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# Report

**Report subject:** Salisbury Vision final document: Recommendations to Cabinet  
**Report to:** City Area (Community) Committee  
**Date:** 13 November 2007  
**Author:** Graham Gould

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## 1.0 Background and introduction

- 1.1 In September 2005 Cabinet approved the Project Initiation Document (PID) and funding for the development of the Salisbury Vision. The aim of this partnership project with the South West Regional Development Agency (SWRDA) and Wiltshire County Council (WCC) was to produce a framework for the development of the city of Salisbury over the next 15-20 years.
- 1.2 A steering group was established to manage the development of the Vision and to oversee the work of the consultants. The steering group comprised officers and councillors from Salisbury District Council and Wiltshire County Council together with representatives from the SWRDA, the Learning and Skills Council and a number of local partner organisations. In April 2007 the consultants delivered their final Salisbury Vision document.
- 1.3 In June 2007 the City Area (Community) Committee were asked to comment on the final document produced by the consultants. These comments together with the views of the other three Area Committees, the four Overview and Scrutiny Panels and of the Salisbury Vision steering group were reported back to Cabinet. As part of its consideration of the proposed consultation on the LDF and the Salisbury Vision the City Area (Community) Committee provided further comments on the Salisbury Vision at its meeting on 21 August 2007. A copy of the relevant minute from both the June and August 2007 meetings is given in appendix A.
- 1.4 A final comprehensive period of public consultation on the proposals contained in the consultants' final document was held between 26 July and 5 October 2007 during which time approximately 6,000 responses were received. These are still being analysed but an initial examination indicates that 82% support or strongly support the objectives of the Salisbury Vision with less than 5% opposing or strongly opposing them.



**Awarded in:**  
Housing Services  
Waste and Recycling Services



## **2.0 Next steps**

- 2.1 At its meeting on 16 January 2008 Cabinet will consider the results of the public consultation together with the views of the Salisbury Vision steering group and any further views that the City Area (Community) Committee may have. At that meeting Cabinet will agree and adopt the council's final Salisbury Vision document.

## **3.0 Recommendations**

- 3.1 City Area (Community) Committee are asked to consider the proposals contained in the consultants final document, as given in appendix B, and make recommendations to Cabinet as appropriate.

## **4.0 Implications**

<b>Financial</b>	None at this stage. The future implementation of proposals in the Salisbury Vision will, however, inevitably have financial consequences for the council. It is important that these are considered and understood.
<b>Legal</b>	None at this stage but note: Members of the City Area Committee who are Members of Cabinet should avoid expressing themselves in such a way, at City Area Committee, that gives the appearance that they have formed a fixed view ahead of considering the matter in the round at Cabinet, so as to avoid the issue of predetermination.
<b>ICT</b>	None
<b>Human Rights</b>	None
<b>Personnel</b>	None
<b>Community Safety</b>	None
<b>Environmental</b>	None
<b>Communications</b>	This report has been discussed with the corporate communications team
<b>Council priorities</b>	Consult and involve local people; A cleaner, greener Salisbury; Improving the quality of life; Improve local housing
<b>Wards affected</b>	All

**Report to City Area (Community) Committee 13 November 2007**

**Salisbury Vision**

**City Area (Community) Committee 12 June 2007 Minute:**

The Committee considered the previously circulated report of the Policy Director and the Head of Marketing, Economic Development and Tourism. The Head of Marketing, Economic Development and Tourism informed the Committee that the recruitment of a Salisbury Vision project manager had been put on hold pending further discussion. In their discussion of the item, Members expressed the following views:

- The Vision would have long term implications for Salisbury and for that reason it was important to proceed carefully to ensure its proposals enjoyed widespread support among local residents;
- The public may not be prepared to permit developments above the current 40 feet limit;
- The Vision emphasises the need to ensure the availability of well-paid employment in Salisbury. At the same time it seems to give great weight to the creation of new shops, despite the fact that the retail sector does not typically offer well-paid jobs;
- The Vision may be too oriented towards the interests of the local business community;
- Although the Vision had already involved public consultation, it was felt important to consider the views of residents on the published Vision document;
- Salisbury College required a larger site than the one suggested by the Vision if it was to play a leading role in providing the necessary training for local residents;
- The Vision includes proposals for the Friary, yet it was unclear what consultation, if any, had been carried out with Friary tenants on this matter;
- There was a risk that public developments may not be implemented as quickly as the privately funded aspects of the Vision.

