazine Consultation**

##### **Land near Salisbury District Hospital**

This is approximately the same area as that identified as area 12 as illustrated on *Map 6*. This is quite a constrained area but strategic housing (rather than employment) growth here would match existing employment at the Hospital. It is not a field leader because of prominent landscape, but it may be a contingency area. General accessibility to a range of services is not great here although arguably strategic growth here would provide the potential for a community centre. Deliverability within the first 5 years is not certain. There are more sequentially preferable sites; this cannot be described as an urban extension to Salisbury.

##### **Land to the south of Salisbury to the west of Downton Road**

This was included in the Preferred Options, based on an area put forward for inclusion in the Strategic Housing Land Availability Assessment, in an attempt to satisfy the GOSW's requirement that specific sites be identified to guarantee a 5 year land supply of housing. This site is, however, not a strategic site: it is not of scale to deliver strategic numbers of housing nor does it deliver any other of the Council's priorities, such as regeneration priorities. This site will not therefore be pursued in the Submission Draft. *PPS12* makes clear that progress on the Core Strategy should not be held up by inclusion of non-strategic sites.

##### **Land to the south of city at Harnham for housing**

This area has been identified as being the most appropriate area in which to accommodate a strategic employment site, which is imperative if the requirements of the RSS are to be met and to ensure the future economic prosperity of the district in general, and of Salisbury in particular. Other areas around Salisbury have been identified for strategic housing growth and there is therefore no need to identify this area for strategic housing growth as well.

##### **New settlement in the east of the district / Extension to Firsdawn**

Based on responses from statutory consultees these options will not be pursued.

#### **11. Strategic Brownfield sites to be taken forward into the Submission Draft**

The strategic brownfield sites identified in the Preferred Options were:

- 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 enable the District Council to meet *PPS3* requirements in terms of using previously development land in sustainable locations in order to take the pressure of 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.

At the time the Preferred Options was produced, the inclusion of these brownfield sites was made within the context of a 20 year period, in line with the emerging RSS plan period, and did not specify when in that plan period they might come forward. The Core Strategy is now setting out specific strategic sites to be delivered in the first 5 years of the plan from the date of adoption. This must therefore be borne in mind when assessing whether or not the strategic brownfield sites referred to above should be carried forward for inclusion in the Submission Draft.

**Churchfields**

The redevelopment of Churchfields for housing was suggested at both the Issues and Options consultation by respondents and the Housing Summit. This is also a Salisbury Vision project which received support from respondents.

Growth here can be considered to be strategic because it will deliver a key regeneration priority. It also meets the Government’s requirement that the most efficient use of previously developed brownfield sites should be made in sustainable locations. Redevelopment will accord with national guidance in that it is a brownfield site, close to the railway station and on the edge of the city centre with all its services and facilities it has to offer. It will also address current access and congestion problems at Churchfields. However, clearly if this site is redeveloped another site will have to be found to accommodate some of the businesses that will be relocated from Churchfields.

As mentioned in Paper 1, the SFRA has identified that Churchfields is located, albeit partially, within areas of flood risk. The table below outline the reason why this site should be carried forward within the Core Strategy. This table highlights the information that has been used to undertake the PPS25 sequential test. It seeks to justify why this site, whilst being partially located within areas of flood risk, should be included within the Core Strategy.

<b>Churchfields</b>	
<b>Nature of the proposal</b>	Residential led mixed use redevelopment to form a new neighborhood in a sustainable location close to Salisbury City Centre. The redevelopment of this site represents a major city centre regeneration project that will deliver 1100 homes, and 5 hectares of predominantly B1 employment land. This will be coupled with supporting infrastructure and community facilities including a primary school.
<b>Flood Risk at the Site</b> (detail from the SFRA level 1 and Level 2)	The majority of the Churchfields Industrial Estate lies within Flood Zone 1, but a small area of the site to the north-west lies within Flood Zone 2. With climate change it is likely that the extent of Flood Zone 2 will increase by a limited amount but Flood Zone 3a is not expected to encroach on the site. Flood depths in the north-west part of the site are low (0-0.25m) and velocities are negligible.
<b>Flood risk vulnerability of proposed development</b>	Future development is likely to consist of ‘more vulnerable’ (dwellings, hotels, schools) and ‘less vulnerable’ (shops, offices and general industrial) uses. Development within these vulnerability categories can be appropriate in flood risk zone 2.
<b>Can the development be located within flood zone 1?</b>	No. Whilst the 16 parcels of land identified around Salisbury are within flood risk zone 1 and are of a comparable size, they are not in comparable locations. Churchfields represents one of the few large brownfield sites in Salisbury and the only one of its size which is close to the city centre. Redevelopment of the site will address current access issues and bring with it regeneration benefits that cannot be met by any site elsewhere in Salisbury.



<p><b>Can the development be located within flood risk zone 2?</b></p>	<p>Yes. Evidence from the SFRA level 1 and level 2 assessments shows that the only a small part of the site lies within flood risk zone 2. The extent of this flood risk zone will only increase by a limited amount due to climate change. The proposed development falls within the ‘more vulnerable’ and ‘less vulnerable’ categories which can be compatible with flood risk zone 2. With so much of the site lying in flood risk zone1, the sequential approach can be applied within the site during the master planning of the development.</p>
<p><b><u>Summary</u></b>  Due to the sites size, proximity to the city centre and the regeneration benefits it offers, there are no comparable brownfield sites elsewhere in Salisbury. The redevelopment scores highly against the sustainability criteria and the proposed uses generally fall within the ‘less’ and ‘more’ vulnerable categories as identified by PPS25. The extent of flood risk zone 2 on the site is limited, even with the impact of climate change taken into account. Careful master planning of the site, using the detailed information provided in the SFRA level 2 will enable the sequential approach to be used within the site.</p>	

***It is therefore proposed to include the Churchfields site within the “Our Place in the Future” consultation for the delivery of 500 houses over years 1 to 5 of the Core Strategy.***

**United Kingdom Land Forces, Wilton**

UKLF – major employment park plus some housing. This area was not suggested during the Issues and Options consultation but was suggested at the Housing Summit. It is important that the Core Strategy address specific local priorities, including economic needs. Parts of south Wiltshire are under threat of decline if we 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 with a potentially serious detrimental impact on local businesses. Planning for a mixed use redevelopment of this site will help to combat this impact. The redevelopment of this site is therefore considered to be a strategic one in terms of regeneration priorities and will also involve the development of a previously developed site, as advocated by PPS3, in a district that does not have a great many brownfield opportunities.

***UKLF will be carried forward for inclusion in the “Our Place in the Future” consultation for major employment led mixed-use development.***

**Central Car park**

This is a Salisbury Vision project that proposes 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. Similarly, the Issues and Options consultation asked for peoples’ views on the redevelopment of the Central Car Park. This project was strongly supported during the Issues and Options and the Salisbury Vision consultation, the detailed results of which are set out in the *addendum to Topic Paper 8 Retail*. This site was also suggested for redevelopment at the Housing Summit that took place in December 2007.

The redevelopment of this site 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 Central Car Park is in the ownership of Salisbury District Council and so there is no issue of land ownership constraints are not. Ongoing work on this site, including a feasibility study, have produced evidence that at least part of this site is deliverable in the next 5 years. In the Preferred Options, it was indicated that this site could accommodate 70 houses, however, the feasibility study now indicates that this site can accommodate 200 houses.

As mentioned in Paper 1, the SFRA has identified that the Central Car Park/the Maltings is located, albeit partially, within areas of flood risk. The table below outline the reason why this site should be carried forward within the Core Strategy. This table highlights the information that has been used to undertake the PPS25 sequential test. It seeks to justify why this site, whilst being partially located within areas of flood risk, should be included within the Core Strategy.

<b>Central Carpark and the Maltings</b>	
<b>Nature of the proposal</b>	The redevelopment of this area will enhance the retail, leisure and cultural function of the City. This new retail quarter will improve the range of shops, restaurants and bars amongst other uses. The new retail area will deliver a new department store, redeveloped convenience store as well as smaller units ranging from 500 sq m to 2000 sq m. This will attract further visitors to the city centre as a whole thereby benefiting the traditionally strong independent traders who characterize Salisbury's niche retailing role.
<b>Flood Risk at the Site</b> (detail from the SFRA level 1 and Level 2)	<p>The majority of the central car park/the Malting's site lies within Flood Zone 1. However, in the west and east of the site there are areas of Flood Zones 2, 3a and 3b. Flood Zone 2 also encroaches on the site to the south. With climate change it is expected that the extent of Flood Zones 2, 3a and 3b will all increase.</p> <p>Flood risk zone 2 depths are greatest along the banks of each of the watercourses, with maximum depths behind the raised defence on the Millstream (1m+). The velocity of this flood risk zone is greatest along the Millstream (up to 1.5 m/s). Flood risk zone 3a depths are greatest along the Millstream (&lt;1m). Velocities are greatest along the Millstream (up to 1m/s).</p>
<b>Flood risk vulnerability of proposed development</b>	<p>Development likely to consist of 'more vulnerable' (dwellings, hotels, schools) and 'less vulnerable' (shops, offices and general industrial) uses.</p> <p>The redevelopment is also likely to include the creation of a park land area along the river corridor which would be water compatible development.</p>
<b>Can the development be located within flood zone 1?</b>	<p>No Whilst the 16 parcels of land identified around Salisbury are within flood risk zone 1 and are of a comparable size, they are not in comparable locations. The emphasis of this redevelopment is to enhance the retail offer in Salisbury. As a matter of principle, retail development should be located within the city centre. The allocated this type of land use within one of the 16 parcels of land identified in the site selection process would be contrary to national and regional policy relating to city centres. Redevelopment of the site will provide</p>

	additional retail floorspace in order to attract new retailers to the city. The redevelopment would also make better use of this strategic site which is predominately given over to car parking. The reconfiguration of carparking spaces on the site could have knock on benefits for city centre traffic and the promotion of the existing, more sustainable travel option like the existing park and ride
<b>Can the development be located within flood risk zone 2?</b>	Yes. Much of the site falls within flood risk zone one and development within the site will be located here during the master planning stages. The uses proposed generally falls within the 'more vulnerable' and 'less vulnerable' categories which can be compatible with flood risk zone 2. Potential open space, which is water compatible, could be located in the areas of highest flood risk (mainly along the river corridors).
<b>Summary</b> This site is the only one within the city that can provide adequate retail space within the city centre. The redevelopment scores highly against the sustainability criteria and the proposed uses generally fall within the 'less' and 'more' vulnerable categories as identified by PPS25. Careful master planning of the site, using the detailed information provided in the SFRA level 2 will enable the range of uses proposed to be directed to the areas of least flood risk which will ensure that the PPS 25 sequential approach can be used within the site.	

***The redevelopment of the Central Car Park/Maltings will be carried forward into the “Our Place in the Future consultation” for delivery of 200 houses over the first five years of the Core Strategy.***

## **12. Brownfield sites put forward in Preferred Options but not taken forward into Submission Draft**

### **Southampton Road**

The Salisbury Vision proposes 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. There are doubts, however, over the deliverability of this project during the first 5 years of the Core Strategy and it will not therefore be included.

### **Engine Shed Site**

This site will no longer be pursued as it is not a strategic site. *PPS12* makes clear that progress on the Core Strategy should not be held up by inclusion of non-strategic sites.

## **13. Conclusion**

Based on the evidence presented in this paper, it is proposed to put forward the following sites will be put forward in the Submission Draft.

**Old Sarum** – strategic housing with some limited employment

**Hampton Park** – strategic housing

**Fugglestone Red** – strategic housing with employment

**Harnham Business Park** – strategic employment

**Archer's Gate, Amesbury** - strategic housing

**Solstice Park, Amesbury** – strategic employment

**UKLF, Wilton** - major strategic business site

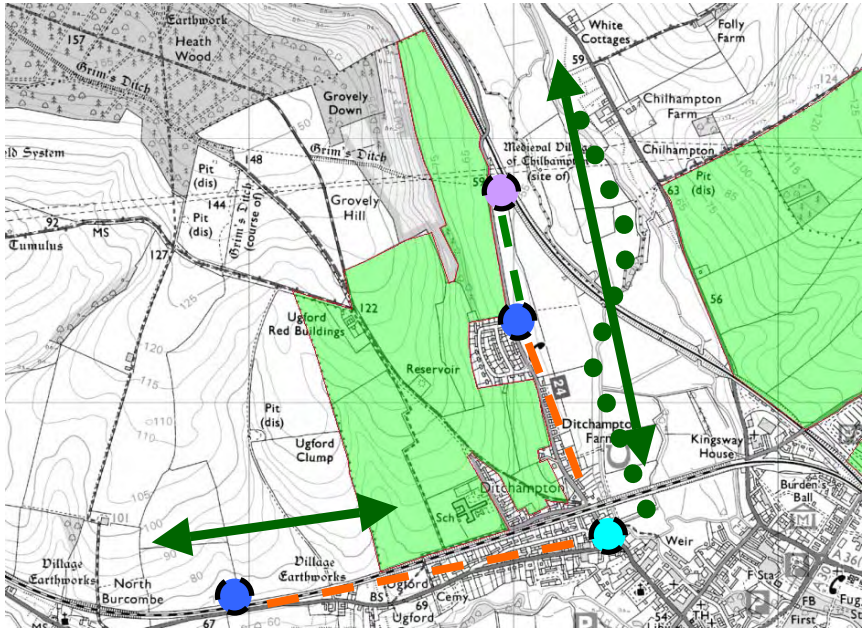
**Central Car Park** – strategic housing












