



Salisbury River Park

# Salisbury River Park Masterplan

April 2021

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



**Swindon & Wiltshire**  
LOCAL ENTERPRISE PARTNERSHIP



HM Government



Environment  
Agency

**SALISBURY**  
CITY COUNCIL



**Wiltshire Council**

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## 1. The Vision

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

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





## 2 Background

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

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

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

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

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

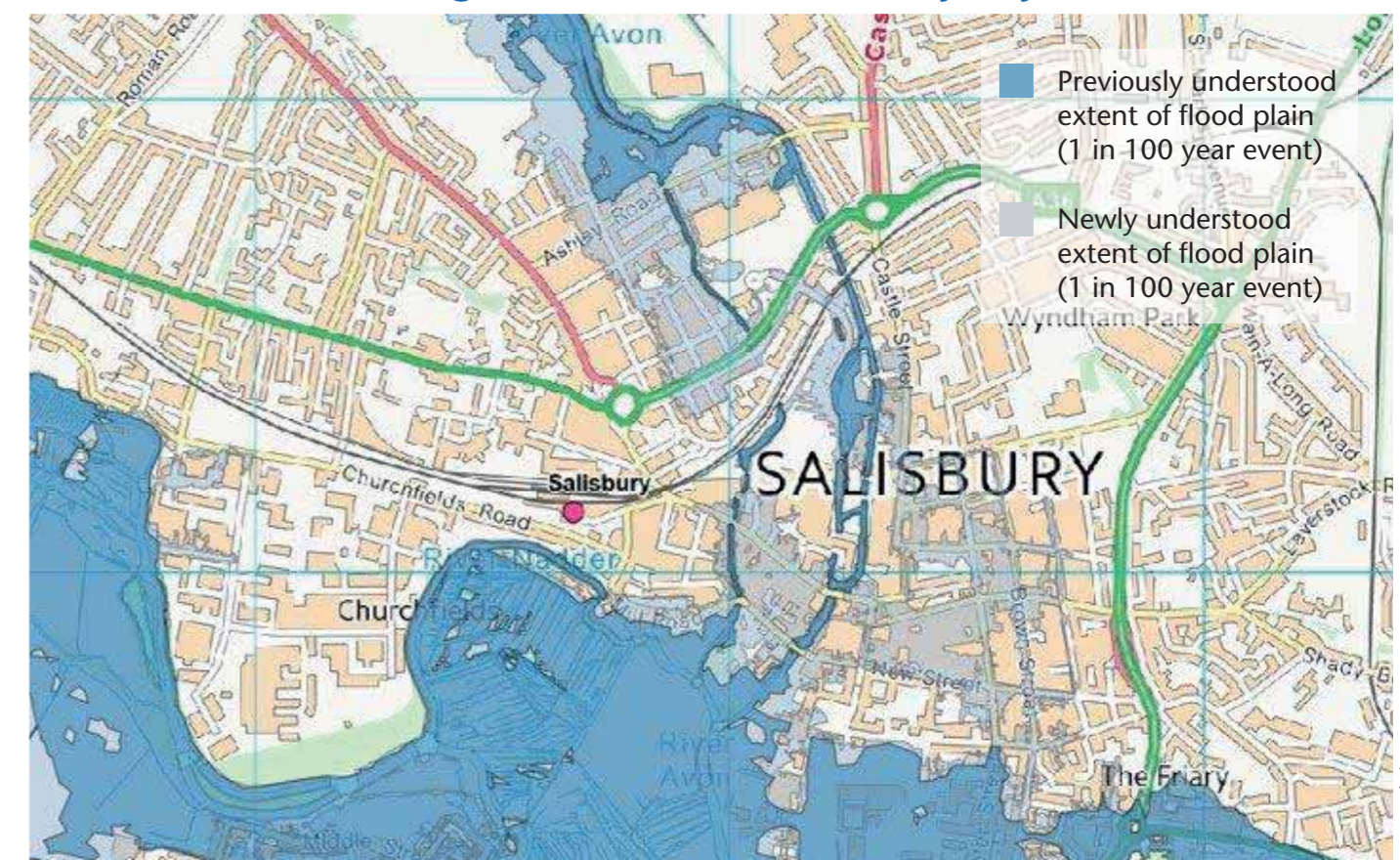
The River Avon is a designated Special Area of Conservation which has the highest level of international nature protection, supporting a range of protected species and habitats.

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

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



## Revised understanding of flood risk to Salisbury city centre



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

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

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



# 3 Planning Policy and Strategic Themes

## Status of the River Park Masterplan

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

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

## Planning Policy Context

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



## Climate change

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

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

## Flooding

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

## Ecology

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

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

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

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

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

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

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

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







### Landscape

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

### Health and Wellbeing

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

### Open space

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



### Transport and movement

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

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

### Air quality

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





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

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

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

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

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

## 4 Objectives and Outcomes

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

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







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

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

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

Enhanced tourist gateway and increased visitor numbers

Improved cycling and pedestrian routes, to be separated wherever possible

400+ new homes delivered

250 homes better protected from an extreme flood event

Encourage modal shift away from the private car in favour of walking and cycling, thus reducing carbon emissions and improving air quality

Climate change resilience improved

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

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

New planting, including many new trees

Outdoor education and training opportunities

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

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

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

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

Increased opportunities for social connectivity

Improved public physical and mental health outcomes resulting in increased productivity