**Resolved:** that:

- 1) the Committee notes the Salisbury Vision final report, but defers its final consideration until the completion of the consultation process; and
- 2) with regard to the consultation arrangements for the Vision, officers draw up a plan to consult with Friary residents for approval with Cabinet, with no other consultation to take place until approved.

**City Area (Community) Committee 22 August 2007 Minute:**

The Committee considered the previously circulated report of the Head of Forward Planning and Transportation. In their discussion of the Issues and Options paper, Members expressed the following views:

- For such a project to be successful it was vital to ensure the public understood its importance, especially in the context of local government reorganisation;
- All new houses should be equipped with food waste disposal systems and composting bins;
- Access to Salisbury General Hospital was likely to become problematic with increasing numbers of people visiting the site, and should therefore be integrated with the Britford Road Park and Ride site;

- Some of the images used in the Vision documents should illustrate the Cathedral's position within Salisbury;
- The Issues and Options paper lacked detail in some areas, and it was not always clear what meaningful alternatives had been rejected;
- There were a number of sites around the district, particularly in rural areas, that could be used for additional housing: Salisbury should not be the only focus for residential development;
- Transportation in south Wiltshire needed improvement in order to encourage tourism and economic expansion. Consideration should be given to making Southampton Road three carriageways, and also to the possibility of introducing electric public transport for short journeys in central Salisbury;
- It was not clear what would be achieved by securing additional protections for conservation areas and heritage sites;
- The 40 ft building limit had served Salisbury well and should be retained;
- The Vision does not pay sufficient attention to maximising Salisbury's tourism potential. The expansion of youth hostel and hotel accommodation provision would be key to this process, and it was essential to capitalise on and promote Salisbury's cultural assets. It was also felt, however, that Salisbury needed to be a pleasant place in which to live, and not merely an attractive tourist destination.

Members thanked officers for all their hard work.

**Resolved:** that

- 1) the report be noted; and
- 2) the view of the Committee is that the 40 ft building rule for Salisbury be retained.

<b>Traffic and Movement Strategy</b>	
<b>1.</b>	<p><b>Traffic Management</b></p> <ul style="list-style-type: none"><li>a) Reduce traffic entering the city by encouraging the use of the Park and Ride, reduce city centre parking spaces and provide safer cycling and walking routes.</li><li>b) Develop a hierarchy of routes that restricts traffic movement to include;<ul style="list-style-type: none"><li>o Pedestrian only routes (dotted brown on Project Framework Plan) which include footpaths</li><li>o Tertiary routes (purple routes on Project Framework Plan). These are pedestrian focused streets within the central city core that are for use by buses, taxis, cyclists, servicing and existing residents only, enforced by appropriate access restrictions around the periphery</li><li>o Secondary routes (red routes on Project Framework Plan). These are localised traffic routes, outside the area covered by tertiary routes, allowing cars to access local destinations. These could include Home Zone areas within new and existing residential areas such as St Edmunds or Churchfields.</li><li>o Primary routes (black routes on Project Framework Plan). These are an all vehicle route, including cars, lorries and HGV's intended to carry through traffic around the edge of the city centre</li></ul></li><li>c) Improvements to the streetscape within the core of the city through shared surfaces which gives priority to pedestrians and sends the message to drivers that they are secondary users</li><li>d) Tourist coach drop off and pick up at points north and south of the city centre with tourist coaches discouraged from accessing the city core.</li><li>e) Improved crossing facilities for pedestrians/cyclists and junction improvements along the A36, Ring Road</li><li>f) The creation of an HGV goods delivery depot outside the city centre which would allow smaller vehicles to enter the centre for servicing of retail units etc.</li><li>g) The provision or upgrading of separate cycle routes along all major thoroughfares including Southampton Road, Exeter Street, Churchfields Road and Castle Street. These should link, where possible, with National Cycle routes 24 and 45 passing through the city centre.</li></ul>