**Churchfields** – strategic housing and employment

# **Appendix 1**

## **Landscape Assessment: Salisbury**

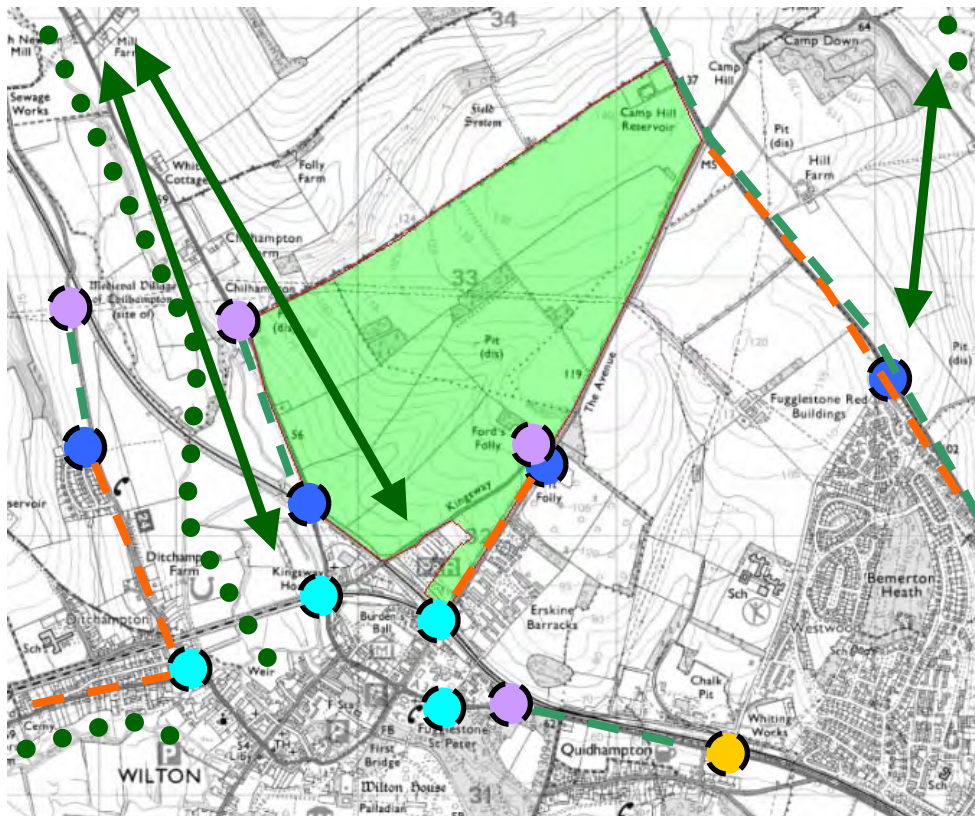
Number	1
Area (to nearest hectare)	90
Name	<b>Ditchampton</b>
Description of the extent of the area and land use.	To the west, the land is bounded by the AONB, to the north by the County Wildlife Site of Grovely Down and parish boundary, to the east by the railway line and Wishford Rd, and to the south by The Hollows and the railway line. Mainly agricultural land but with broad mature and historic avenue/right of way, former school site, and allotments.
Topography	Land rises steadily upwards from the Wylve and Nadder toward the ridge at Grovely Wood.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- To the east of the track to Grovely Wood the Townscape-Countryside Interface is "level views, countryside or river foreground, generally soft settlement edge". To the west of here is characterised by "elevated views, countryside or river valley foreground, generally soft settlement edge".</li> <li>- A small area close to the school has "level views, mixed foreground, mixed settlement edge".</li> <li>- Grovely Wood, above the area to the North West, is a "Distinctive/memorable feature" in the setting of Salisbury/Wilton.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- The area is between the "green finger" approaches to Salisbury/Wilton following the Wylve and Nadder valleys.</li> <li>- At the junction of Elizabeth Road and Wishford Road is an "Urban Gateway" and a short distance north of here is a "First View of Wilton".</li> <li>- To the south of here the approach into Wilton is "suburban" and to the north of here it is "green/treed/river valley".</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- The entire area that is not already built up is identified as "Supportive Townscape / Landscape".</li> <li>- Those parts of the area which are built-up are identified as "Connective Townscape/Landscape".</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- See area 10 of "particular qualities to be safeguarded".</li> <li>- The land is on the edge of two "green finger" valleys identified as "open countryside separating necklace villages and these villages and Salisbury/Wilton".</li> <li>- The land is in the foreground of a "key elevated panoramic view" to Salisbury/Wilton.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- The northern part of the area is within the "environmentally sensitive area" of the river Avon.</li> <li>- Access along The Hollows is poor.</li> <li>- Existence of allotments.</li> <li>- Treed avenue to Grovely wood</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Satisfactory re-use of the school site.</li> <li>- Improved connection of the isolated housing estate at Wishford Road with the rest of Wilton.</li> <li>- Development that would support Wilton in its role as a small market town.</li> </ul>
General observations	The southern, and particularly south-eastern, part of this area is preferable due to (1) being inside of the 'urban gateways' and more suburban in character of approach to Wilton; (2) being in closer proximity to the settlement. Development here might more readily meet criteria under para 3.9.10 of the CBA report "Settlement Setting Assessments". Limited potential scope for strategic growth.














	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

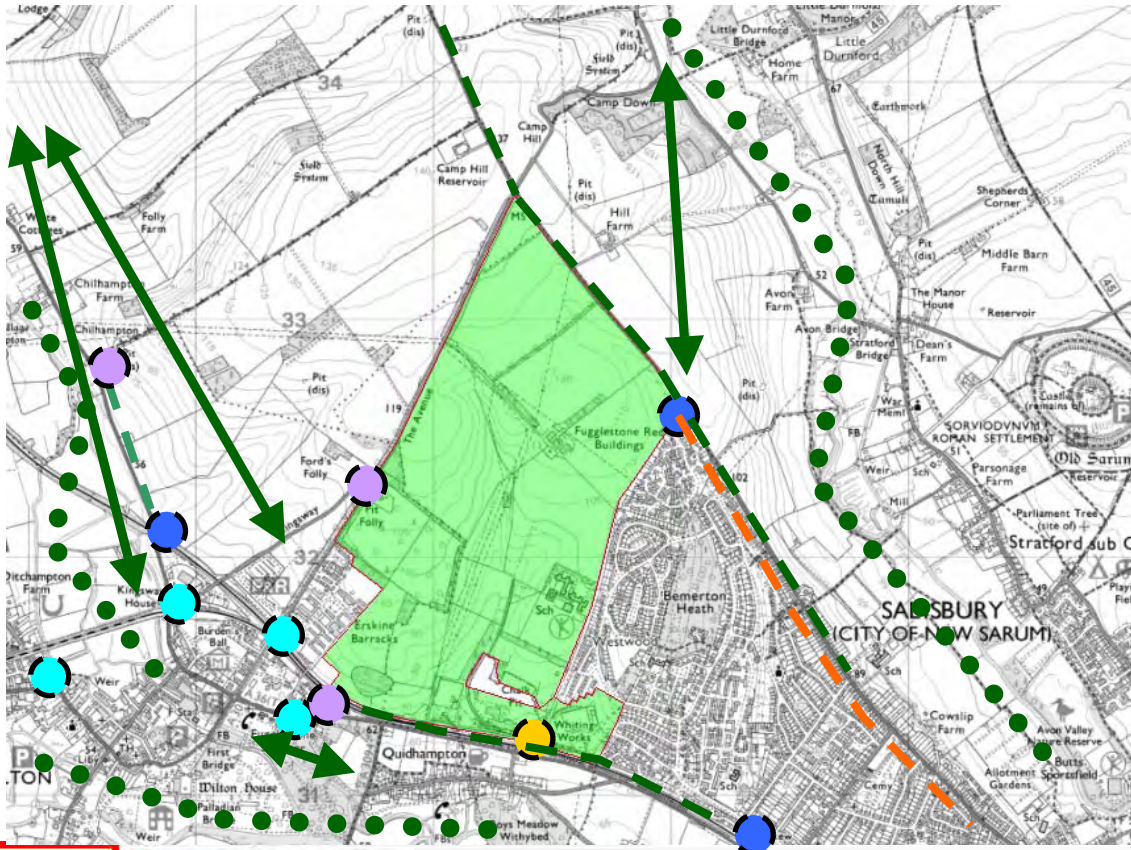
Number	2
Area (to nearest hectare)	171
Name	<b>North of Wilton Park &amp; Ride</b>
Description of the extent of the area and land use.	To the north the land is bounded by the right of way between Chilhampton and the Camp Hill Reservoir, to the east by the A360 and The Avenue, and to the south-west by the railway line and the A36. Agricultural to N of Kingsway. More peri-urban to South of here with the Park and Ride site.
Topography	Land rises from the Wylve valley to the ridgeline (beyond which land falls to the Avon). Plateau in NE corner at Camp Hill Reservoir, dry valleys running down to SW.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- The "townscape/countryside interface" of the vast majority of the area is "elevated views, countryside or river valley foreground, generally soft settlement edge" and in the Wylve valley close to the A36 the "level views, countryside or river foreground, generally soft settlement edge".</li> <li>- Between the Kingsway and The Avenue the interface is "elevated views, little/no foreground, generally harsh, abrupt settlement edge". The area is effectively delineated to the north by an identified Ridgeline.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Western boundary of area is along the "green finger" of the Wylve valley which is also open countryside separating Wilton from the "Necklace Village" of South Newton.</li> <li>- Other than in the sector of land between the Kingsway and The Avenue, the land is entirely outside of "Urban Gateways" and first views of Wilton.</li> <li>- "First view of Salisbury" occurs beyond northern extent of area.</li> <li>- The character of all the approaches surrounding the area, other than adjacent to the P&amp;R site, is Green/treed/River Valley or Rural/Vernacular.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Other than a small area adjacent to the Park and Ride which is "connective townscape/landscape", the whole area is "supportive townscape/landscape".</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- See area 10 of "particular qualities to be safeguarded".</li> <li>- The A360 edging the area is a "characteristic approach to distinctive Salisbury/Wilton".</li> <li>- The Wylve valley is a green corridor of open countryside.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Overhead power cables</li> <li>- Copses</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Use of land between the Park and Ride, and the built-up envelope of Wilton.</li> <li>- Re-opening of railway station would be likely to involve land in this area were it to go ahead.</li> </ul>
General observations	The area of land between the Kingsway and the Avenue seems more favourable (in addition this is more closely related to the existing built-up envelope). Overall the area is sequentially less preferable than neighbouring Area 3. Limited potential for strategic growth.





	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

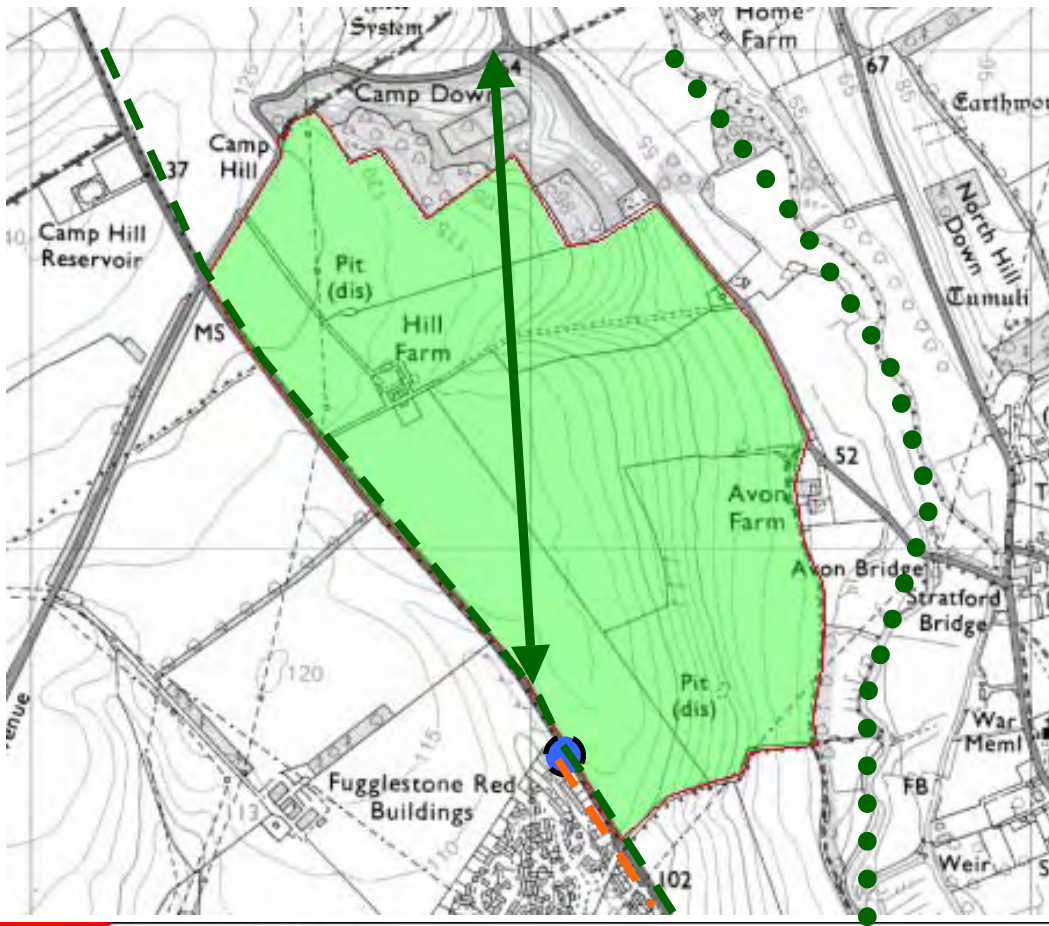
Number	3
Area (to nearest hectare)	193
Name	<b>Between Salisbury and The Avenue, Wilton</b>
Description of the extent of the area and land use.	To the NW the area is bounded by The Avenue, to the NE by the A360 Devizes Rd, to the E by the built envelope of Salisbury (Fugglestone Red, Bemerton Heath, and the Imerys site), and to the S by the A36. Mainly agricultural land but with significant treed features. Imerys site and associated buildings, workings and access in the south, and Westwood School campus and sports facilities to the east and south.
Topography	Land rises from the Nadder valley northwards toward Camp Hill, with one significant dry valley approximately bisecting the area.
Features from CBA report map - "Visual Assessment"	The "townscape/countryside interface" of the whole area is "elevated views, little/no foreground, generally harsh, abrupt settlement edge"
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- The A36 and A360 which are the northern and southern boundaries of the area, are "Green/Treed/River valley" approaches.</li> <li>- "First Views" and "urban gateways" to Wilton are to the west of the area, whereas those to Salisbury are to the east.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- The majority of the area is "connective townscape/landscape", with the northernmost (and uppermost) part of the site "supportive townscape/landscape".</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Much of the site is identified as "landscape that is not distinctive or supportive", excluding the northernmost and uppermost area.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Copses, wooded belts, and other tree planting</li> <li>- Overhead power cables (several running N-S and E-W)</li> <li>- Issues around chalk pit quarrying?</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Environmental enhancement – undergrounding of cables</li> <li>- Links to secondary school</li> <li>- Softening of "visually harsh and abrupt settlement edges"- recommendation of CBA (para 3.9.14).</li> <li>- Enhancement of public access to the area (CBA report para 3.9.14)</li> </ul>
Overall observations	The area is effectively a buffer between the two urban areas – and any development should be particularly sensitive that it does not result in, or lead to, convergence of the towns. The northern part of the area due to being further from Wilton seems more likely to avoid this issue. There does appear to be scope for strategic development that is deliverable without excessively detrimental landscape impact compared with other areas around the city. The area merits further investigation, as it has potential for strategic growth.



	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

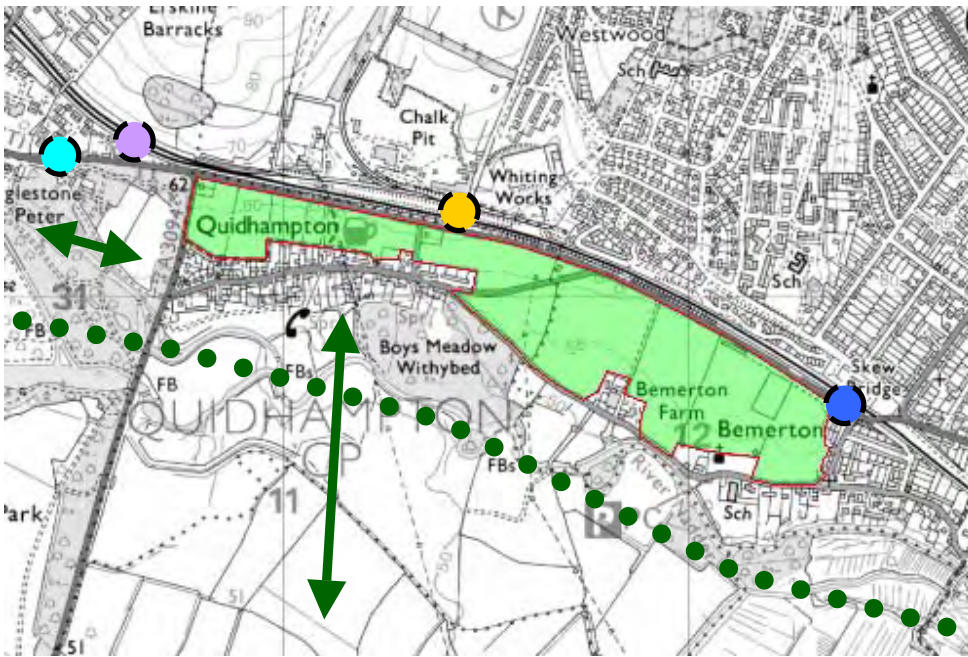













Number	4
Area (to nearest hectare)	98 hectares
Name	<b>Between A360 and River Avon.</b>
Description of the extent of the area and land use.	The A360 Devizes Road, north of the Fugglestone Red roundabout, is the western limit. Minor road and extent of woodland at Camp Hill/Camp down are the northern limit. The road from Stratford to Lower Woodford, and the boundary of the conservation area, form the eastern and southern limits. Entirely agricultural except for Hilltop Business Park.
Topography	Rising sharply from Avon valley to plateau at Hill Farm and Camp Hill. Distinct dry valley descending from Hill Farm.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>– Small part of the area (more level area closer to river) is "level views, countryside or river foreground, generally soft settlement edge".</li> <li>– Remainder (the great majority) is "elevated views, countryside or river valley foreground, generally soft settlement edge".</li> <li>– Two "distinctive/memorable features" in the setting of Salisbury and Wilton within close proximity to site in base of Avon valley: Home Fm and St. Lawrence's Church in Stratford-Sub-Castle</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>– The area is beyond the point termed the "urban gateway" to Salisbury, at the edge of Fugglestone Red.</li> <li>– The Avon valley forms a 'green finger' approach to Salisbury.</li> <li>– The A360 where it borders the area is a 'green/treed/river valley' approach to Salisbury</li> <li>– The land is part of 'open countryside' which separates the 'necklace village' of Lower Woodford from Salisbury</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>– The area is entirely "supportive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>– The area is between a "characteristic approach" to Salisbury and a "green finger/corridor" and "open countryside" of a separating function. Advice in para 3.9.3 of the CBA report reinforces the particular importance of the area in terms of the setting of the valley and Old Sarum.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>– Topography</li> <li>– Overhead power cables</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>– Support to Hilltop Business Park (at Hill Farm). However, Employment Land Review does not suggest expansion as an objective.</li> </ul>
Overall observations	Landscape constraints on this area appear to be very significant and were any development deemed suitable on the A360 route out from Salisbury to extend the city in this direction, "area 3" on the other side of the A360 is considerably preferable in landscape terms. For these reasons and others (e.g. terrain) it would appear that there is not scope for a strategic allocation here.