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

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

Fish and eel migration through the River Avon will be improved

Removal of visually obtrusive structure

Replacement of 2 bridges with more modern design

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



# 5 River Park Masterplan

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

## Key:

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





# 6 General Development Principles

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

## RP1: BIODIVERSITY

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

- undertaking river corridor improvements in line with section 7 of the masterplan, where appropriate
- providing landscaping and planting corridors that are appropriate to the riverine environment and special features of the SAC
- establishing areas of undisturbed habitat for a range of species
- demonstrating the development has been designed to avoid any temporary or permanent increase in artificial light levels near the river
- Seeking opportunities to enhance local wildlife or geodiversity sites and improve their connectivity where possible and consider priority habitats such as SSSI's and other protected species
- managing and seeking to eradicate invasive species such as Japanese knotweed, Himalayan balsam, Canadian Waterweed and Giant hogweed
- employing bio-security measures and procedures to reduce the risk of introducing or spreading invasive non-native species (and other harmful organisms such as diseases) in the wild
- providing ongoing maintenance for all of the above
- all applications should be supported by a Habitat Regulations Assessment and Construction Environmental Management Plan that takes account of mitigation measures identified in section 10 of this masterplan

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

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

## RP2: RIVER IMPROVEMENTS

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

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





## RP3: FLOOD RISK AND WATER MANAGEMENT

Development of the River Park will:

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





## RP4: INTEGRATED DEVELOPMENT

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