<b>Traffic and Movement Strategy</b>	
<b>2.</b>	<p><b>Public Transport</b></p> <ul style="list-style-type: none"> <li>a) Provide key public transport stops next to significant city centre destinations or improve existing stops to cater for the increase in demand. This includes high quality shelters, signage and cycle parking.</li> <li>b) Complete and implement the Petersfinger Park and Ride</li> <li>c) The provision of bus lanes along the A36, Southampton Road to cater for the increase in demand following the opening of Petersfinger Park and Ride and the shift of users from private cars to public transport</li> <li>d) The extension of bus and Park and Ride services to Churchfields</li> <li>e) Improvement to the rail station as a public transport interchange.</li> <li>f) The inclusion of a Salisbury East Halt at or close to the Southampton Road area providing a new public transport stop on the eastern side of Salisbury.</li> <li>g) The provision of a west to east public transport link from Churchfields passing key destinations within the city centre to Southampton Road in the east. This includes a bus/pedestrian and cycle only connection from Exeter Street through to Southampton Road.</li> </ul>
<b>3</b>	<p><b>The Station Interchange</b></p> <ul style="list-style-type: none"> <li>a) Increasing the parking spaces at the station to meet extra demand from rail passengers. This could be done by reconfiguring the existing rail depot to include a multi storey car park linking with the rail station.</li> <li>b) Create a space for bus stops and bus turn around within the station forecourt.</li> <li>c) Extend and divert some of the bus services like 60, 60A to serve the rail station.</li> <li>d) Provide layover space and facilities for bus services</li> <li>e) Park and Ride services should be extended to serve the rail station.</li> <li>f) Cycle parking and taxi ranks could also be developed within the station forecourt.</li> </ul>

<b>Traffic and Movement Strategy</b>	
<b>3.</b>	<p><b>The Station Interchange (continued)</b></p> <p>g) A new station square intended as an active urban space where people can meet, interact and people watch. The square should include a high quality, contemporary and coordinated set of elements notably:</p> <ul style="list-style-type: none"> <li>o street furniture</li> <li>o planting</li> <li>o lighting</li> <li>o signage</li> <li>o public art</li> <li>o paving</li> </ul> <p>h) Minimise the intrusion of car parking and vehicle access.</p>
<b>4.</b>	<p><b>Southampton Road</b></p> <p>a) Improve the A36, Southampton Road as an important gateway to the city making it attractive for commuters and tourists. This could include boulevard planting, separate bus/cycle lanes and high quality public transport stops</p> <p>b) Utilise the Southampton Road car park close to the Ring Road for long stay parking and commuters from the South and East. This would reduce the number of cars entering the city centre. This would need to be accompanied by improved crossing points across the Ring Road and A36 roundabout and an improved pedestrian/cycle/bus link through The Friary.</p> <p>c) Increase the local bus frequency for local commuters.</p> <p>d) Rationalise the number of access points on to Southampton Road from adjacent streets and access roads.</p> <p>e) To de-clutter, where possible, areas of the public realm through the rationalisation of highway signage, barriers, bollards and other highway related items.</p> <p>f) Inclusion of high quality, simple and coordinated public realm elements such as boulevard planting, street furniture, lighting, paving and public art.</p> <p>g) Subject to highway regulations, to include high quality and sensitive surfacing to cycle lanes and bus lanes befitting a major gateway route into an historic city.</p>

<b>Traffic and Movement Strategy</b>	
<b>5.</b>	<b>Parking Management</b> <ul style="list-style-type: none"><li>a) Maintain the existing car parks near the A36, Ring Road such as Culver Street, whilst closing car parks within the city centre such as Brown Street, Salt Lane, and Market Place.</li><li>b) Removing on-street public car parking from the city centre and allocating the spaces for disabled and cyclists.</li><li>c) Provision of tourist coach parking and layover at Park and Ride sites with drop off and pick up points at St John Street and the northern end of Castle Street/Millstream Approach area</li><li>d) Design and Implementation of a signage and car park management system that directs the driver to the nearest car park at their initial entry corridor to the city centre and/or at Park and Ride entry points.</li><li>e) Reduce the spaces at private car parks by implementing planning policy and utilise the spaces for commercial development</li><li>f) Implementation of Residential Permits to be converted to some form of access control system that identifies and allows residents and essential users to circulate within the city centre.</li><li>g) Provision of new car parking arrangements at the rail station interchange (multi - storey) and Central Car Park as part of redevelopment proposals.</li><li>h) Compensation for the loss of parking revenue by developing new sources of income, for example, retaining a financial interest in Central Car Park through a ground rent or increasing the use of other car parks such as Culver Street and Park and Ride.</li></ul>