	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

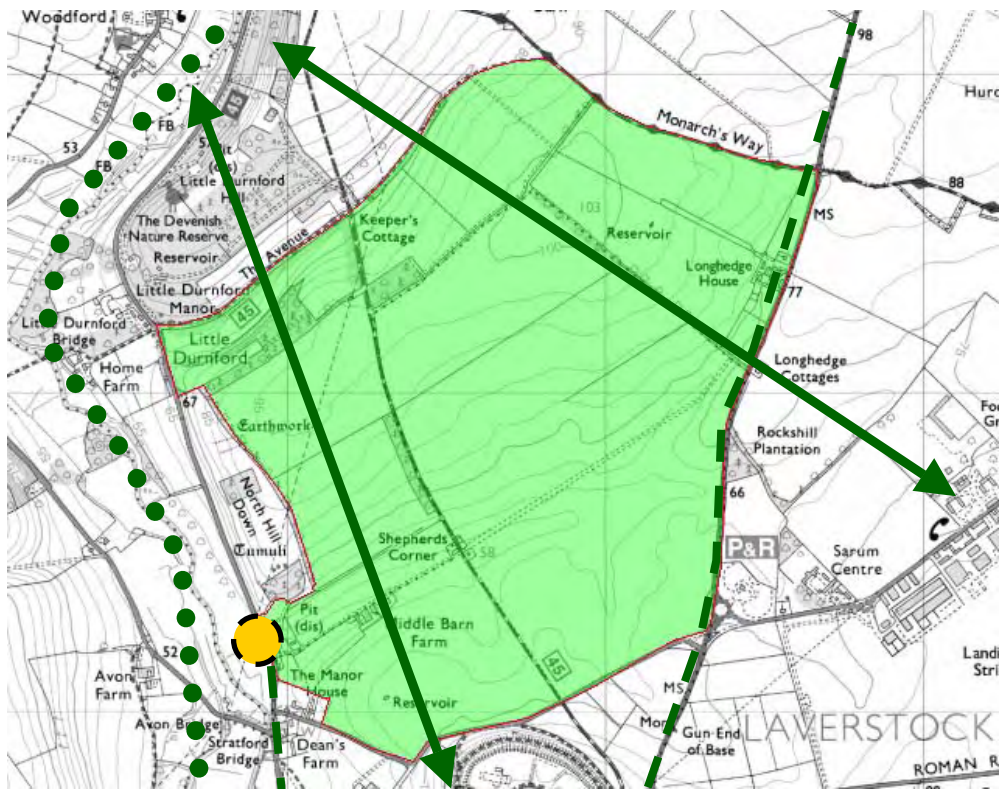
Number	5
Area (to nearest hectare)	33 hectares
Name	<u>Between the A36, Quidhampton, and Lower Bemerton</u>
Description of the extent of the area and land use.	Long strip of land between the A36 route and the road connecting Quidhampton to Lower Bemerton. Sports fields in eastern 50% of area approx, agricultural to west.
Topography	Overall gentle slope southwards to River Nadder however with extensive level areas in places.
Features from CBA report map - "Visual Assessment"	Entire area is "level views, mixed foreground, mixed settlement edge". St John's Church, Bemerton is a "Distinctive/Memorable feature"
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- The area is between the "gateways" to Salisbury and approaches to Wilton.</li> <li>- The Nadder Valley is a "green finger" approach.</li> <li>- To the S of the A36, across the area, is a "green/treed/river valley" approach to the city.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Whole area is "supportive townscape/landscape" and the built-up parts of Quidhampton and Lower Bemerton are "distinctive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Area is a clear "green finger" / corridor.</li> <li>- Para. 3.9.7 of the CBA report advises that Quidhampton and Netherhampton should be maintained as separate villages.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Access through the minor road to S of site is constrained by its width and capacity. Limited opportunities to provide links to A36 without interrupting avenue character.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Limited.</li> </ul>
Overall observations	Although relatively well located in terms of access to Salisbury, the landscape constraints on the area are great and any significant growth would compromise the identified qualities. Development to the east would also involve loss of recreation sites. There may be some scope for limited development at Bemerton and Quidhampton. Limited potential scope for strategic growth.














	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

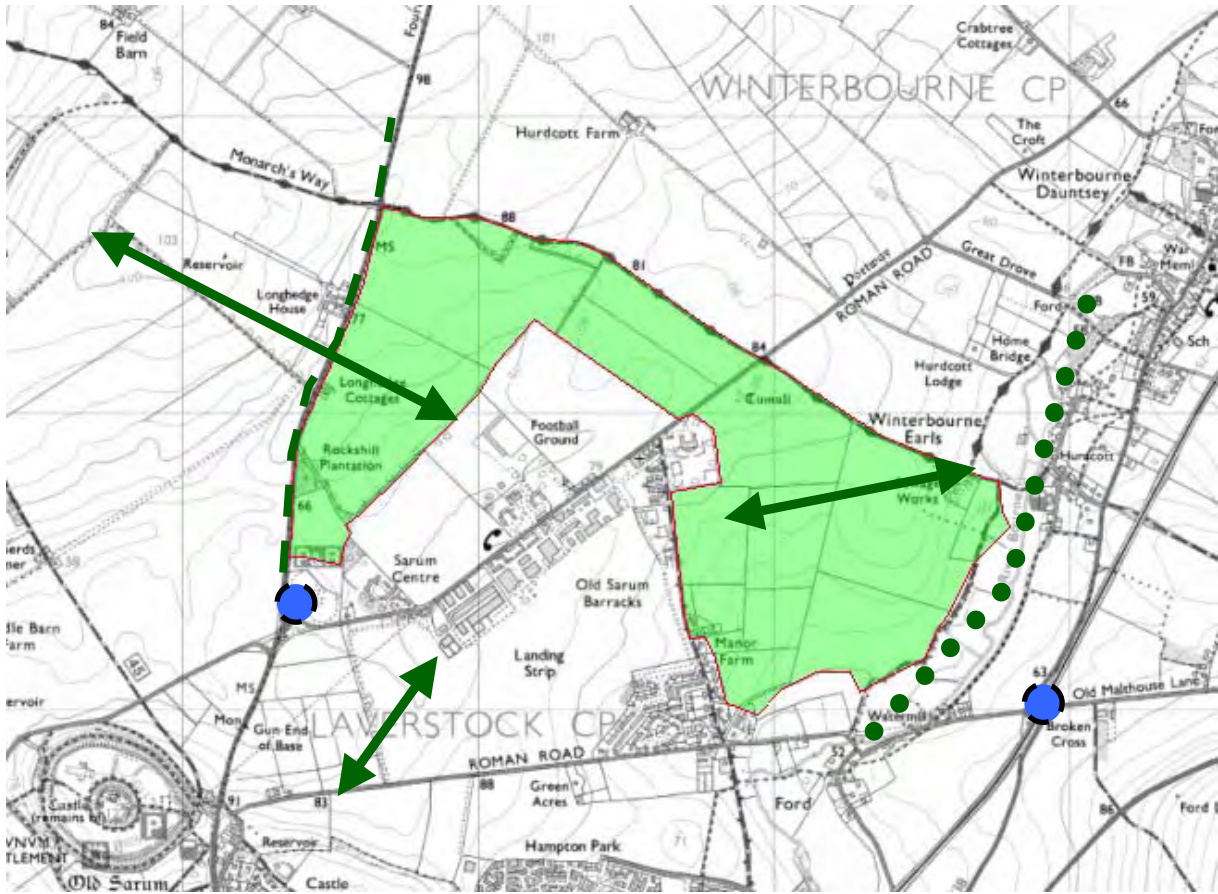
Number	6
Area (to nearest hectare)	275 hectares
Name	<u>Between A345 and Avon Valley</u>
Description of the extent of the area and land use.	North of area limited by "The Avenue" (to Keeper's Cottage) and Monarch's Way. Eastern boundary is the A345. Southern boundary is Conservation Area around Old Sarum. Eastern boundary is wildlife site at North Hill Down and the Stratford-Durnford lane. Agricultural, primarily with fairly large arable fields. Some shelterbelts.
Topography	Undulating with two plateaux and two dry valleys (running SW to Avon valley)
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Entirely "level views, countryside or river foreground, generally soft settlement edge".</li> <li>- 3 distinctive features in proximity: Old Sarum, Home Fm and St. Lawrence's Church in Stratford-Sub-Castle</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Beyond "urban gateways" to Salisbury.</li> <li>- Mainly beyond "first view" of Salisbury in Avon valley though not along A345.</li> <li>- Land forms "open countryside" separating villages in Avon valley from Old Sarum.</li> <li>- Avon valley is "green finger" approach and A345 to north of Old Sarum is a "rural/vernacular" approach to the city.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Entirely "supportive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Open countryside separating Avon valley villages from Old Sarum and Salisbury.</li> <li>- 2x "characteristic approaches" to Salisbury (to W and E of area).</li> <li>- Para. 3.9.3 of CBA report emphasises conservation of views to Old Sarum monument, and resistance of extension/intensification of linear development along A345 and Stratford Rd.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Remoteness and limited accessibility.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Few</li> </ul>
Overall observations	Area is remote and detached from the city, whilst providing important views to and from Old Sarum and separating villages from each other and Salisbury. Other areas provide sequentially better locations being closer to the city and facilities, whilst having a lesser landscape impact. No scope for strategic growth.





	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

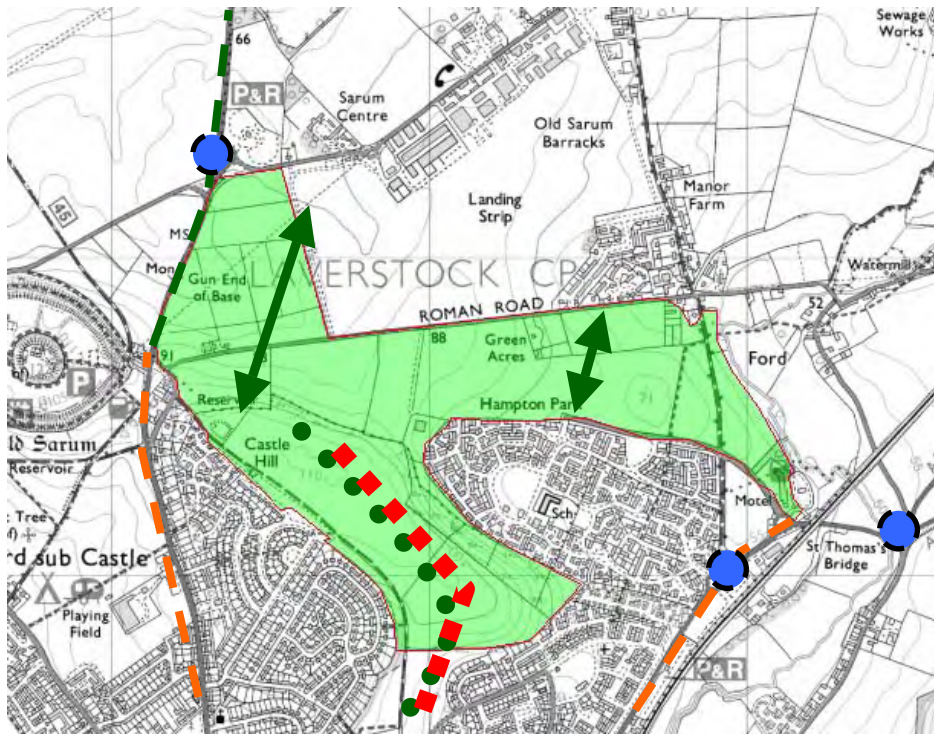
Number	7
Area (to nearest hectare)	160 hectares
Name	<u>Between River Bourne and A345</u>
Description of the extent of the area and land use.	Limited by the Salisbury-Amesbury A345 in the west, Monarch's Way to the north, the floodplain of the Bourne to the east, and elsewhere by the extent of the Old Sarum airfield Conservation Area and the extent of the employment and housing allocations (in the 2003 Adopted Local Plan) off Portway. Land is primarily open arable farmland.
Topography	Gradual rise to north though fairly level in comparison to surrounding areas.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Entirely "rural setting with necklace villages (including springline villages)"</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- The existing extent of development around the airfield is separated from Salisbury and villages on all sides by "Open countryside"</li> <li>- The A345 to the west is a "rural/vernacular" approach to Salisbury</li> <li>- The Bourne, to the east, is a "green finger"</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Entirely "outer rural areas"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Open countryside sectors</li> <li>- "Green finger" of Bourne Valley</li> <li>- A345 "characteristic approach" to Salisbury</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Air traffic/noise</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Further enhancing the Old Sarum area's self-containment and 'critical mass'</li> </ul>
Overall observations	There may be scope for a strategic allocation in the area. The Portway divides the area into two clear segments. To the SE of here extensive development would have greater potential to impact detrimentally upon the Bourne "Green finger" and, comparatively, cause a greater proportion of "open countryside" between Old Sarum and Ford/Laverstock/the Winterbournes to be compromised. Land to the NW of the Portway would have a lesser impact in terms of closing the countryside 'gap' to the Avon Valley. Development might also more readily be integrated with the existing built-up area and that currently awaiting completion (ie the Local Plan 2003 allocation). Potential for strategic growth.