- creating active frontages to the river, where feasible
- improving the setting of the River Park through well-designed landscaping
- Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks
- taking opportunities to improve water quality
- contributing to the reduction of flood risk
- taking opportunities to showcase the area's historic significance
- facilitating housing and economic growth adding vibrancy to the area
- contributing to the planting of new trees and creation of new shaded spaces
- considering surfacing materials and lighting so as to have a minimal effect on the River Avon SAC and other protected species
- considering other indirect effects that a change in land use may have on the River Avon SAC and other protected species.



## RP5: ACCESS

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

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





## RP6: PUBLIC REALM

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

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

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

## RP7: PUBLIC PROTECTION AND AMENITY

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

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

## RP8: MANAGEMENT AND MAINTENANCE

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

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

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

## 7 Area-based Development Principles

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

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





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

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

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

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

Removed sluice gate structure

Replacement footbridge

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

Minor improvements to the Summerlock Stream

Vehicular access bridge retained

New foot bridge providing access from the coach park



Wildlife corridor along length of east bank with minimal public access

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



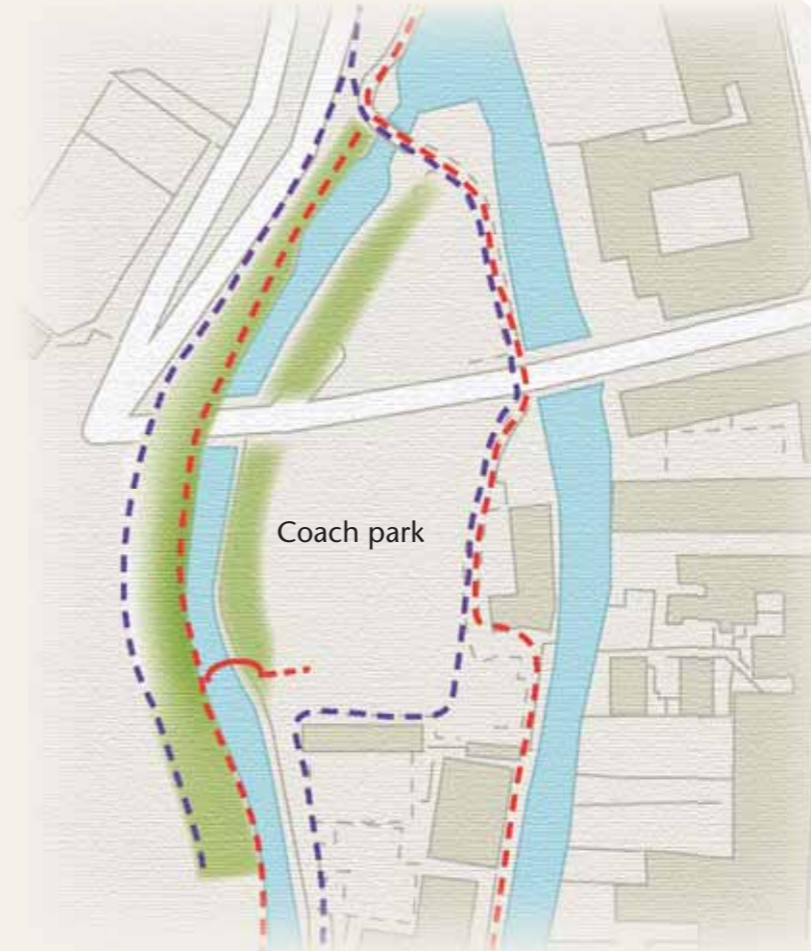
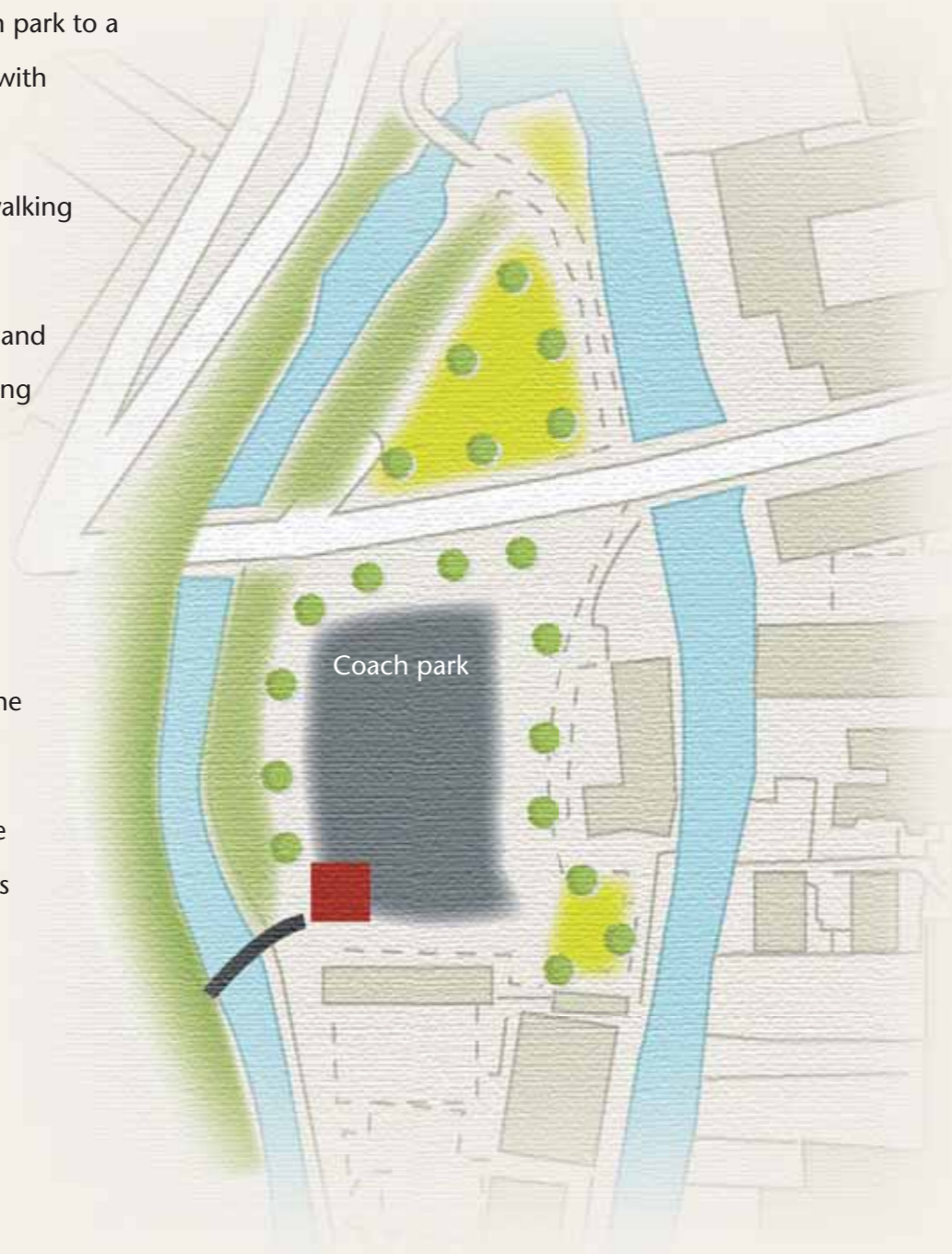