<b>Development Strategy</b>	
<b>6.</b>	<p><b>Central Car Park and The Maltings</b></p> <p><b>Land Use</b></p> <p>a) This is a retail led mixed use development with other uses to include Residential, Leisure, Offices, a Library and Car Parking.</p> <p><b>Design</b></p> <p>b) Development should be divided into blocks that allow frequent visual, pedestrian and servicing connections particularly between Castle Street and Fisherton Street</p> <p>c) Any new development should have variety in height and form to create a more interesting street scene. Corner blocks should be generally of a higher scale. Include buildings up to 3 storeys in height allowing for key buildings of up to 5 storeys</p> <p>d) The provision of a new link between the Market Place and the Playhouse/City Hall constituting a cultural corridor or spine to the city centre core.</p> <p>e) Improved footways/cycleways along rivers including a footway behind Castle Street to enliven that edge and encourage any future development to address and take advantage of the river.</p> <p>f) Refurbishment and refenestration of City Hall and the Playhouse to provide a more contemporary and higher quality architectural contribution to the city</p> <p>g) Relocation of the library to the area around the Playhouse and City Hall as part of a cultural focus. The library could be the subject of an architectural competition.</p> <p>h) Key buildings include the library and an important building at the gateway to the new development area north of Millstream Approach</p> <p>i) Provision of high quality active frontage to all rivers in particular the River Avon and Millstream with the encouragement of spill out space from ground floor uses.</p> <p>j) Retention and improvement to Fisherton Mill to add to the development of a cultural focus and identity in this area</p>

<b>Development Strategy</b>	
<b>7.</b>	<p><b>Guildhall</b></p> <p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>a) New land uses could include civic and/or commercial city centre uses such as cafe, restaurant, boutique hotel</li> <li>b) Any proposals should have due regard to the listed status, architectural integrity and historic context of the building.</li> </ul>
<b>8 / 9</b>	<p><b>Salt Lane and Brown Street</b></p> <p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>a) This is a residential led scheme that could also include live/work or small retail units</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>b) Any new development should have variety in height and form to create a more interesting street scene. Corner blocks should be generally of a higher scale. Include buildings up to 3 storeys in height.</li> <li>c) At Salt Lane, the provision of a small public space or square that can utilise the existing active uses around it such as places of work and public houses. This should include appropriate lighting, street furniture and at least one piece of public art</li> <li>d) Ensure active frontages at ground floor in particular that will contribute to natural surveillance and activity of the public space or square</li> <li>e) At Brown Street ensure that the connection through to Catherine Street is retained</li> </ul>

<b>Development Strategy</b>	
<b>10.</b>	<p><b>Bus Station</b></p> <p><b>Land Use</b>                      a) This is a residential led proposal with other associated commercial uses such as A3 retail</p> <p><b>Design</b>                      b) Any new development should have variety in height and form to create a more interesting street scene. Corner blocks should be generally of a higher scale. Include buildings up to 3 storeys in height                      c) Ensure active frontages through windows and doors onto Endless Street and Brown Street</p>
<b>11.</b>	<p><b>Bus Depot</b></p> <p><b>Land use</b>                      a) New land uses could include; Education Non-residential Institution and supporting accommodation</p> <p><b>Design</b>                      b) Development should be divided into blocks that allow frequent visual, pedestrian and servicing connections particularly between Endless Street and Castle Street                      c) Any new development should have variety in height and form to create a more interesting street scene. Corner blocks should be generally of a higher scale. Include buildings up to 3 storeys in height allowing for key buildings of up to 5 storeys.                      d) Key buildings should be located at the intersection of Castle Street and Wyndham Street and at the end of Endless Street (if this area is required as a part of a wider proposal)                      e) Ensure the provision of a high quality learning centre and facilities, and encourage links between business and education in the Salisbury Vision area and the wider district.</p>