	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

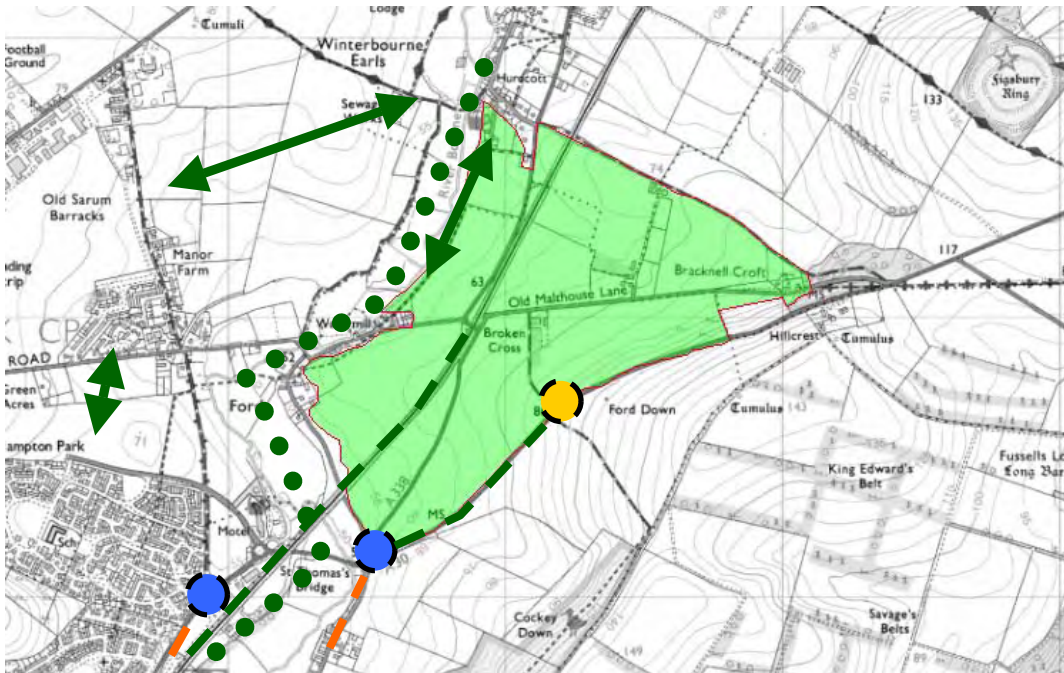
Number	8
Area (to nearest hectare)	120
Name	<u>North of Paul's Dene and Hampton Park</u>
Description of the extent of the area and land use.	Limited by the A345, the built envelope of Paul's Dene, Bishopdown, and Hampton Park, the flood plain of the Bourne, the village of Ford, and the Conservation Area at Old Sarum airfield.
Topography	Mixed; gradual slope down to Bourne with some level sections in centre and south. Sharp ridge up to Castle ridge
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Primarily has "elevated views, little/no foreground, generally harsh, abrupt settlement edge" other than to north-west which is "rural setting with necklace villages (including springline villages)".</li> <li>- Ridgeline</li> <li>- Elevated panoramic view to Salisbury.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- The southern part of the site is a "green finger" between Paul's Dene and Bishopdown</li> <li>- Open countryside separating Old Sarum airfield area and village of Ford from Salisbury.</li> <li>- Within "urban gateways"</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Primarily "supportive townscape/landscape" with some "outer rural area" to the north west</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Protection of key views, and exposed wooded chalk escarpments (see CBA report para 3.9.4)</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Use of land informally as recreation (particularly to the south)</li> <li>- Topography</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Improvement of accessibility of recreational function of land</li> </ul>
Overall observations	<ul style="list-style-type: none"> <li>-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.</li> <li>-Though inside of the "urban gateway", the north-westernmost part of the area is important within the setting of Old Sarum and is a "Green/Treed/River valley" approach, and remains as an open piece of countryside between the Old Sarum area of development and the envelope of Salisbury proper.</li> <li>-The part of the area between Hampton Park and Ford is a smaller element of 'open countryside' whose development would appear less likely to impede the "green finger" or a characteristic approaches to Salisbury.</li> <li>-Potential for strategic growth.</li> </ul>





	Area of search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Wilton/Salisbury" (CBA study)		
	First view of Wilton (CBA study)		
	First view of Salisbury (CBA study)		
	"Suburban" approach		"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages with one another and/or Salisbury		
	Ridgeline		

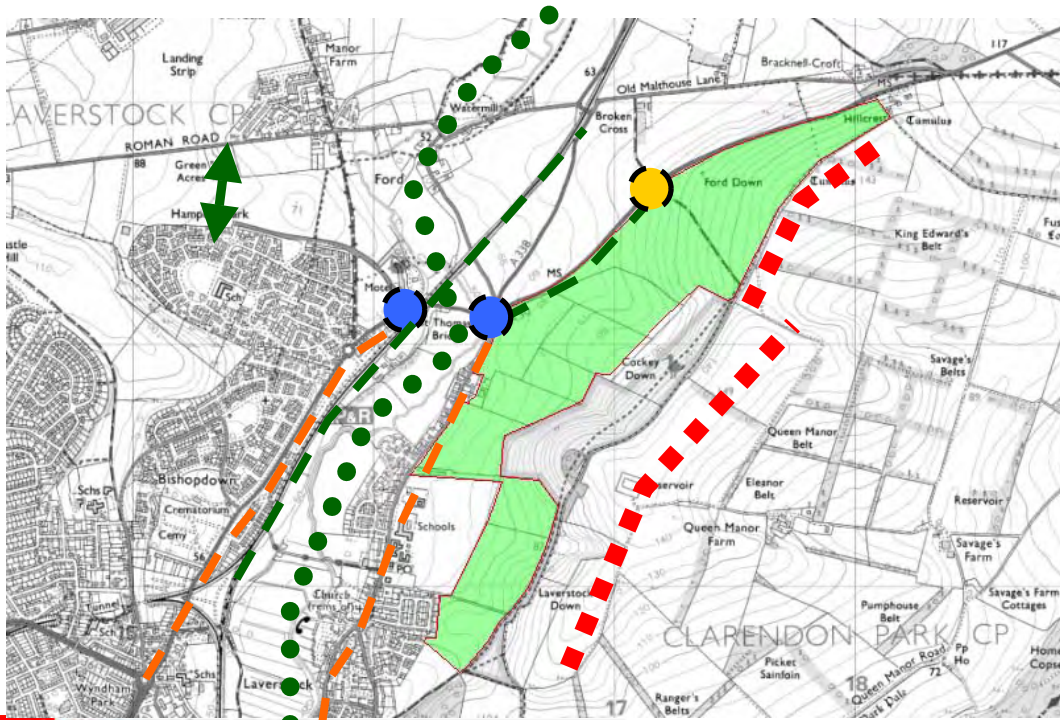
Number	9
Area (to nearest hectare)	128
Name	<u>Between Bourne Valley and A30</u>
Description of the extent of the area and land use.	Land between the A30, the track from Hurdcott to Bracknell Croft, and the Bourne valley. Divided by the Salisbury-Andover railway line. Agricultural land with few wooded features.
Topography	Rising steadily away from the Bourne, becoming steeper up to a ridge towards Cockey Down/ Bracknell Croft.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>– Entirely “rural setting with necklace villages (including springline villages)” except for southernmost part, east of the railway line, which is “level views, little/no foreground, generally harsh, abrupt settlement edge”.</li> <li>– Important ridgeline to the east of the area, with an important elevated panoramic view to the city.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>– “Green finger” along the Bourne, with land to the north forming a gap between Ford and Hurdcott.</li> <li>– Almost entirely beyond the ‘urban gateways’.</li> <li>– “Rural/vernacular” approach to Salisbury along the A30 on the SE edge of the area.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>○ Primarily “Outer Rural Areas” with the southernmost sector “connective townscape/landscape”.</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>– Key elevated views to Salisbury</li> <li>– Green finger.</li> <li>– Respect to scale, setting and form of settlement and avoiding adverse effects on “key views to the chalk escarpment” (CBA report, para. 3.9.12).</li> <li>– Ensure no detracting from or disruption of, key views to Salisbury</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>– Low bridge on A30.</li> <li>– Road capacity issues on A338, narrow bridge at Broken Cross.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>– To soften “visually harsh and abrupt settlement edges” through planting (CBA report, para 3.9.12)</li> </ul>
Overall observations	<ul style="list-style-type: none"> <li>– Much of the area provides an important open space along the “green finger”, and views from or to the ridgeline in the east. However some of the land in the south has been identified as “not distinctive or supportive”. Limited potential for strategic growth.</li> </ul>














	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

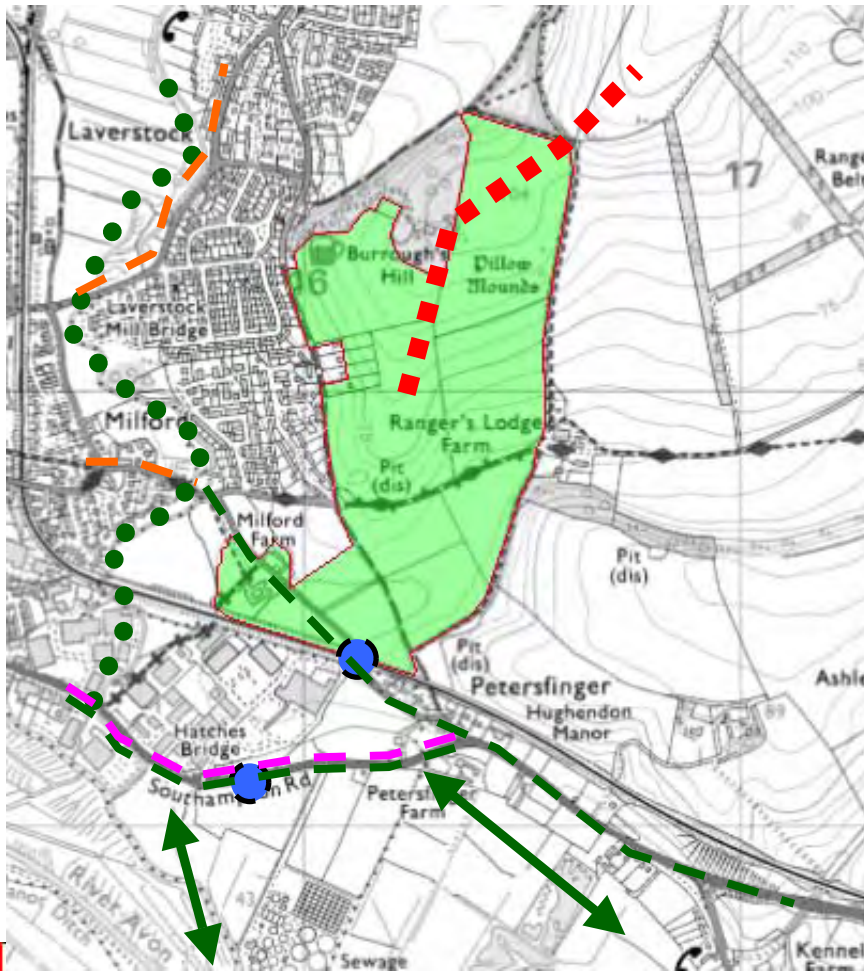
Number	10
Area (to nearest hectare)	101 hectares
Name	<u>Between A30, Laverstock and Cockey Down</u>
Description of the extent of the area and land use.	Land between the clear ridgeline to east of Laverstock, the existing built 'envelope', and the A30. Open arable land with large field and few wooded features. Bounded by SSSI and County Wildlife sites to ridge.
Topography	Steady rise, increasing in gradient eastward to ridgeline.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>– Primarily “level views, little/no foreground, generally harsh, abrupt settlement edge”.</li> <li>– Small amount of “elevated views, little/no foreground, generally harsh, abrupt settlement edge”</li> <li>– Key ridgeline to rear of the area on Cockey Down.</li> <li>– Key elevated panoramic views to Salisbury.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>– Area is mostly between Salisbury and “first view” to Salisbury, and about half is between Salisbury and the “urban gateway”.</li> <li>– The “green finger” of the Bourne Valley is a key nearby feature which counterbalances the parallel ridgeline to the east.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>○ Primarily “connective townscape/landscape” with a small amount of “distinctive townscape/landscape” higher up the ridge.</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>– Key elevated views to Salisbury</li> <li>– Green finger.</li> <li>– Respect to scale, setting and form of settlement and avoiding adverse effects on “key views to the chalk escarpment” (CBA report, para. 3.9.12).</li> <li>– Ensure no detracting from or disruption of, key views to Salisbury</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>– Access to Salisbury limited on A30 (low bridge) and also is restricted through village.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>– Potential to “soften visually harsh and abrupt settlement edges” through planting – CBA report, para 3.9.12.</li> </ul>
Overall observations	Sequentially the area is preferable to area 9 to the north in terms of accessibility of services and facilities. Beyond the “first view of Salisbury”, land is higher, more exposed and remoter. Much of the area is “not distinctive or supportive”, but development should be resisted “that expands the influence” of this. This would suggest land could be taken forward which is “not distinctive or supportive”. Limited potential for strategic growth.







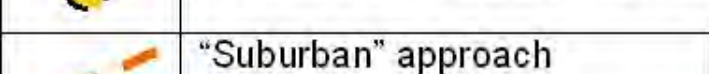








	Area of search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Wilton/Salisbury" (CBA study)		
	First view of Wilton (CBA study)		
	First view of Salisbury (CBA study)		
	"Suburban" approach		"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages with one another and/or Salisbury		
	Ridgeline		

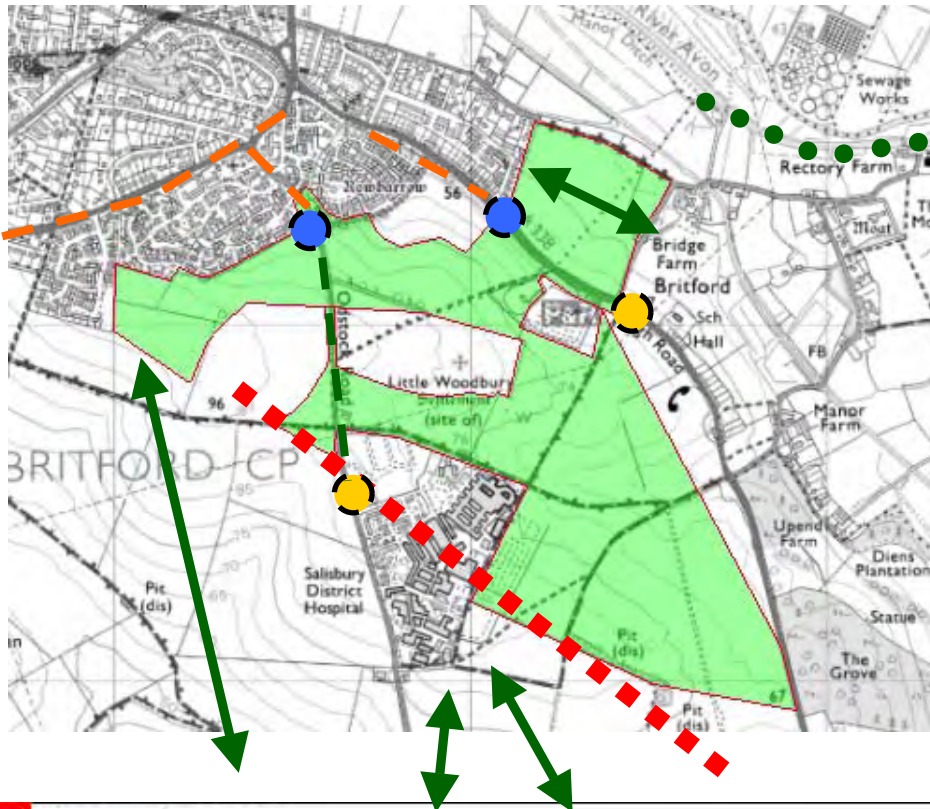
Number	11
Area (to nearest hectare)	97 hectares
Name	<u>East of Laverstock and Petersfinger</u>
Description of the extent of the area and land use.	Land between the built-up envelope of Laverstock, the railway line, and the right of way linking Petersfinger to the Cockey Down ridge. Mainly farmland with fairly heavily-treed field boundaries in places.
Topography	Land rising to the ridge in the north east of the area. Near-level in the south closer to the railway line.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>– Approximately equally divided into 3 categories: “rural setting with necklace villages (including springline villages”, “elevated views, countryside or river valley foreground, generally soft settlement edge”, “elevated views, little/no foreground, generally harsh, abrupt settlement edge”</li> <li>– Ridgeline southwards from Burrough’s Hill</li> <li>– Elevated view to Salisbury from ridge to south of Ranger’s Lodge Farm.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>– Approaches in the south of the area are of a green/treed/rural nature with exception of the “commercial” approach on northern side of Southampton Road.</li> <li>– “urban gateways” occur on the edge of the commercial area in Petersfinger, and on Southampton Rd.</li> <li>– Land in the area is not identified as separating villages.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Divided approximately equally into 3 categories: “supportive townscape/landscape”; “connective townscape/landscape” and “outer rural areas”.</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>– Conserve exposed grass and wooded chalk escarpment and undeveloped skyline.</li> <li>– Elevated/exposed views towards Salisbury.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>– Access is a difficulty with only minor routes entering the area</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>– To regenerate native woodland habitat (CBA report, para. 3.9.6)</li> <li>– Softening of abrupt settlement edges</li> </ul>
Overall observations	There may be some scope for development in the west of the site, particularly to the South where this would be within the ridgeline and the “supportive townscape” area. Limited potential for strategic growth.