## Phase 1B: Coach Park

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

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

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



- Pedestrian path
- New footbridge
- Indicative cycle path options

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

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

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





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

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

### Phase 1C will deliver:

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

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

### Phase 1D will deliver:

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



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



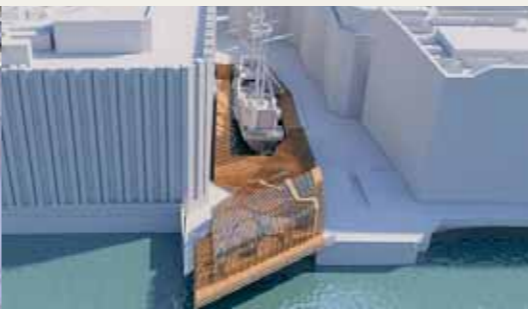


## Phase 2A: Summerlock Bridge

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

Delivery of Phase 2A will address the following:

- The narrowing of the road to be considered as part of a comprehensive assessment of the highways network within the city centre.
- An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.
- The historic townscape in this part of the Salisbury Conservation Area.
- Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water.





## Phase 2B: Fisherton Bridge

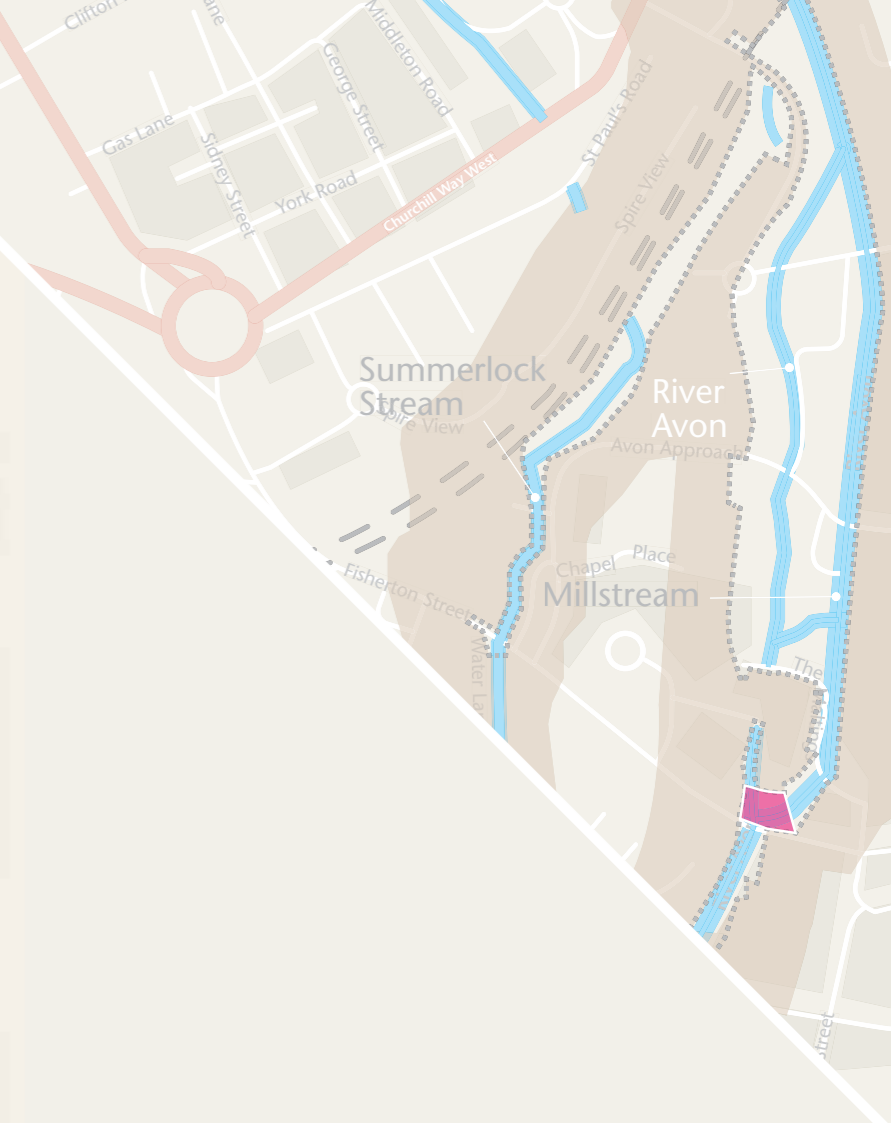
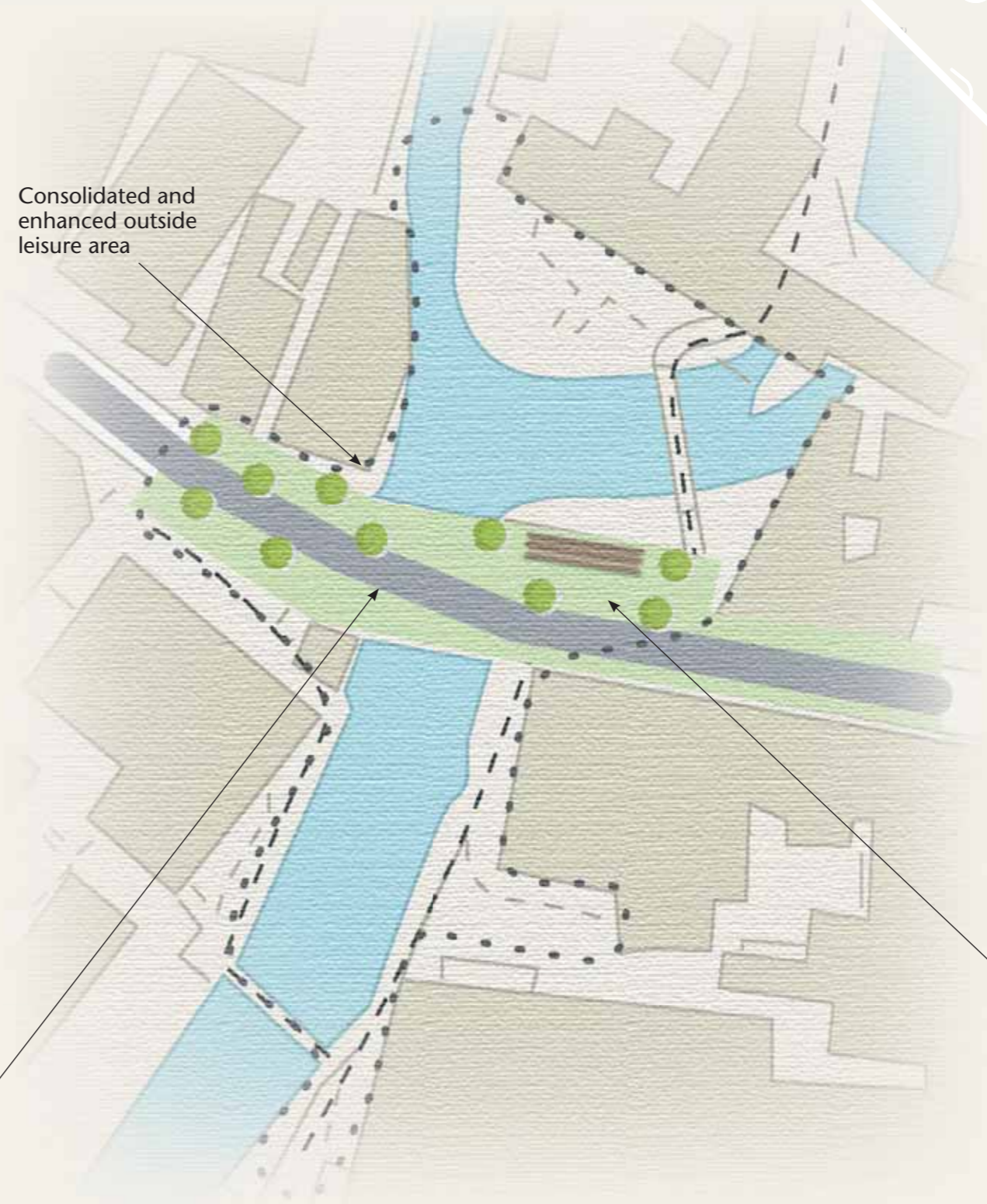
Fisherton Bridge provides a wide area of public domain at a key pedestrian junction, overlooking the attractive river convergence at Bishops Mill. There is an opportunity to further enhance the public realm and plaza feel to this area.