<b>Development Strategy</b>	
<b>12.</b>	<p><b>Old Manor Hospital</b></p> <p><b>Land Uses</b>                      a) New land uses should include medical facilities, key worker housing and offices</p> <p><b>Design</b>                      b) Retention and regard for any listed buildings                      c) The treatment of new and existing development and the public realm needs to take account of the existing character within the area and aim to reinforce it but in a contemporary and creative way.                      d) Any new development should have variety in height and form to create a more interesting street scene.                      e) Include buildings up to 3 storeys in height allowing for corner buildings of up to 4 storeys.                      f) Ensure at least one connection from Wilton Road to Churchfields Road                      g) Provision of a small square or space to act as a focus for the development. This should be located around the centre of the site or as a setting to any listed buildings</p>
<b>13.</b>	<p><b>Chipper Lane / Scots Lane</b></p> <p><b>Land Use</b>                      a) This is a residential led development with other uses to include leisure and Hotel</p> <p><b>Design</b>                      b) Ensure active frontages through windows and doors facing Scots Lane and Chipper Lane                      c) Ensure the sensitive conversion of any Listed Buildings preserving and enhancing its architectural character</p>

<b>Development Strategy</b>	
<b>13.</b>	<p><b>Chipper Lane / Scots Lane (continued)</b></p> <p>d) Any new development should have variety in height and form to create a more interesting street scene. Include buildings up to 4 storeys in height</p> <p>e) Building frontages should generally stand at the front of plots, defining the full extent of blocks and enclosing each public street or route.</p>
<b>14.</b>	<p><b>Churchfields</b></p> <p><b>Land uses</b></p> <p>a) This is a residential led development with other uses to include offices, hotel/conference centre and convenient neighbourhood facilities</p> <p><b>Design</b></p> <p>b) Development should be divided into blocks that allow frequent visual, pedestrian and servicing connections particularly to Churchfields Road, the water meadows, Town Path and Harnham</p> <p>c) At least 2 green links from the east to the west sides of the River Nadder to contribute towards the environmental and ecological aspirations of the Vision</p> <p>d) Include buildings up to 4 storeys in height allowing for key buildings located around public spaces or at the end of key vistas and other buildings close to the station of up to 6 storeys creating the opportunity for higher densities around the public transport interchange.</p> <p>e) The provision of Churchfield Green which is a new spatial focus to the area which should include an element of decorative or functional water. It should also include kiosk/refreshment provision to serve local demand, be a point of architectural focus and increase vitality.</p>

<b>Development Strategy</b>	
<b>14.</b>	<p><b>Churchfields (continued)</b></p> <ul style="list-style-type: none"> <li>f) The provision of a view corridor from Churchfields Green to the Cathedral</li> <li>g) The use of grey water recycling, solar power generation, Combined Heat and Power units and other renewable energy sources across at least 60% of buildings within the site</li> <li>h) The retention of areas of significant planting particularly to the south around the River Nadder</li> <li>i) Ensure best endeavours are made to retain existing relocated businesses within Salisbury city or district</li> </ul>
<b>15.</b>	<p><b>Eastern Gateway</b></p> <p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>a) This is a residential led development with other uses to include offices, community and local retail, retail/bulk goods (plus existing uses including Tesco food superstore).</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>b) Development should be divided into blocks that allow frequent visual, pedestrian and servicing connections particularly to St Martins Church, Waterloo Road, Fowlers Hill and Tollgate Road.</li> <li>c) Include buildings up to 3 storeys in height allowing for key buildings of up to 5 storeys. Key buildings should be located at the A36 and Tesco roundabouts</li> <li>d) The provision of greater quality and quantity of open space around the River Bourne. This should include Children's Play Provision and adequate lighting, seating and interpretative/wayfinding signage</li> <li>e) The rationalisation of access roads onto Southampton Road but the retention and inclusion of cycle/pedestrian links</li> </ul>