	Area of Search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
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	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

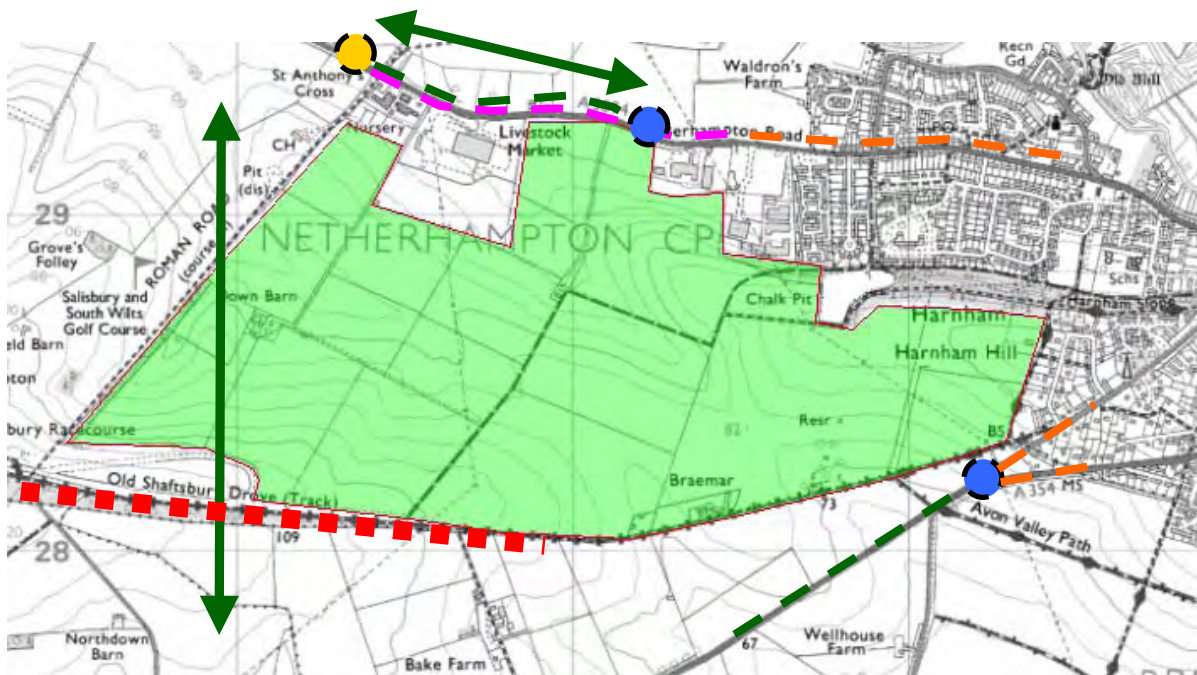
Number	12
Area (to nearest hectare)	115
Name	<u>Land south of Harnham around the Hospital</u>
Description of the extent of the area and land use.	Limited to the west and south by the ridgeline on which the hospital is located, and which goes to the north-west and south-east of here. Otherwise limited by the A338, the flood plain, and the lane to Bridge Farm. Primarily agricultural land. Shape of area is particularly uneven due to exclusion of hospital site, Park and Ride, and the Scheduled Ancient Monuments between Salisbury and the hospital.
Topography	Rising steadily to ridge at hospital with several dry valleys.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Key elevated panoramic view from hospital plateau toward Salisbury.</li> <li>- Ridgeline on the hospital plateau</li> <li>- Entirely "level views, little/no foreground, generally harsh, abrupt settlement edge".</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- "First views of Salisbury" from adjacent to hospital site, and adjacent to Park &amp; Ride.</li> <li>- "Urban gateways" at edge of settlement at Rowbarrow and on Downton Rd.</li> <li>- Open countryside separating Salisbury from Britford, Nunton, Odstock and Coombe Bissett</li> <li>- Green approaches to the city from "first views" to "urban gateways", "suburban" approaches thereafter.</li> <li>- "Green finger" below site in Avon valley.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Entirely "connective townscape/landscape" except for N/E of A338 which is "supportive".</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Conserve key views that contribute to memorable and distinctive approaches to Salisbury. (CBA report, para 3.9.13)</li> <li>- Potential via planting to soften harsh/abrupt settlement edges. (CBA report, para 3.9.13)</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Archaeology. Scheduled Ancient Monuments adjacent to the area (which is drawn to exclude these).</li> <li>- Numerous rights of way of various types across the area</li> <li>- Topography - fairly steep in places</li> <li>- Overhead power lines</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Development supportive and complementary to the hospital campus</li> <li>- Softening of harsh and abrupt settlement edges.</li> </ul>
Overall observations	There does appear to be scope for strategic development without excessively detrimental landscape impact compared with other areas around the city. The area merits further investigation as it has potential for strategic growth.
















	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

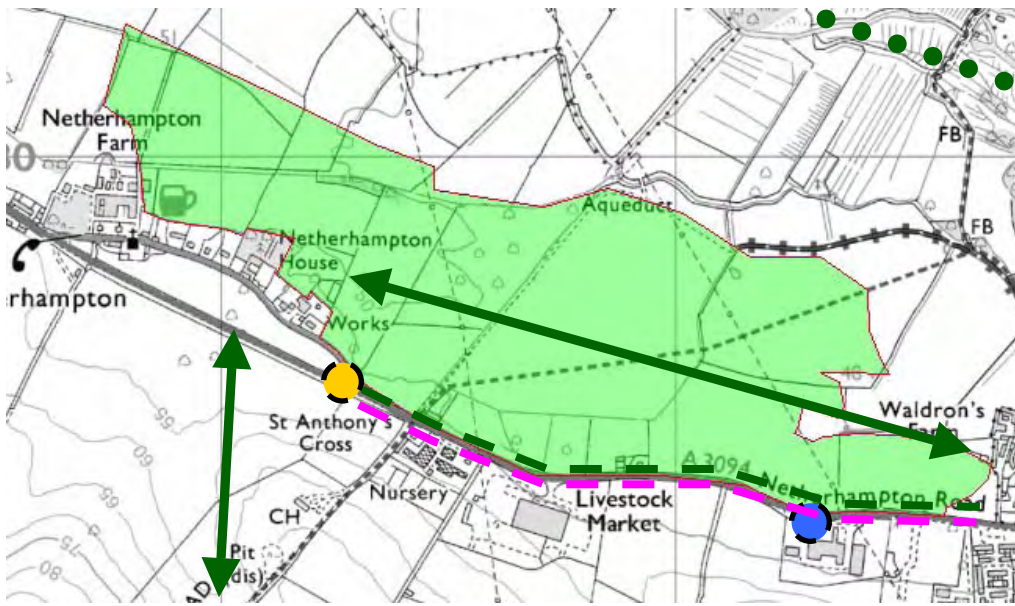
Number	13
Area (to nearest hectare)	213 hectares
Name	<u>S of Netherhampton Road</u>
Description of the extent of the area and land use.	The area between the Netherhampton Road to the north, the Old Shaftsbury Drove to the South, the Roman Road to the west and Harnham to the east. Large arable fields with an open feel and fairly minimal hedges, trees. Limited by the AONB boundary to the south and the golf club to the west.
Topography	Gradual incline southwards up to the drove track. Some near-level ground close to A3094 and on plateau.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Key elevated panoramic views from higher ground towards city centre.</li> <li>- Distinctive ridgeline in the south.</li> <li>- Primarily "elevated views, countryside or river foreground, generally soft settlement edge", however in the lowest parts to the Netherhampton road it is "level views, mixed foreground, mixed settlement edge". In the SE corner it is "level views, countryside or river foreground, generally soft settlement edge".</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- "first view" of Salisbury occurs between the livestock market and Netherhampton.</li> <li>- An "urban gateway" is at the beginning of the development to the south of the A3094 travelling towards Harnham</li> <li>- The land is open countryside separating Netherhampton from Coombe Bissett.</li> <li>- There is a "commercial" approach to the south of the A3094 and a "green/treed/river valley" approach to the north.</li> <li>- The Nadder valley to the north of the area is a "green finger"</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Primarily "supportive townscape/landscape" though higher parts of the site are "distinctive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Conserve chalk escarpments, which provide a distinctive and prominent backdrop</li> <li>- Conserve skyline, key views, key approaches (inc from ancient trackways)</li> <li>- Maintain separation of Salisbury from Ebble valley villages</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Overhead power cables</li> <li>- Steep slopes in places</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Softening visually harsh and abrupt settlement edges</li> </ul>
Overall observations	The higher land in the area is clearly of great importance in the landscape as a backdrop. However there may be opportunities on lower ground closer to the Netherhampton Road, where the landscape is "supportive" rather than "distinctive". This part of the area should be given further consideration in conjunction with area 14 for a strategic allocation. Potential for strategic growth.














	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

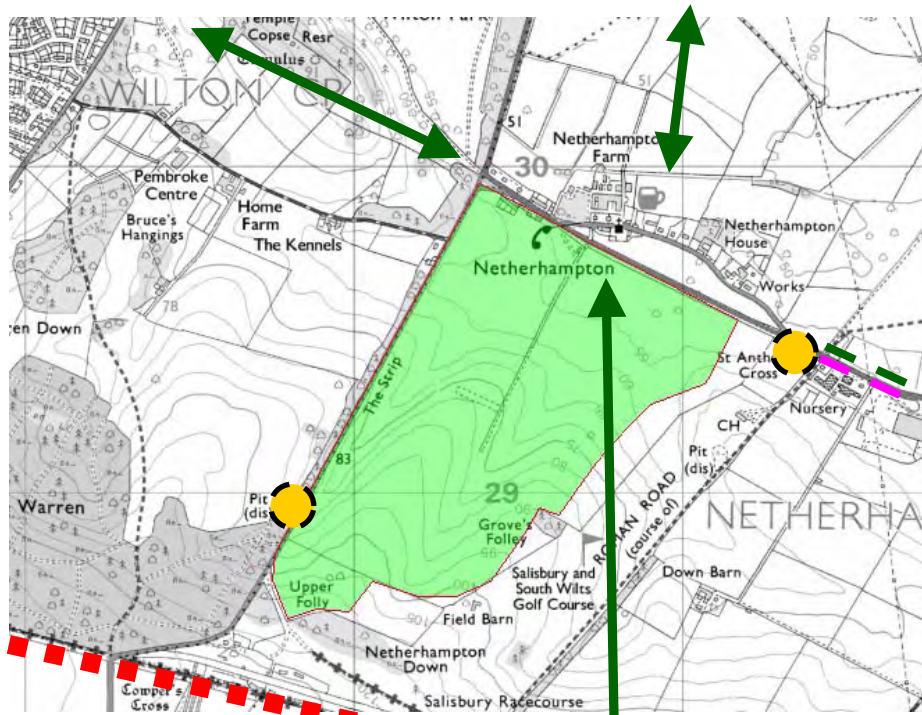


Number	14
Area (to nearest hectare)	86ha
Name	<u>North of Netherhampton Road</u>
Description of the extent of the area and land use.	Between the flood plain of the Nadder, the Netherhampton conservation area, the A3094 and the existing built-up area of Salisbury.
Topography	Very slight slope down to river.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Key low-level views to Salisbury</li> <li>- Netherhampton is "distinctive/memorable feature"</li> <li>- Entirely "level views, mixed foreground, mixed settlement edge"</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Nadder is a "green finger"</li> <li>- First view of Salisbury and "Urban gateway" adjacent to area on the A3094</li> <li>- Much of land is open countryside separating Netherhampton from Salisbury (Harnham)</li> <li>- "Commercial" approach and "green/treed" approach to city along Netherhampton Road.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Entirely "Supportive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Level views to Salisbury</li> <li>- Green finger</li> <li>- Protect water meadows character of the area and key views</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Adjacent to flood plain and is low lying with some history of flooding. Further studies required.</li> <li>- Overhead power lines</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Development to counterbalance that on the southern side of the road</li> </ul>
Overall observations	There appears to be some potential in the southern and particularly south-eastern part of the area where strategic development might be combined with Area 13 to the south. Potential for strategic growth.



	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	 "Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

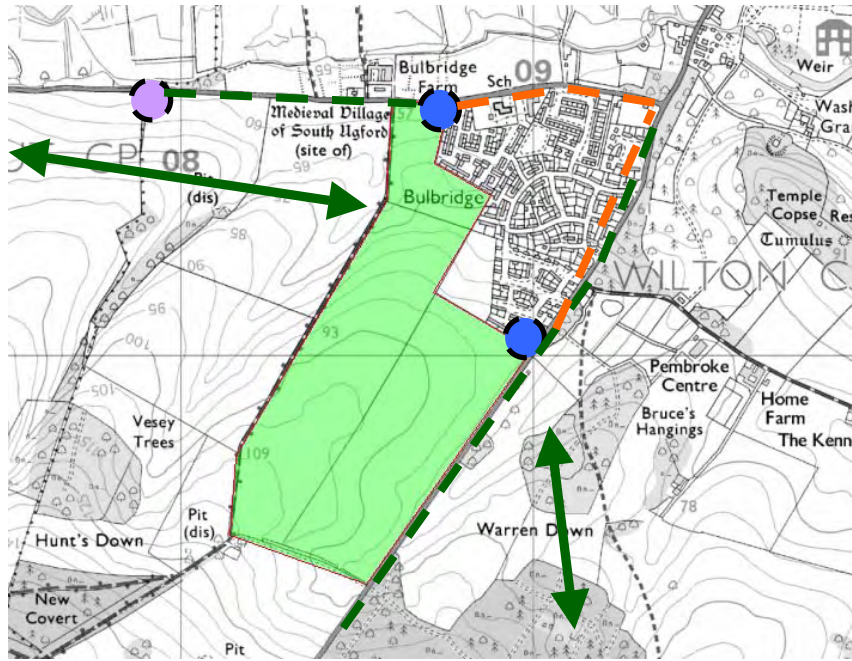
Number	15
Area (to nearest hectare)	93 hectares
Name	<u>Between Netherhampton and Racecourse</u>
Description of the extent of the area and land use.	Large open fields between "The strip", the racecourse, the golf course and the Netherhampton Road.
Topography	Near-level ground at the northern end rising fairly steeply to racecourse with two main dry valleys.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Primarily "elevated views, countryside or river valley foreground, generally soft settlement edge"</li> <li>- Lower ground is "level views, mixed foreground, mixed settlement edge"</li> <li>- Key elevated panoramic view to Salisbury from higher ground.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- The area is open countryside which separates Netherhampton from the Ebble Valley.</li> <li>- First view of Salisbury from the racecourse road is across the area.</li> <li>- Ridgeline at rear of the area.</li> <li>- Beyond "urban gateways"</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Mostly "supportive townscape" with higher land "distinctive"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Conserve chalk escarpments, which provide a distinctive and prominent backdrop</li> <li>- Conserve skyline, key views, key approaches (inc from ancient trackways)</li> <li>- Maintain separation of Salisbury from Ebble valley villages</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Steep topography</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Few</li> </ul>
Overall observations	Site is fairly remote from Salisbury and important in landscape terms. There does not appear to be scope for a strategic allocation here.



	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

Number	16
Area (to nearest hectare)	55ha
Name	<u>South of Bulbridge</u>
Description of the extent of the area and land use.	Land rising to rear of Bulbridge estate toward AONB. Open agricultural land in large fields
Topography	Rising to south fairly steeply
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Primarily "elevated views, countryside or river valley foreground, generally soft settlement edge". Lowest, northernmost part of site is "Level views, mixed foreground, mixed settlement edge".</li> <li>- Low-level view across area in the north towards Wilton</li> <li>- Elevated panoramic view from top of site in South.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Open countryside separating Wilton-Bulbridge from Burcombe and from Ebble Valley villages</li> <li>- "Urban gateways" on edge of built-up area of Bulbridge.</li> <li>- Green/treed/river valley approaches to Wilton</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>o Entirely "supportive townscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Elevated and low-level views.</li> <li>- Wooded skylines</li> <li>- Tranquillity</li> <li>- Memorable green approach to Wilton</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Topography.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Development that would support Wilton in its role as a small market town.</li> <li>- Softening of settlement edges</li> </ul>
Overall observations	Modest development in the north of the area may possibly be acceptable where it related closely to the existing and did not undermine strengths identified in the landscape report. However there does not appear to be the scope for a strategic allocation here.