Delivery of Phase 2B will address the following considerations:

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

Consolidated and enhanced outside leisure area

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



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



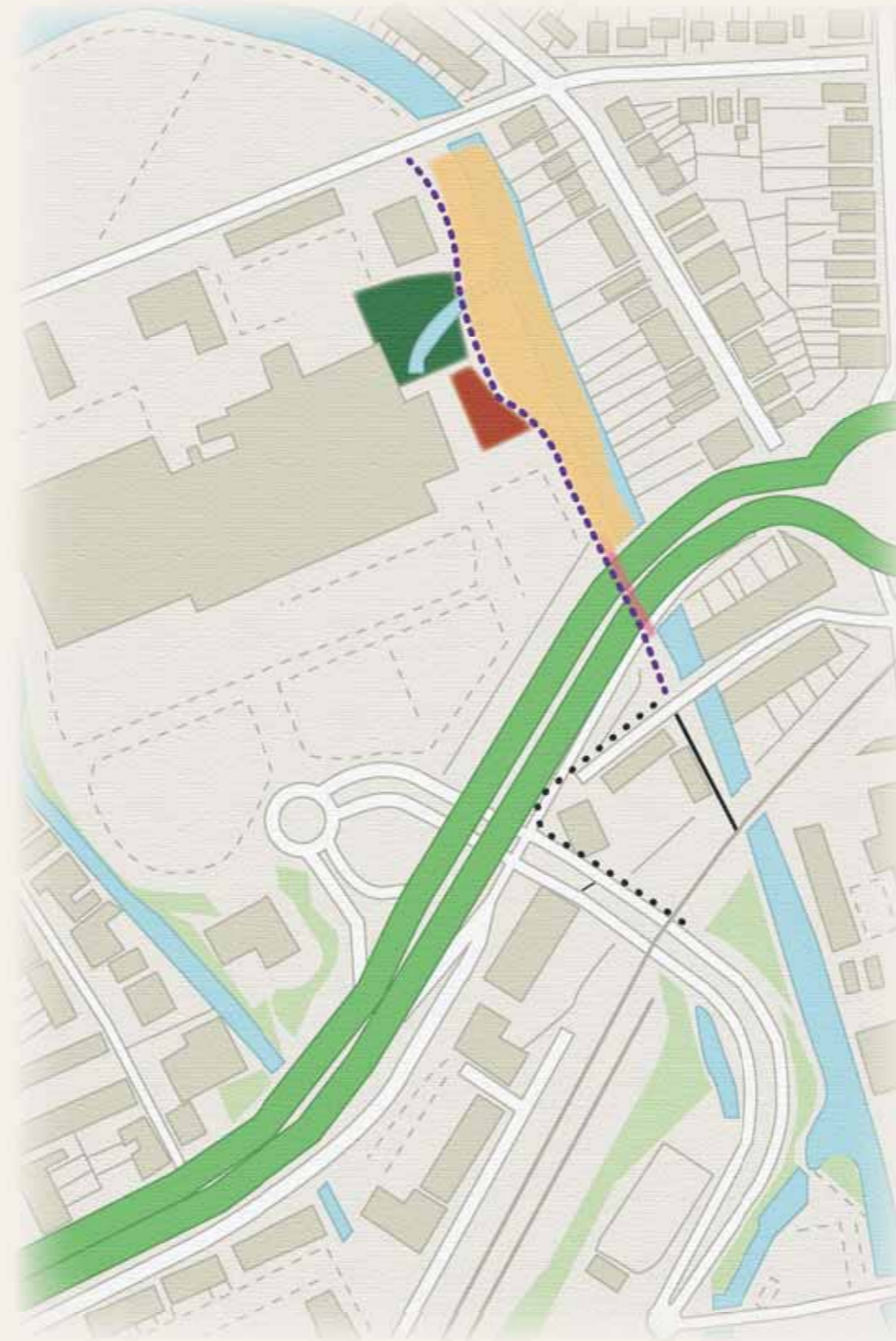


## Phase 3A: Riverside path between Ashley Road and Central Car Park

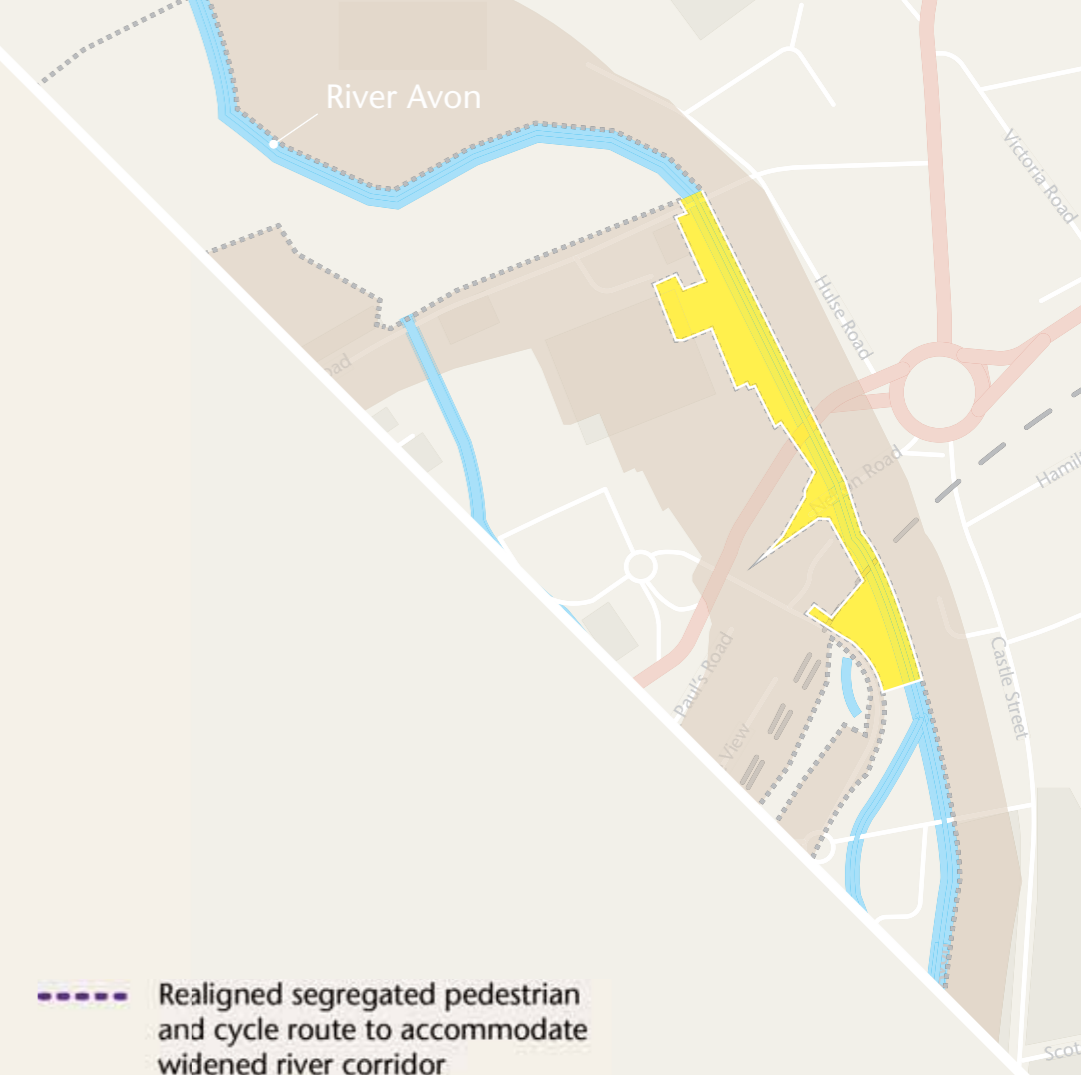
This part of the River Park forms a key pedestrian and cycle route linking the city centre to the northern residential areas of the city.