<b>Development Strategy</b>	
<b>15.</b>	<p><b>Eastern Gateway (continued)</b></p> <ul style="list-style-type: none"> <li>f) High quality frontage onto the River Bourne corridor and open space to the south of Southampton Road including the provision of footpaths and cycleways</li> <li>g) The provision of a new public space or square around St Martins Church that forms a quality setting to the listed building</li> <li>h) The retention of existing residential areas around Tollgate Road and Waterloo Road</li> <li>i) The setting out of a permeable grid pattern that provides good internal access to key destinations</li> <li>j) A new local high street from St Martins Church to Salisbury East Halt to include pedestrian focused streets, active frontages and uses</li> </ul>
<b>16.</b>	<p><b>The Friary</b></p> <p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>a) A residential-led development with a special emphasis on assisting with the achievement of targets on affordable housing.</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>b) Development should be divided into blocks that allow frequent visual, pedestrian and servicing connections particularly to Friary Lane. and Exeter Street</li> <li>c) Any new development should have variety in height and form to create a more interesting street scene. Corner blocks should be generally of a higher scale. Include buildings up to 3 storeys in height allowing for key buildings of up to 4 storeys in order to protect views of the Cathedral</li> <li>d) The retention of any buildings that may make an architectural and urban design contribution to the vision for the area</li> <li>e) Provision of a landmark building at the A36 roundabout to act as an architectural showpiece at a key gateway to the city</li> <li>f) New development should ensure the protection and enhancement of key views to the Cathedral</li> <li>g) High quality cycle/pedestrian and bus only route from the A36 roundabout to Exeter Street</li> </ul>

<b>Public Realm Strategy</b>	
<b>17.</b>	<p><b>The Market Place</b></p> <p><b>Design</b></p> <ul style="list-style-type: none"><li>a) This space is intended as a lively and active urban space for people to interact in and people watch which should include a high quality, coordinated and contemporary set of elements notably:<ul style="list-style-type: none"><li>o street furniture</li><li>o planting</li><li>o lighting</li><li>o signage</li><li>o public art</li></ul></li><li>b) Reference should be made to the requirements of the markets and their role within the Market Place. However, every effort should be made to minimise the operational requirements of the market and focus on a high quality, visually impressive market that relates well to the buildings and uses around it.</li><li>c) Rationalise the amount of parking to meet just the needs of essential users such as disabled people.</li><li>d) Make the space more pedestrian oriented through changes in surface treatment and highway design in favour of people, cyclists and buses</li><li>e) Maintain active frontages and spill out from land uses around the periphery of the space</li><li>f) Maintain simple, direct and obvious pedestrian links to Fisherton Square located outside the Playhouse/City Hall</li><li>g) The war memorial should be retained because of its symbolic significance but with the potential to be moved to fit any forthcoming detailed design proposal</li><li>h) A form of water element should be included within the space to add variety and interest as well as a reference to the strong theme of water that defines Salisbury as a place at the confluence of 5 rivers</li><li>i) Any existing high quality trees should be respected within any future detailed design because of their importance to the character of the square</li><li>j) The diagonal right of way running from the SW to the NE corner needs to be taken into account in any future design proposal</li></ul>



<b>Public Realm Strategy</b>	
<b>17.</b>	<b>The Market Place (continued)</b>  k) Vibrant and creative accent lighting should be provided around the Guildhall, in particular, and in other parts of the square to accentuate the historic buildings around the edges  l) At least one piece of public art should be provided within the square sourced and designed locally
<b>18.</b>	<b>Fisherton Square</b>  <b>Design</b> a) This space is intended as a lively and active urban space for people to interact in and people watch which should include a high quality, co-ordinated and contemporary set of elements notably: <ul style="list-style-type: none"><li>o street furniture</li><li>o planting</li><li>o lighting</li><li>o signage</li><li>o public art</li></ul> b) Make the space more pedestrian oriented through changes in surface treatment and highway design. c) Maintain active frontages and spill out from land uses around the periphery of the space including the Playhouse and Library. d) Maintain simple, direct and obvious pedestrian links to Market Place and through the Western Chequers area. e) No parking other than for essential users such as disabled people. Servicing should be done to the rear or side of buildings to minimize visual intrusion or the environmental quality of the space.