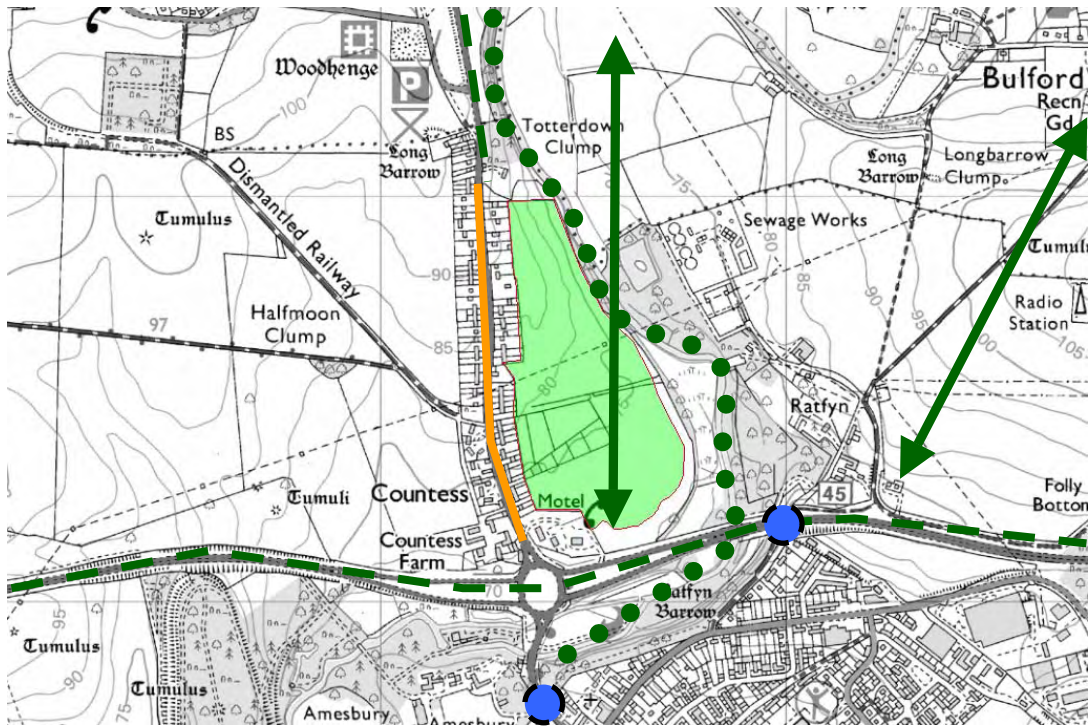












	Area of search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Wilton/Salisbury" (CBA study)	
	First view of Wilton (CBA study)	
	First view of Salisbury (CBA study)	
	"Suburban" approach	"Commercial" approach
	"Green / Treed / River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages with one another and/or Salisbury	
	Ridgeline	

# **Appendix 2**

## **Landscape Assessment : Amesbury**

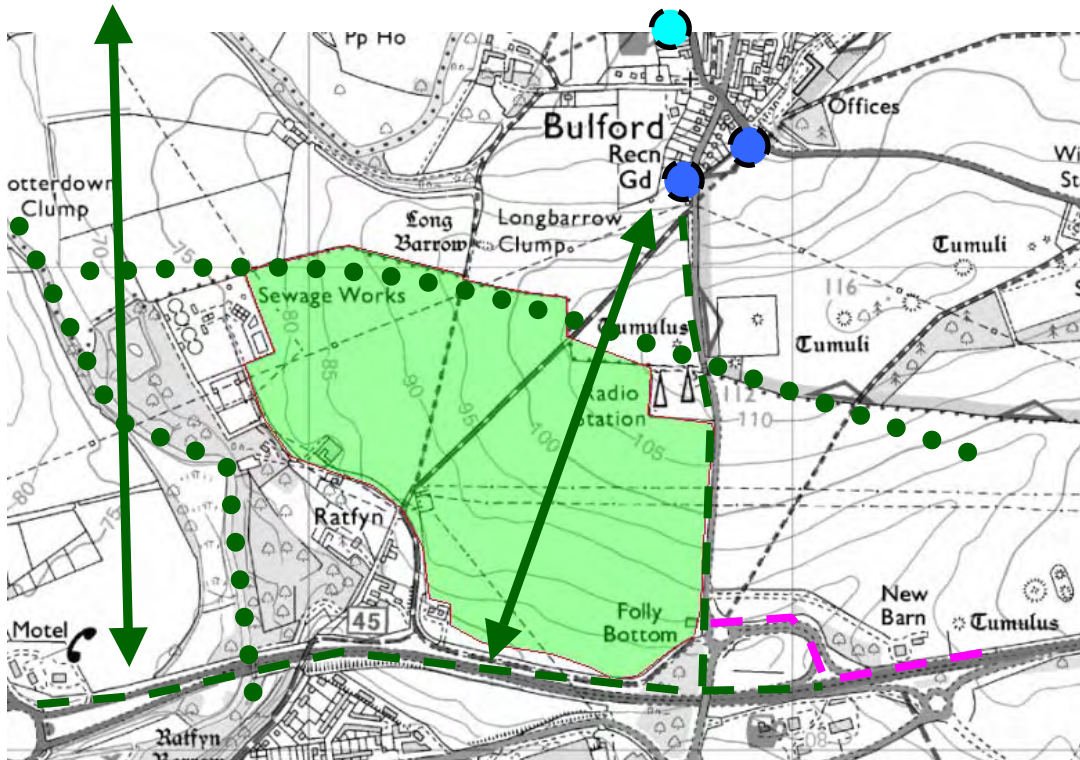
Number	1
Area (to nearest hectare)	22 hectares
Name	<b>Between Countess Road and River Avon</b>
Description of the extent of the area and land use.	Between the rear of houses on Countess Road to the west, the River Avon SAC and wildlife sites to the east, and the hotel and A303 to the south. Open agricultural land with strong treed boundaries.
Topography	Rising gently away from river. More level to the south.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Entirely "Level views, mixed foreground, mixed settlement edge"</li> </ul>
Features from CBA report map and "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Suburban approach to Amesbury along Countess Road</li> <li>- "Green finger" along valley</li> <li>- Open countryside separating Amesbury from Durrington</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "supportive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Views to and from river Avon</li> <li>- Resist extension or intensification of linear ribbon development along Countess Road.</li> <li>- Ecological and landscape value of Avon valley.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Overhead power cables</li> <li>- Access</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Softening visually harsh and abrupt edges</li> </ul>
General observations	The area is quite detached from Amesbury proper and within an area of "distinctive" landscape alongside the Avon. A large allocation would not appear to be appropriate here, nor smaller scale development as this (owing to the road layouts) would be likely to take the form of "backland" development and could intensify the "linear" development along Countess Road. No scope for strategic growth.



	Area of Search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Amesbury/Bulford/Durrington"		
	First view of Amesbury/Bulford/Durrington		
	"Suburban" approach		"Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages /towns.		
	Ridgeline		

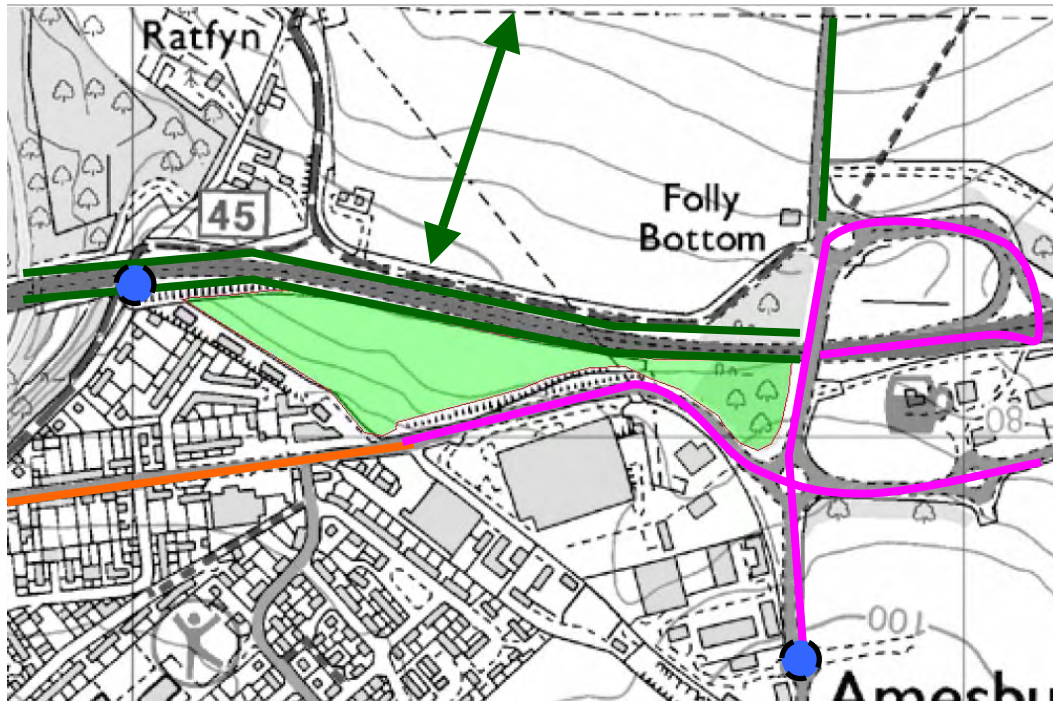
Number	2
Area (to nearest hectare)	54 hectares
Name	<b>Between Ratfyn and Bulford</b>
Description of the extent of the area and land use.	Sewage works and Ratfyn to the west, minor road to the east and the A303 to the south. Open agricultural land.
Topography	Rising steadily to radio masts and tumuli in the north-east.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Northern part of area is "elevated views, little/no foreground, generally harsh, abrupt settlement edge"</li> <li>- Southern part of area is "level views, little/no foreground, generally harsh, abrupt settlement edge"</li> <li>- Ridgeline to north of area</li> <li>- Elevated panoramic view to Amesbury from hill</li> <li>- Radio mast hill is distinctive feature in landscape.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- "Green finger" along higher ground to ridgeline</li> <li>- Between "urban gateways" to Amesbury and to Bulford.</li> <li>- Mainly green-type approaches to Amesbury and Bulford on roads adjacent to the area.</li> <li>- Area is green land separating Bulford from Amesbury.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Mostly "connective" townscape/landscape</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Area is identified as not being "distinctive or supportive".</li> <li>- Development should not detract from cultural value e.g. ridgeline tumuli, undeveloped skyline.</li> <li>- Improve public access to green finger/corridor.</li> <li>- Reduce influence of A303 through planting</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Several overhead power lines</li> <li>- Public rights of way.</li> <li>- Topography</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Softening of harsh settlement edges and influence of A303.</li> </ul>
General observations	Although the site is "not distinctive or supportive" it performs an important buffer between Bulford and Amesbury, and is very detached from Amesbury proper. It would not therefore appear to be a suitable location for a strategic allocation.





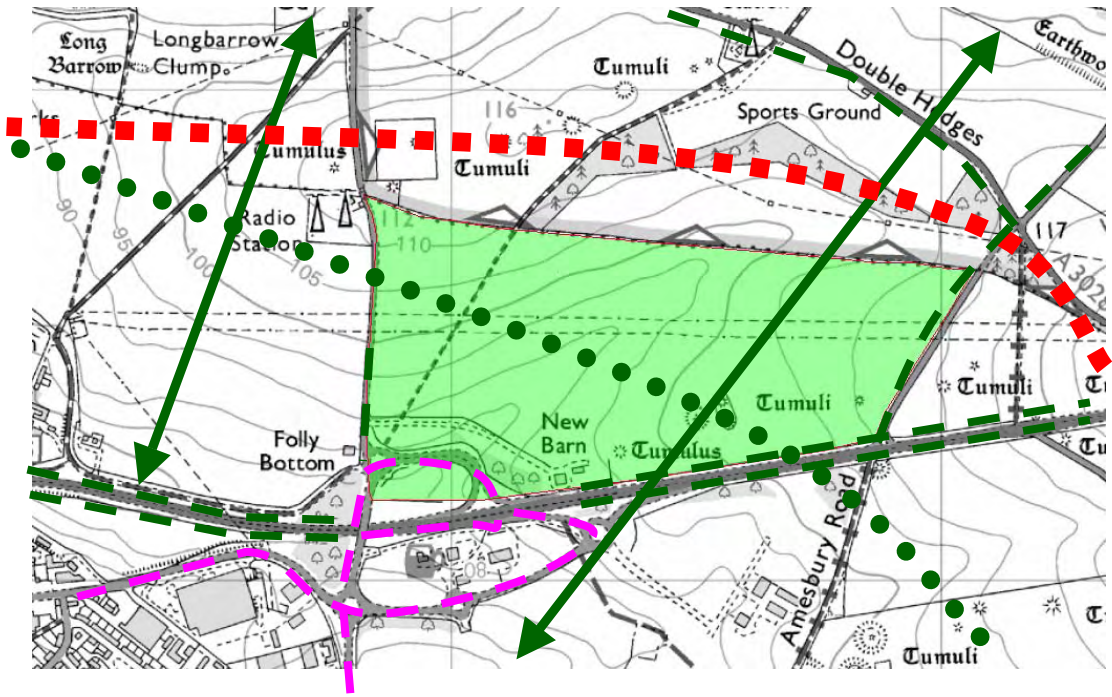
	Area of Search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Amesbury/Bulford/Durrington"	
	First view of Amesbury/Bulford/Durrington	
	"Suburban" approach	"Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages /towns.	
	Ridgeline	

Number	3
Area	5.5 hectares
Name	<b>Between London Road and A303</b>
Description of the extent of the area and land use.	Small area of open land and copse between the urban edge of Amesbury and the A303.
Topography	Moderate slope in W but more level elsewhere
Features from CBA report map - "Visual Assessment"	– Entirely “level views, little/no foreground, generally harsh, abrupt settlement edge”
Features from CBA report map "Townscape and Landscape Analysis"	– Between “commercial” approach to Amesbury (London Road) and green-type approach (A303).
Features from CBA report map - "townscape and landscape role and function"	– Entirely “connective” townscape/landscape.
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>– Area is identified as not being “distinctive or supportive”.</li> <li>– Development should not detract from cultural value e.g. ridgeline tumuli, undeveloped skyline.</li> <li>– Improve public access to green finger/corridor.</li> <li>– Reduce influence of A303 through planting</li> </ul>
Known constraints	– Wooded land to at the eastern end.
Opportunities	– Small-scale development to infill this remaining space up to the A303 without directly expanding into the countryside.
General observations	This piece of land may have some limited potential for use as it is well-related to Amesbury and landscape issues do not appear particularly problematic. Limited potential scope.