Delivery of Phase 3A will seek to deliver:

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



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





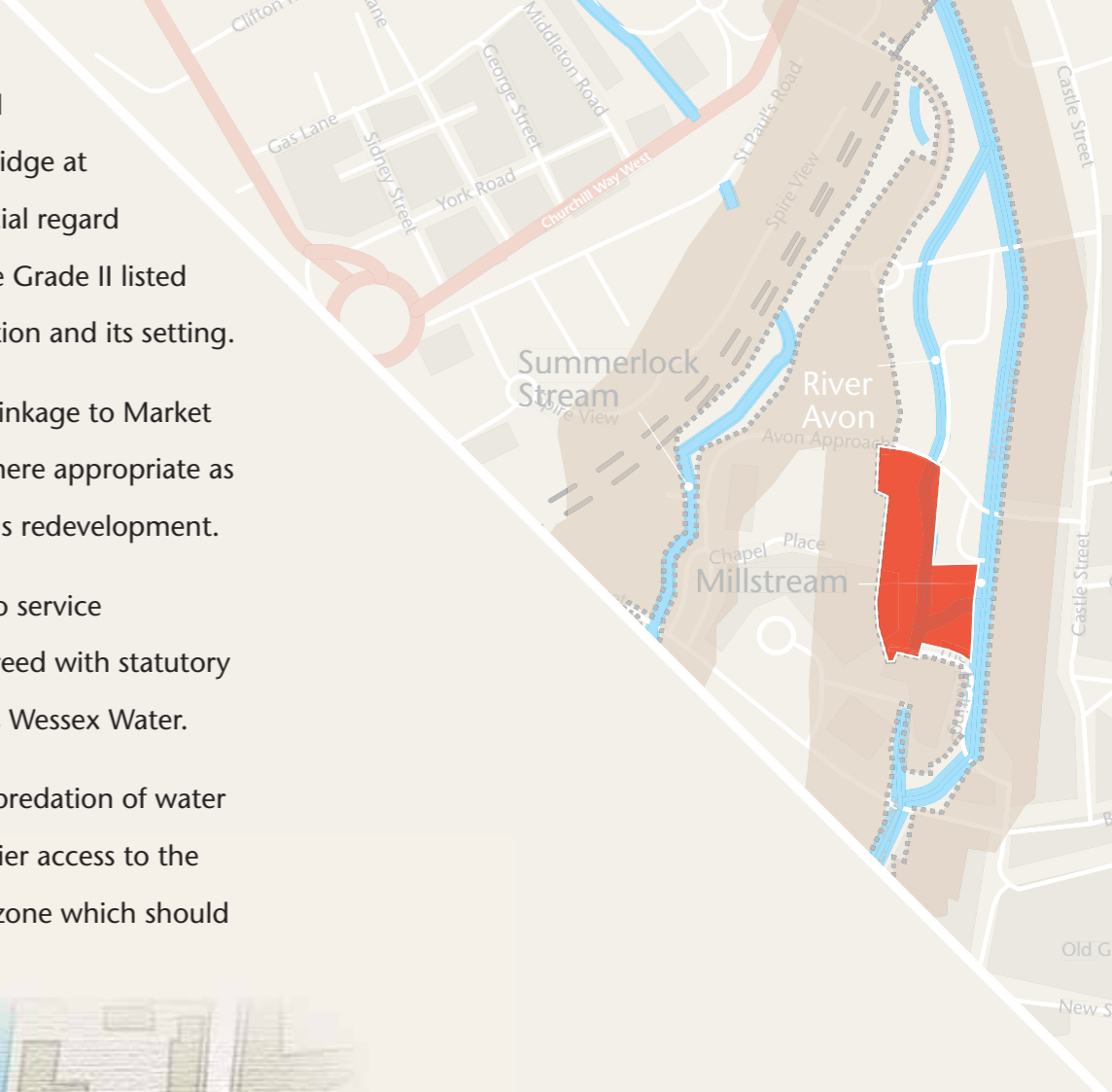
## Phase 4A: Land at MCCP (south)