**Public Realm Strategy**

**19. Salisbury Chequers**

**Design**

- a) The new and existing chequers are intended as lively and active streets for people to interact in and people watch which should include a high quality, co-ordinated and contemporary set of elements notably:
  - o street furniture
  - o planting and street trees
  - o lighting
  - o signage
  - o public art
  - o paving
- b) Make the streets more pedestrian oriented through shared surface treatment, street planting and highway design more geared towards people, cyclists and buses
- c) Rationalise parking in the grid of historic streets within the central core to essential users only such as disabled people.
- d) Ensure active frontages and spill out from uses around street edges, in particular through Castle Street, New Canal and Silver Street
- e) Create a strong reference to the Cathedral on a number of the approaching streets such as Minster Street and Castle Street, Bridge Street and High Street. This maybe achieved through public art, signage and lighting
- f) Declutter and rationalise the streetscape from unnecessary traffic/parking, signage, bins, bollards, guard rails, service boxes and road markings
- g) Develop a consistent material palette to create a coherent image for the city
- h) Accentuate key landmarks and facades through creative lighting and emphasise key views to enhance legibility of the city at night, in particular along Castle Street due to the prominence of the Cathedral along this vista
- i) Where possible, provide a strong framework of tree planting along streets and within spaces so that residents, visitors and workers can enjoy communal outdoor places

<b>Public Realm Strategy</b>	
<b>19.</b>	<b>Salisbury Chequers (continued)</b>  j) Use art installations to pay tribute to the rich history of the medieval city core and its importance as a unique planned settlement k) Incorporate artistic lighting within the city core to create dramatic effects by night and exploit the environmental back drop of the River Avon and Millstream
<b>20.</b>	<b>Harnham Eco Park</b>  <b>Design</b> a) Inclusion of raised boardwalks, bird hides and viewing platforms for people to use as part of the learning experience. These should be sensitively designed given the proximity to the SSSI. b) Provision of at least two new controlled access points from Town Path and Churchfields supported by interpretative signage that explains the purpose and content of the eco-park. c) Provision of a learning/education/information centre that will provide a focus for people entering the Park and a point of information. This could include A3 uses. A sensitive location and design must be pursued because of the proximity to the SSSI, floodplain and other conservation policy areas d) Inclusion of a small urban farm both as an educational resource, local attraction and where produce can be grown and sold locally

<b>Public Realm Strategy</b>	
<b>21.</b>	<b>The Green Necklace</b>  <b>Design</b> a) Establish boulevard planting along the line of Churchill Way East, West, North/South as well as Wilton Road (where possible) and Southampton Road and to have sufficient maturity and presence to sustain a strong visual impact and environmental role b) To achieve, where possible, double lines of tree planting including appropriate lighting to contribute to the overall visual effect c) Ensure the protection of the southern open space network from significant new development in order to sustain the green necklace as part of a network enclosing the city centre.
<b>22.</b>	<b>Confluence Park</b>  <b>Design</b> a) Inclusion of a kiosk or refreshment area that is sensitively designed given the location and surrounding character b) Inclusion of Childrens Play Equipment of sufficient size, standard and appropriateness to the setting c) Provision of high quality, contemporary public realm elements such as seating, lighting, signage and public art. d) Expansion of the watercourse in places to improve the waterside experience e) At least 3 bridged connections from the Central car Park and Maltings site

<b>Public Realm Strategy</b>	
<b>23.</b>	<b>Park Art (The Greencroft)</b>  <b>Design</b> a) Inclusion of a kiosk or refreshment area that is sensitively designed given the location and surrounding character. b) Inclusion of an exhibition space or at least 6 places for public art installations c) Provision of high quality, contemporary public realm elements such as seating, lighting and signage.
<b>24.</b>	<b>Churchill Gardens</b>  <b>Design</b> a) Inclusion of a kiosk or refreshment area that is sensitively designed given the location and surrounding character b) Inclusion of Children's Play Equipment of sufficient size and standard, tennis courts and playing fields c) Provision of high quality, contemporary public realm elements such as seating, lighting, and signage. d) A system of interconnected pathways allowing access to the riverside and open spaces e) Added sound and visual attenuation at the boundary with the Ring Road and Southampton Road which could include planting, timber boarding or other appropriate materials within a green setting. f) The inclusion of long stay parking at the existing car park for visitors to the city and park users