	Area of Search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Amesbury/Bulford/Durrington"		
	First view of Amesbury/Bulford/Durrington		
	"Suburban" approach		"Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages /towns.		
	Ridgeline		

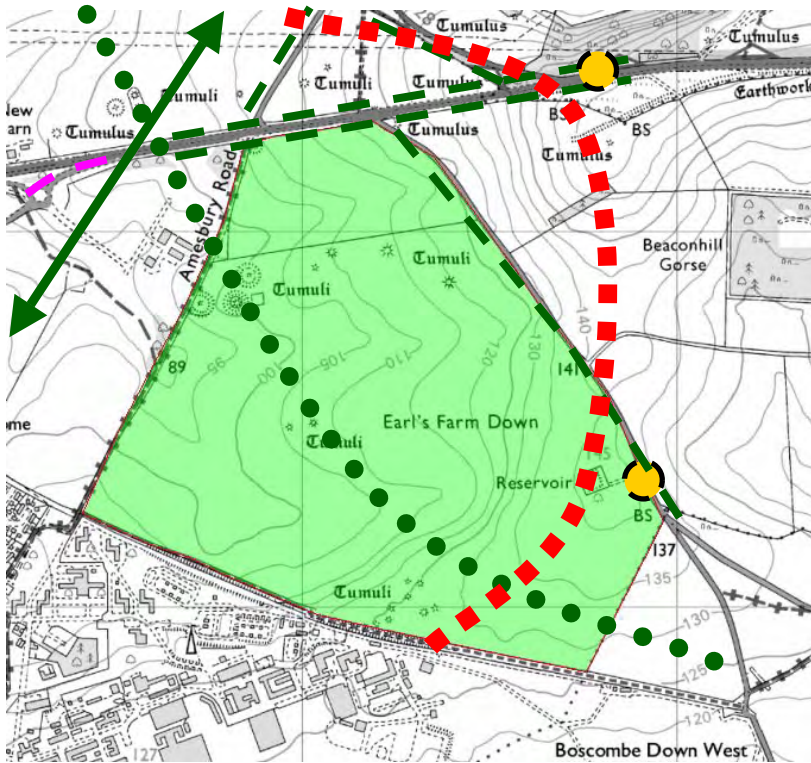
Number	4
Area (to nearest hectare)	54 hectares
Name	<u>North west of Folly Bottom</u>
Description of the extent of the area and land use.	An extensive area of open agricultural land between the A303 and the boundary with MOD land.
Topography	Elevated to N and E with a dry valley through the centre of the area.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Mainly "elevated views, little/no foreground, generally harsh, abrupt settlement edge" to the north and east. Same to SW but with "level views".</li> <li>- Ridgeline to NE</li> <li>- Radio station masts and ridgeline tumuli are "distinctive" features in the local landscape.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Green finger of land encircling Amesbury</li> <li>- Open land separating Amesbury from Bulford and Bulford Camp.</li> <li>- Primarily green approaches to Amesbury though with Commercial toward Amesbury and Solstice Park.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "connective" landscape</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Area is identified as not being "distinctive or supportive".</li> <li>- Development should not detract from cultural value e.g. ridgeline tumuli, undeveloped skyline.</li> <li>- Improve public access to green finger/corridor.</li> <li>- Reduce influence of A303 through planting</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Tumuli are Scheduled.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Softening of landscape and A303</li> </ul>
General observations	Although the site is "not distinctive or supportive" it performs an important buffer between Bulford and Amesbury, and is very detached from Amesbury proper. It would not therefore appear to be a suitable location for a strategic allocation.













	Area of Search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Amesbury/Bulford/Durrington"		
	First view of Amesbury/Bulford/Durrington		
	"Suburban" approach		"Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages /towns.		
	Ridgeline		

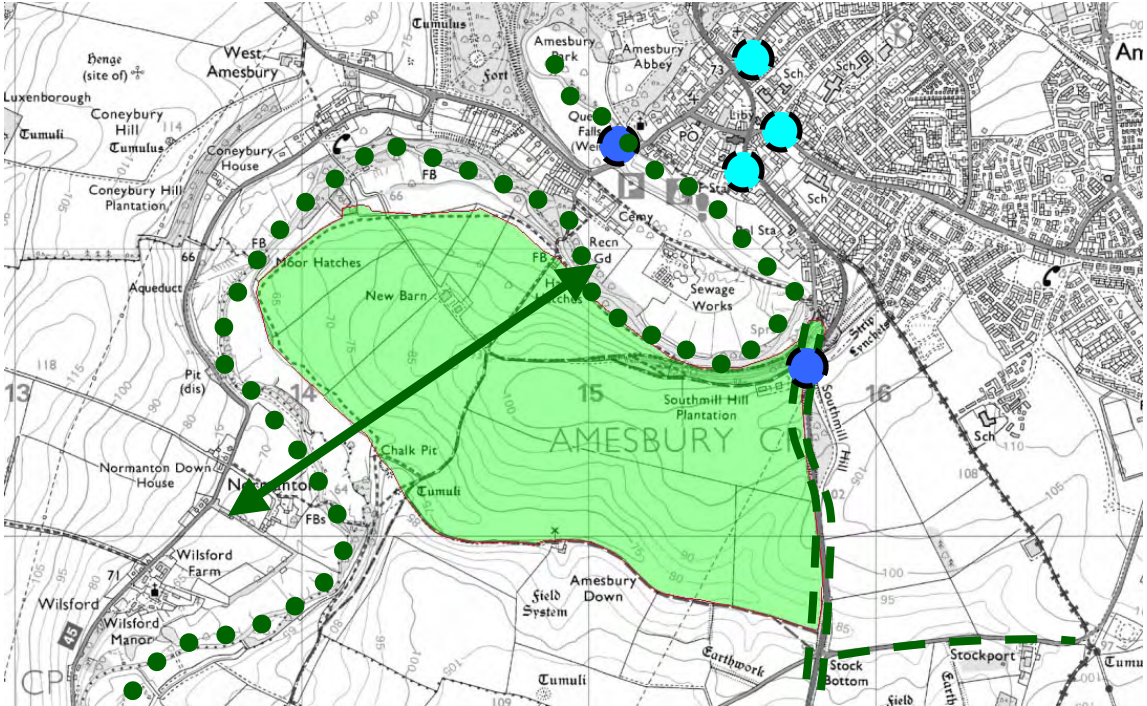


Number	5
Area (to nearest hectare)	140 hectares
Name	<b>North of Boscombe Down</b>
Description of the extent of the area and land use.	Extensive open agricultural land with few wooded features or buildings. A303 to North, Amesbury Rd to the west, former railway line to south, road to Allington to the east.
Topography	Undulating with gradual overall rise to east.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Mainly "elevated views, little/no foreground, generally harsh, abrupt settlement edge" to the north and east. Same to SW but with "level views".</li> <li>- Ridgeline to E of area</li> <li>- Key elevated panoramic view to west.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- "Green finger" through the area</li> <li>- Green-type approaches on the perimeter.</li> <li>- Between Amesbury and "first views" to Amesbury.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "connective" landscape.</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Area is identified as not being "distinctive or supportive".</li> <li>- Development should not detract from cultural value e.g. ridgeline tumuli, undeveloped skyline.</li> <li>- Improve public access to green finger/corridor.</li> <li>- Reduce influence of A303 through planting</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Significant archaeological remains including Scheduled Ancient Monuments within the area.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Softening of landscape and A303</li> </ul>
General observations	Fairly remote from Amesbury and with relatively poor access to the town whilst being part of the "green finger" encircling the north of the town. No scope for strategic growth.



	Area of Search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Amesbury/Bulford/Durrington"	
	First view of Amesbury/Bulford/Durrington	
	"Suburban" approach	 "Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages /towns.	
	Ridgeline	

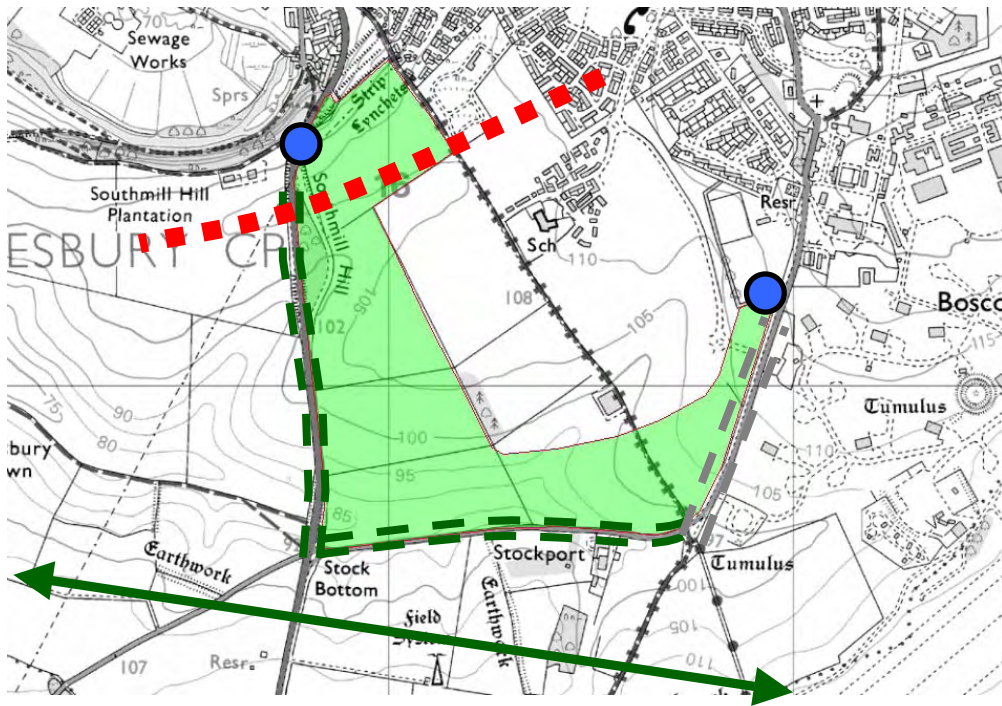
Number	6
Area (to nearest hectare)	166 hectares
Name	<b>SW of Amesbury</b>
Description of the extent of the area and land use.	Area within a large meander in the river Avon. Agricultural land with several medium-sized fields with some hedgerows and buildings.
Topography	Rising from the river to a plateau in the centre of the area.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Mainly "level views, countryside or river foreground, generally soft settlement edge". Same in higher ground except "elevated views" here.</li> <li>- Ridgeline bisecting the area.</li> <li>- Key elevated panoramic views to Amesbury</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- "Green finger" of the river Avon.</li> <li>- Countryside separating Amesbury from the villages of the Avon valley.</li> <li>- Green-type approaches to the town</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "supportive townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Numerous features identified in para 4.9.5 of the CBA report related to natural and cultural heritage related to the Avon valley.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Topography</li> <li>- Access poor to most of the area.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Improved public access.</li> </ul>
General observations	The value of the landscape and various features within it as identified in the maps and supporting text of the CBA report suggest the area should not be taken forward as an area of search for a major allocation. Fairly detached from the town. No scope for strategic growth.



	Area of Search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Amesbury/Bulford/Durrington"		
	First view of Amesbury/Bulford/Durrington		
	"Suburban" approach		"Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages /towns.		
	Ridgeline		

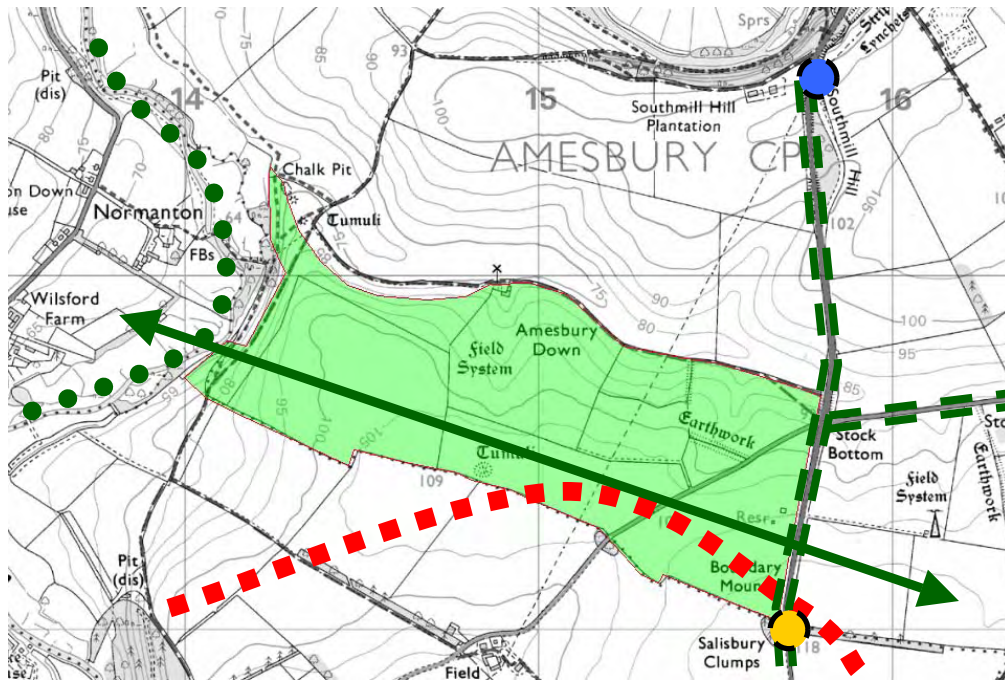
Number	7
Area (to nearest hectare)	52 hectares
Name	<b>South and west of Archer's Gate</b>
Description of the extent of the area and land use.	Remaining undeveloped land between the 2003 Local Plan allocation, the A345, and the Stockport Road.
Topography	Gradual slope down to south and to west from plateau.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Entirely "level views, little/no foreground, generally harsh, abrupt settlement edge".</li> <li>- Ridgeline to the north of the area.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Not countryside separating villages from each other or Amesbury,</li> <li>- Green-type approaches to Amesbury around most of perimeter of site with part military-type approach adjacent to Boscombe Down.</li> <li>- Beyond current "urban gateways"</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "connective" townscape/landscape"</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- (para 4.9.8) ensure development respects scale, setting and form of existing settlement.</li> <li>- Mitigation to accommodate new development without adverse effects on key views.</li> <li>- Soften visually harsh and abrupt settlement edges through planting.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- The whole area is under a Local Plan designation for public open space and recreation. This is as part of the adopted Development Brief on the site where this crescent-shaped area forms an easily accessible open space from most parts of the H9 allocation.</li> <li>- Proximity of Boscombe Down airfield</li> <li>- Rights of way</li> <li>- Creation of new link road within the Archer's Gate development programme.</li> <li>- Cemetery site (app ref: 2008/0477)</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Soften visually harsh and abrupt settlement edges through planting.</li> <li>- Development to support an additional phase to Archer's Gate (subject to no unacceptable loss of recreational space).</li> </ul>
General observations	The area is well-related to the town in comparison with most of the other areas and is not an important buffer to another settlement, whilst also not being an area of distinctive or supportive landscape. Limited potential for strategic growth.





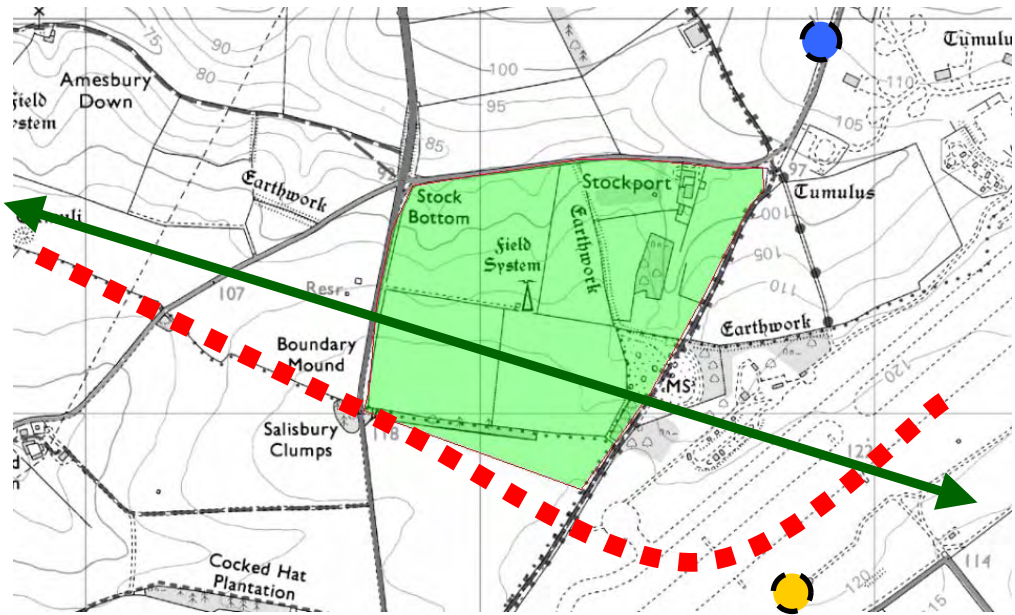
	Area of Search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Amesbury/Bulford/Durrington"		
	First view of Amesbury/Bulford/Durrington		
	"Suburban" approach		"Military" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages /towns.		
	Ridgeline		











Number	8
Area (to nearest hectare)	91 hectares
Name	<b>Amesbury Down</b>
Description of the extent of the area and land use.	Bridleway from Stock Bottom toward Normanton to the north; river Avon to the west; A345 to the east; parish boundary to the south. Fairly open agricultural land divided into several small fields, archaeological remains.
Topography	Rising steadily to plateau in south of area.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Primarily "elevated views, countryside or river valley foreground, generally soft settlement edge"</li> <li>- Ridgeline.</li> </ul>
Features from CBA report map "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Open countryside separating villages from one another.</li> <li>- Green-type approaches to Amesbury on the A345</li> <li>- Green finger along river Avon.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "supportive" landscape.</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- Para 4.9.5 of CBA report:</li> <li>- Resist development detracting from high level of cultural value in the area</li> <li>- Conserve upper chalk downland slopes</li> <li>- Conserve and enhance high value landscapes and ecology.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Archaeological remains</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Improvement to public access.</li> </ul>
General observations	The value of the landscape and various features within it as identified in the maps and supporting text of the CBA report suggest the area should not be taken forward as an area of search for a major allocation. No scope for strategic growth.