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

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

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

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



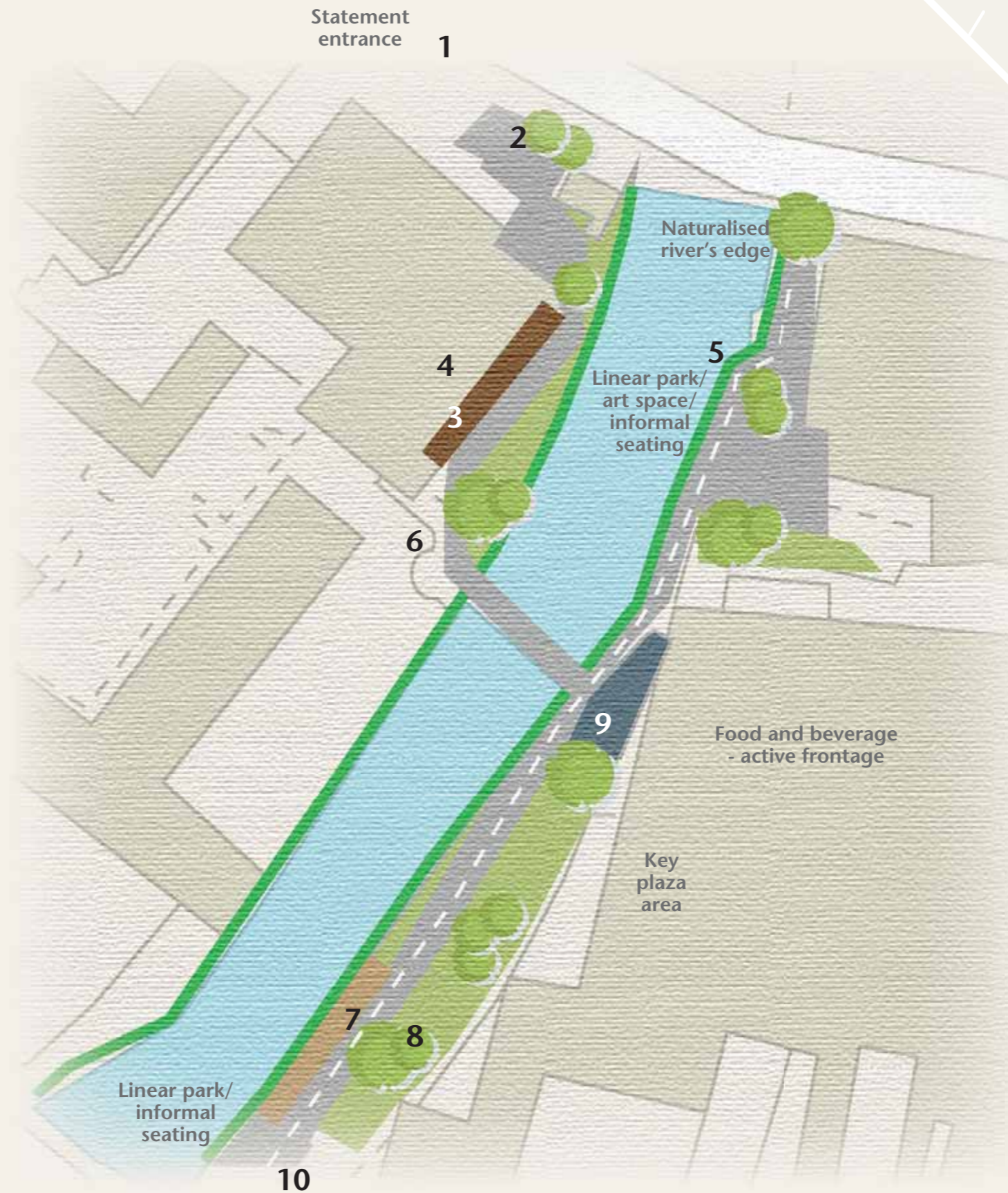


## Phase 5A: Rivers edge and riverside walk to rear of High Street.

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

Phase 5A will seek to deliver:

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



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

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





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

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

Phase 6A will seek to deliver:

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



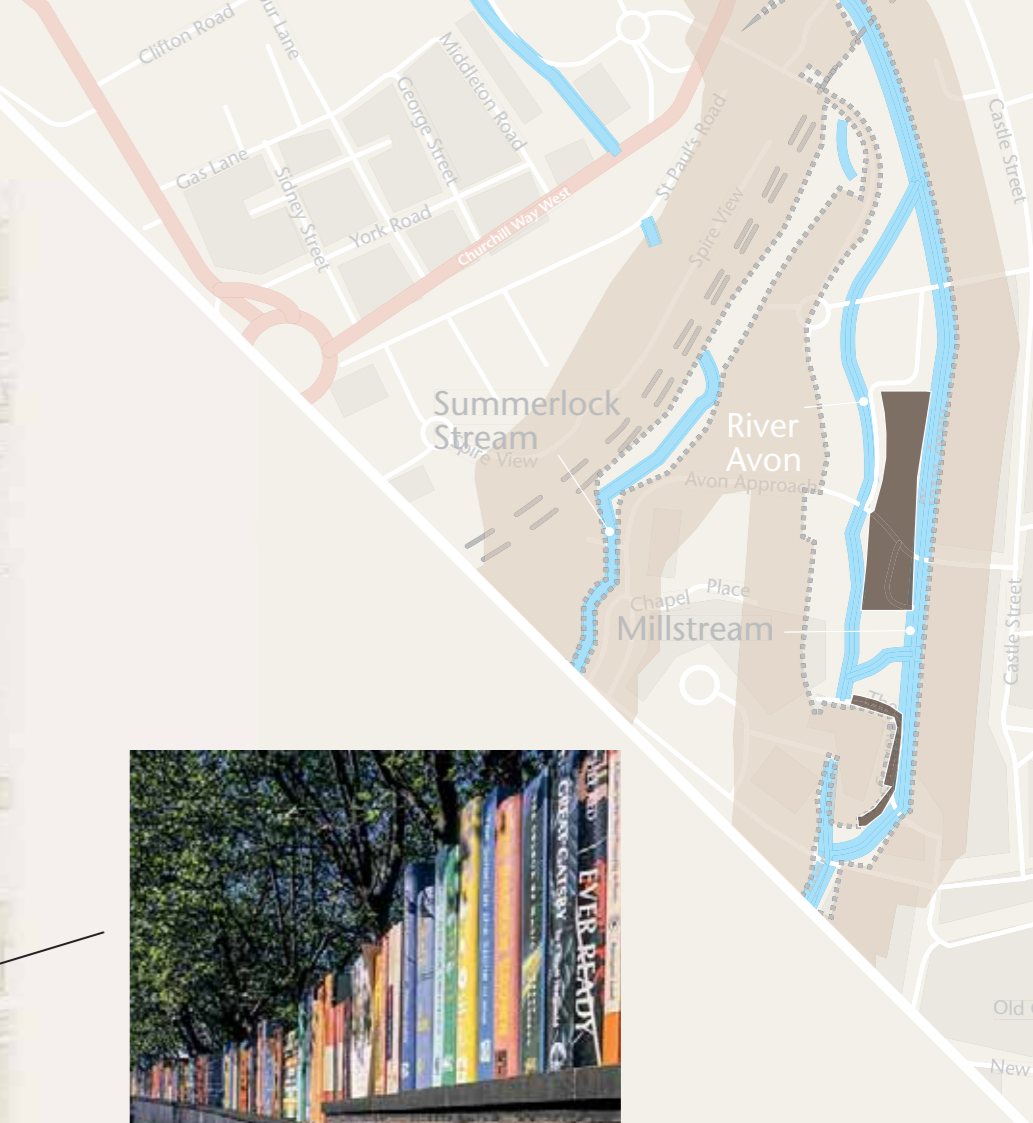
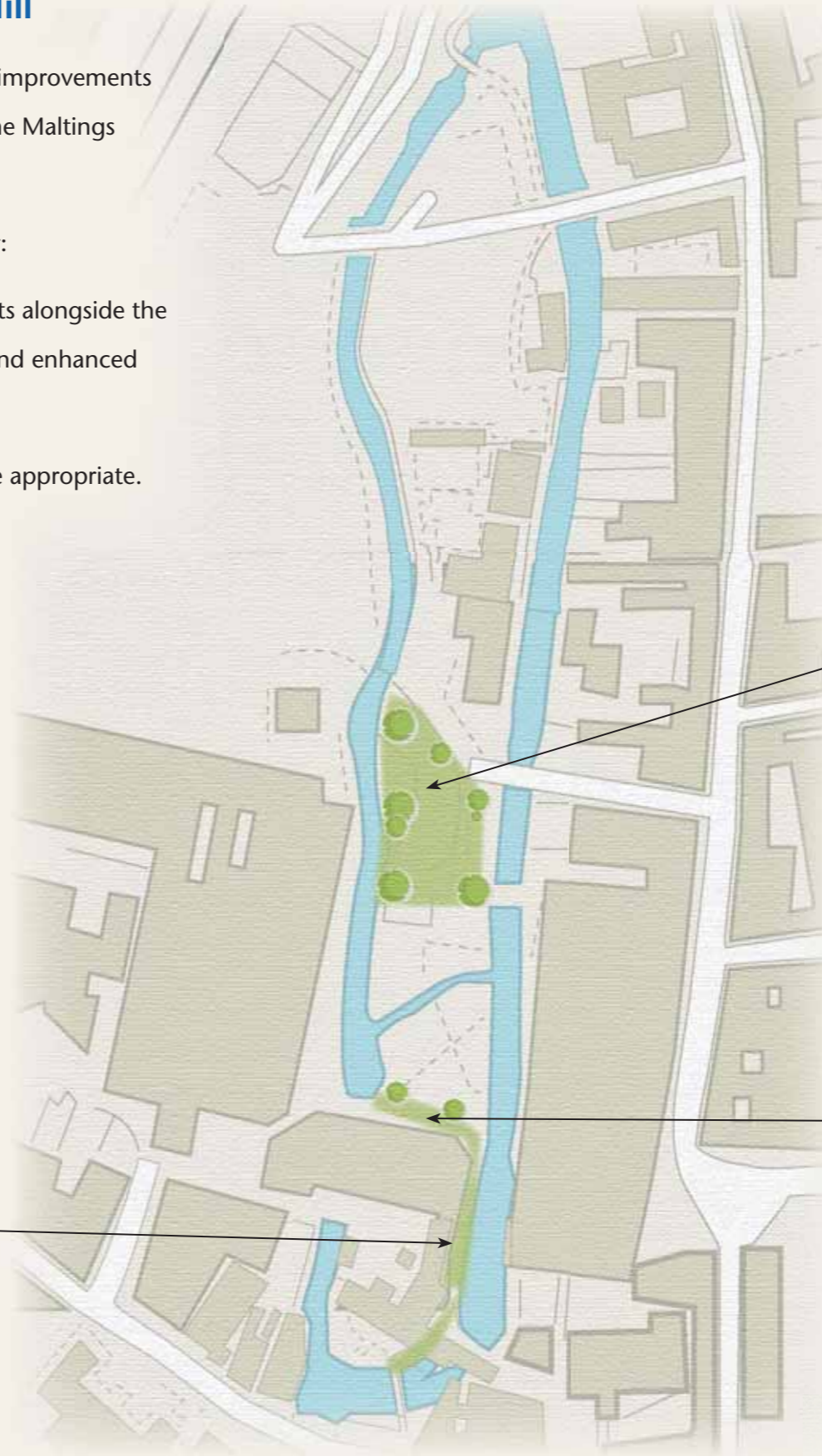
Existing walk way enhanced and bridge replaced/strengthened

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

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

Phase 6B will seek to deliver:

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



Innovative screening to private car parks to hide their impact



Indicative location for kiosk/pop-up uses





## 8 Delivery and funding

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

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

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

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

## 9 Community involvement

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

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

## 10 Habitat Regulations Assessment

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

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

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

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

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

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

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