	Area of Search		
	"Urban gateway" (CBA study)		
	"Gateway to distinctive Amesbury/Bulford/Durrington"		
	First view of Amesbury/Bulford/Durrington		
	"Suburban" approach		"Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach		
	"Green finger"		
	Open countryside separating villages /towns.		
	Ridgeline		

Number	9
Area (to nearest hectare)	57 hectares
Name	<b>Between Boscombe Down airfield and A345.</b>
Description of the extent of the area and land use.	Land between Stockport Rd, byway adjacent to Boscombe Down airfield, A345 and ridgeline.
Topography	Rising steadily from dry valley around Stock Bottom to ridge at Salisbury Clumps.
Features from CBA report map - "Visual Assessment"	<ul style="list-style-type: none"> <li>- Entirely "elevated views, little/no foreground, generally harsh, abrupt settlement edge".</li> <li>- Ridgeline to South</li> <li>- Radio masts as memorable feature in the landscape</li> </ul>
Features from CBA report map and "Townscape and Landscape Analysis"	<ul style="list-style-type: none"> <li>- Countryside separating villages from one another.</li> <li>- Green approaches to Amesbury to N and W.</li> <li>- Adjacent to "first view" of Amesbury.</li> </ul>
Features from CBA report map - "townscape and landscape role and function"	<ul style="list-style-type: none"> <li>- Entirely "connective" townscape/landscape.</li> </ul>
Features from CBA report map - "special qualities to be safeguarded"	<ul style="list-style-type: none"> <li>- (para 4.9.8) ensure development respects scale, setting and form of existing settlement.</li> <li>- Mitigation to accommodate new development without adverse effects on key views.</li> <li>- Soften visually harsh and abrupt settlement edges through planting.</li> </ul>
Known constraints	<ul style="list-style-type: none"> <li>- Archaeology</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>- Soften visually harsh and abrupt settlement edges through planting.</li> </ul>
General observations	The area should not be taken forward as an area of search for a major allocation due to its detachment from Amesbury. No scope for strategic growth.



	Area of Search	
	"Urban gateway" (CBA study)	
	"Gateway to distinctive Amesbury/Bulford/Durrington"	
	First view of Amesbury/Bulford/Durrington	
	"Suburban" approach	 "Commercial" approach
	"Green/Treed/River Valley" or "rural/vernacular" approach	
	"Green finger"	
	Open countryside separating villages /towns.	
	Ridgeline	



# **Appendix 3**

## **Minutes from Technical Consultative Group**

**Technical Consultative Group Meeting  
to discuss areas for strategic greenfield growth  
Salisbury District Core Strategy**

**10am, 4 June 2008, Meeting Room, City Hall, Salisbury**

**Minutes of Meeting**

**Attendees:**

Charles Routh (CR)	-	Natural England
Jacqui Ashman (JA)	-	Highways Agency
Allan Creedy (AC)		WCC Highways
Helena Cave Penney (HCP)	-	WCC County archaeologist for Salisbury District
Matthew Pearson (MP)	-	WCC Planning
Tim Slater (TS)	-	WCC, Corporate Estates Manager
Cllr Peter Edge (Cllr PE)	-	SDC, district councillor
Gary Tomsett (GT)	-	SDC, Team leader (Pollution and Housing), Environmental Services
Jane Ferguson (JF)	-	SDC legal
Andrew Reynolds (AR)	-	SDC Housing
David Milton (DM)	-	SDC, Forward Planning Team Leader
Natasha Styles (NS)	-	SDC, Senior Forward Planning officer
Jon Gateley (JG)	-	SDC, Forward Planning officer
Vincent Albano (VA)	-	SDC, Forward Planning officer
Judith Cameron (JC)	-	SDC, Forward Planning officer

**Absent:**

Ariane Crampton	-	SDC, Partnership Team Manager, Community Initiatives
Cllr Paul Clegg	-	SDC district councillor
Eric Teagle	-	SDC, Head of Service Unit, Forward Planning and Conservation
Ian Wallis	-	GOSW
Georgina Clampitt-Dix	-	WCC Planning
Gianina Newell	-	SDC, Legal
Louisa Kilgallen	-	WCC Ecology
Andrew Purvey	-	Wessex Water
David Rapley	-	WCC Planning
Geoff Winslow	-	WCC Planning (Minerals)
John Murry	-	WCC education
Mark Henderson	-	WCC Planning (Minerals)
Maxine Russell	-	WCC Landscape
Michael Holm	-	Environment Agency
Paul Shaddock		SDC Highways
Robert Murphy	-	WCC Highways
Robin Townsend	-	Head of Community Initiatives
Ron Davies	-	Highways Agency
Ross Simmonds	-	English Heritage

**1. Apologies for absence**

None.

**2. Introduction and purpose of meeting**

DM opened the meeting by stating that the purpose of the meeting was to explain the Forward Planning teams' approach to selecting areas for strategic growth, in the first instance for years 1 to 5

from the date the Core Strategy is adopted. The purpose of the meeting was then to ascertain everybody's views, concerns and issues if strategic growth were to take place in each of these areas.

Everyone around the table then introduced themselves.

### **3. Update on Local Development Framework progress so far**

DM updated the meeting on progress so far on the LDF.

### **4. Presentation on strategic site selection methodology**

JC gave a presentation setting out the approach adopted to identify areas for strategic growth. The Forward Planning team consider that areas 3, 7 and 8 around Salisbury are the most appropriate to deliver strategic housing growth in years 1 to 5. Areas 13 and 14 are considered to be the most appropriate to deliver strategic employment growth. In Amesbury, the most appropriate area for strategic housing growth is considered to be at Archer's Gate, where there is a current local plan allocation.

### **5. Roundtable discussion on each strategic site**

JF began the discussion by asking if officers have looked at site ownership as there are issues of ransom around Old Sarum. There is a need to be careful where there is more than one landowner involved. DM explained that officers are talking to landowners and agents at the moment.

#### **Area 3 - Fugglestone Red**

Cllr PE asked how many houses this area would deliver and commented that this site was thrown out at the last local plan inquiry. DM explained that every Local Plan takes the best sites at the time. Fugglestone Red is considered an appropriate area for growth: it is within the urban envelope of Salisbury and it will lever in community facilities. The number of houses this area could be expected to deliver is about 1000 houses.

There was then a general discussion about the monopoly of Persimmon Homes in the district.

DM asked the group what they thought the potential problems with Fugglestone Red were. NS made the point that the consideration of these areas for strategic growth isn't just about housing but employment as well.

JA commented that there are A36 issues which will need early attention as the route already suffers from congestion at peak times and that additional development that results in any additional traffic movements will be difficult to accommodate, but that this shouldn't be a show stopper. If designed correctly, growth here could be sustainable. Lack of public transport knocked it out last time at the local plan inquiry. Guidance has changed since the inquiry and there is now much greater emphasis on alternatives to private car and that developments need to be carefully positioned in terms of options which reduce the need to travel and which provide options for travel other than the private car. The HA is not currently seeking to improve the A36.

MP asked about housing numbers and if this area contributed towards housing numbers for Salisbury. DM confirmed that this area is being defined as Salisbury in terms of numbers. Officers will look at other opportunities in Wilton such as UKLF. UKLF announced this week that they will be moving in 2011.

CR confirmed that from a natural environment point of view, there is nothing outstanding with this site. JG stated that there is the option to provide new green infrastructure/ Strategic gap/park area.

Cllr PE referred to Churchfields and made the point that when considering housing allocations thought has to be given to accommodating employment relocations as well. DM confirmed that at the strategic

growth areas the plan is to deliver employment as well. 14,000 jobs is in addition to all the land we have to finding for housing numbers.

GT explained that Environmental Services are currently writing an air quality action plan and he may have some concerns about adding traffic to Devizes Road which is almost an AQMA. GT emphasised the importance of delivering employment with housing to reduce commuting. The LDF will need to build in the Environmental Health strategy. GT commented that one of the areas incorporates a Ground Water Supply and also pumping station which could be an issue when considering specific sites so consideration will also need to be given to a water strategy.

### **Area 7 – Old Sarum**

DM explained that within this area there is an extant permission for about 600 houses but understood that Persimmon had still not started the development. As a strategic growth area, this area could provide for around 800 homes.

HCP commented that it is better to develop up along the A345, rather than along the Portway.

AC commented that the Northern link road raises its head if talking about this area.

DM responded that this issue was considered to be dead and buried.

DM explained that the issue with this area is the fear within the community that development will take over a big open area.

AC commented that people need to have in mind that this strategic growth is for years 1 to 5 and beyond.

Cllr PE commented that it is important to look realistically at deliverability.

DM commented that Old Sarum was preferred by the local plan Inspector over the Fugglestone Red site. However, development here was a bit ill conceived. It is now important to look at how we can improve this area through the delivery of community facilities.

GT commented that there are constraints associated with the airfield and that aircrafts come in very low.

CR had no concerns with this area.

AC explained that it is important to improve the self-containment approach. If development has a significant impact on a trunk road, then arguably it is in the wrong place.

Cllr PE commented that there are gains to be had from development that could improve roads. DM responded that such issues will be considered in more detail at the site specific stage.

AC commented that the planning gain would relate to a whole range of planning gain, not just improvement to the roads, for example, the provision of a library.

On this issue, GT commented that it is necessary to consider whether a levy will pay for ongoing maintenance as well as the initial provision of a planning gain.

### **Area 8 - North East / Hampton Park**

DM explained that this area is quite a sustainable location and well planned. It is considered that strategic growth here could provide between 400 and 500 houses. There are concerns about sprawl to the north and the residents of Ford are nervous about being swamped so it would be necessary to incorporate strategic landscaping if growth were to take place here.

CR commented that there is a County Wildlife site to south of this area and that Castle Hill is very elevated landscape. There is potential to improve the wildlife site and reduce its isolation.

DM commented that the CBA Landscape Character Assessment highlighted this area as a very strategic area in landscape terms.

HPC commented that there would be a lot of issues to consider in terms of archaeology.

TS explained that in terms of deliverability, some of this land is owned by the County Council (the pig farm).

### **Areas 13 and 14 – Harnham**

DM explained that there are highways issues at Netherhampton Road. However, the LDF needs to find a major employment site and consideration is being given to land south of Netherhampton Road where such an employment site could go.

Cllr PE asked whether in master planning for the future of Salisbury, the Harnham bypass needed to be reconsidered to link into area 13.

DM responded that everyone is aware of the road issues associated with the Brunel Link / Harnham Road and that and we need to take advice. The principle issue would be funding.

AC commented that the RSS panel report is saying growth is necessary and that the Harnham bypass is necessary but is not providing any money to do this. DM also confirmed that the Government are not putting money into strategic infrastructure.

AC commented that because roads are based on need, Harnham road might go up the list because its need would increase if development were to go here.

Cllr PE suggested allocating land in the area but making clear that development would be unable to go ahead here unless the necessary infrastructure is provided. DM questioned whether the Government would respond to this. DM went on to state that if growth in this area is not deliverable, a plan "B" would be necessary for the new business park.

CR asked where the road would go if the money was available and JG explained it would be approximately from the edge of Area 15 to the edge of Area 12.

HPC commented that there is lots of archaeology around this. Area 14 would be better if strategic growth had to go here, rather than area 13. This would involve expensive excavation.

CR commented that Area 13 as shown on the map spills over into the next valley. JG explained that the ridgelines are arbitrary and DM confirmed that growth would not spill over onto higher land.

CR commented that to the north of area 14, there is an area of grassland. If 14 is developed for residential there may be a lot of disturbance of the grassland to the extent that it is unviable.

### **Area 12 - Around Salisbury Hospital**

DM explained that this is quite a constrained area but strategic housing (rather than employment) growth here would match existing employment at the Hospital. It is not a field leader because of prominent landscape, but it may be a contingency area if any of the other areas hit a snag.

HCP commented that English Heritage would have comments about the setting of Little Woodbury. A Palaeolithic site of international importance has also been discovered to the east of Little Woodbury. English Heritage is likely to argue that this would need to be preserved on site. However, HPC commented that she couldn't see a problem with land to the east of area 12.

AC commented that general accessibility to a range of services is not great here. DM agreed but made the point that strategic growth here would provide the potential for a community centre.

Having discussed the preferred areas, there then followed a discussion on some of the other areas.



## **Area 1 - Ditchampton**

TS commented that part of this area is now available i.e. the redundant school.

Cllr PE is concerned about the effect that any development here would have on views. No one in the area would be happy with housing here and there would be objection to the impact development would have on the public footpath known as "Zig Zag". SDC want the redundant school to stay in education or to be used as a sporting centre.

TS explained that the school had not been earmarked for anything and that WCC are not counting on this site coming forward for money.

DM commented that this issue will be discussed at the Wilton Summit.

TS commented that if this area was one of the preferred areas, it would be daft for WCC to sell off quickly.

## **Alderbury**

DM asked the Highways Agency to confirm that this area could not take further strategic development.

JA confirmed that the HA would oppose strategic growth here. She explained that one of the local councillors had approached the HA as there were rumours of between 500 and 800 houses going here. JA explained that the growth of this level would be uneconomic and that the HA would just want enough development to keep the village ticking over. JA went on to comment that if there is no new development in villages to keep services viable, this will be an issue in the future as people will then need to use their cars to access services and facilities in main centres. If any large site did come forward, a detailed look at how people access facilities would be needed.

## **Amesbury**

DM explained that Archers Gate already has a range of facilities and that it is self contained development that is quite comprehensive already. This is why this has been put forward as the preferred area for strategic growth in Amesbury.

HPC commented that she had concerns about strategic growth in areas 5,6,8,4,2,1 around Amesbury. There is also a lot of archaeology within area 7 although this is under control.

DM commented that growth in area 9 would constitute urban sprawl and is further away from the centre of Amesbury.

CR asked what the potential is for these other areas around Amesbury to come forward, because Natural England is currently investing a lot of money into these areas. JG responded that the Landscape study is pretty unequivocal about the importance of these areas in landscape terms. DM also commented "never say never", but that it would be very unlikely that these other areas around Amesbury would be put forward for strategic growth.

AC asked whether there is a need for more employment in Amesbury. DM responded it depends on what happens at Solstice Park. Growth at Solstice Park would balance employment provision with housing growth at Archer's Gate but that there could also be some scope for employment within Archer's Gate as well.

## **6. Next Steps**

DM explained that the Forward Planning team are currently meeting with landowners to ascertain how deliverable their sites are. If landowners can demonstrate their commitment that their site is deliverable, then it will be put forward as a strategic site in the Core Strategy. The Core Strategy will specify infrastructure requirements to give GOSW certainty.

DM also explained that the Forward Planning team will be carrying out an additional round of consultation. Full cabinet debate of the Core Strategy is likely to be in December, followed by submission to the Government just after Christmas.

## **7. LGR**

DM explained that a Local Development Scheme is being prepared for the whole of Wiltshire. SDC are continuing with the preparation of the Core Strategy for South Wiltshire so that this can be adopted in order to ensure housing delivery. A Core Strategy for the rest of Wiltshire will also be prepared. South Wiltshire's Core Strategy will then dovetail into this Core Strategy, to become one Core Strategy for the whole of Wiltshire.