

AGENDA

Meeting: Strategic Planning Committee

Place: [Access the online meeting here](#)

Date: Wednesday 26 August 2020

Time: 10.30 am

Please direct any enquiries on this Agenda to Tara Shannon of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718352 or email tara.shannon@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

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Membership:

Cllr Fleur de Rhé-Philippe MBE (Chairman)	Cllr Sarah Gibson
Cllr Christopher Newbury (Vice-Chairman)	Cllr Ross Henning
Cllr Andrew Bryant	Cllr Carole King
Cllr Ernie Clark	Cllr Tony Trotman
Cllr Andrew Davis	Cllr Fred Westmoreland
Cllr Stewart Dobson	

Substitutes:

Cllr Ian Blair-Pilling	Cllr Chris Hurst
Cllr Clare Cape	Cllr Nick Murry
Cllr Christopher Devine	Cllr Stewart Palmen
Cllr David Halik	Cllr James Sheppard
Cllr Russell Hawker	Cllr Stuart Wheeler
Cllr Ruth Hopkinson	Cllr Graham Wright

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AGENDA

Part I

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

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (Pages 5 - 32)

To approve and sign as a correct record the minutes of the meeting held on 27 May 2020.

3 **Declarations of Interest**

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

4 **Chairman's Announcements**

To receive any announcements through the Chair.

5 **Public Participation**

The Council welcomes contributions from members of the public. During the ongoing Covid-19 situation the Council is operating revised procedures and the public are able participate in meetings online after registering with the officer named on this agenda, and in accordance with the deadlines below.

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Statements

Members of the public who wish to submit a statement in relation to an item on this agenda should submit this electronically to the officer named on this agenda no later than 5pm on 21 August 2020.

State whom the statement is from (including if representing another person or organisation), state points clearly and be readable aloud in approximately 3 minutes. Up to three speakers for and against are permitted.

Questions

Those wishing to ask questions are required to give notice of any such questions electronically to the officer named on the front of this agenda no later than 5pm on 19 August 2020 in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than 5pm on 21 August 2020.

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

6 **17/07793/FUL: Wavid Ltd, Parsonage Way, Chippenham, Wiltshire** (Pages 33 - 102)

Works to existing road to provide new road link connecting B4069 Langley Road and Parsonage Way, including the provision of a footway/cycleway and new landscaping. Construction of new double roundabout junction on Langley Road and single roundabout on Parsonage Way. Stopping up of existing section of Parsonage.

7 **Salisbury Central Area Framework** (Pages 103 - 414)

8 **Urgent Items**

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

Part II

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

Strategic Planning Committee

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 27 MAY 2020 AT ONLINE MEETING.

Present:

Cllr Fleur de Rhé-Philippe MBE (Chairman), Cllr Derek Brown OBE (Vice-Chairman), Cllr Andrew Bryant, Cllr Ernie Clark, Cllr Andrew Davis, Cllr Stewart Dobson, Cllr Sarah Gibson, Cllr Carole King, Cllr Christopher Newbury, Cllr Tony Trotman and Cllr Fred Westmoreland

Also Present:

Cllr Allison Bucknell, Cllr Gavin Grant. Cllr Toby Sturgis

19 **Apologies**

There were no apologies for the meeting.

20 **Minutes of the Previous Meeting**

The Committee considered the minutes of the last meeting, as detailed on pages 5-20 of the agenda.

The Chairman moved that the minutes be approved and signed as a true and correct record. Councillor Derek Brown seconded the motion.

Members were asked if there were any objections to the motion, there being none, it was:

Resolved:

To approve and sign as a correct record the minutes of the previous meeting held on 13 May 2020.

21 **Declarations of Interest**

There were no declarations of Interest made at the meeting.

22 **Chairman's Announcements**

Should the committee need to take a short break the broadcast would continue with a holding slide.

23 **Public Participation**

At the beginning of the meeting the Chairman confirmed with each Member of

the Committee that they could see and hear all relevant materials. The [procedure](#) for the meeting was set out on Pages 15-18 of the agenda. For the benefit of those listening the Chairman summarised how each planning application to be determined would be debated.

24 **Planning Appeals and Updates**

The Head of Development Management, Mike Wilmott, briefed the Committee on the update report attached to the agenda.

Resolved:

The Appeals Update report was noted.

25 **Planning Applications**

Mike Wilmott, Head of Development Management, provided a summary of the current situation of the 5-year housing land supply for Wiltshire, which was relevant to both applications to be determined.

Government had set an objective to significantly boost the supply of new homes and expected Local Planning Authorities (LPAs) to meet the requirement and need for each area, which was what the Wiltshire Core Strategy 2006 – 2026 (WCS) and supplementary planning documents sought to do.

However, sites identified in the WCS did not always come forward as quickly as anticipated or desired. To ensure the supply of new homes LPAs were required to identify a supply of specific developable sites to provide a minimum of a 5-year land supply.

Until recently the calculation of housing land supply was based on the Housing Market Area with three housing market areas, Eastern, Southern & North & West, as identified in the WCS.

The local plan in the context of WCS was five years old in January 2020, so now the LPA was required to calculate the housing land supply across the whole of the Wiltshire Council area.

During a February 2020 appeal a Planning Inspector determined the land supply was less than 5 years (4.42-4.62 years equating to approximately 800 houses).

The housing supply had fallen short due to some large sites allocated in the WCS which had yet to obtain planning permission to be built. There were 4 sites which together were identified in the development plan to deliver over 5000 new homes. However, three of those were held up on developers not yet completing S106 agreements and one not having reached the planning stage yet.

Government advice through the National Planning Policy Framework was that therefore the 'tilted balance' then applied. This did not mean that every application received had to be approved or that existing policies had no weight, but that a different balancing of policies and factors had to be applied. The council would need to restore the 5-year housing land supply, including through consideration of applications on sites which under other circumstances may not be considered suitable.

It was explained that it was not considered probable that the 5-year housing land supply situation would be resolved in the short term without additional approvals. It was also explained that the items were before the Committee for determination because the 5-year housing land supply situation was a strategic issue for the council area as a whole.

26 **19/11569/OUT: Land south of Filands, Malmesbury**

Public Statements

Helen King – Objection

Andy Dawson, Jess & Ed Phillips, Jo English, Graeme Young Hay & Simon Blake, Kay O'Neil – Objection

Roy Poulton – Objection

Malmesbury TC - Objection

The Committee then received a presentation from Mike Wilmott, Head of Development Management, which set out the main issues in respect of the application. The purpose of the report was to assess the merits of the proposal against the policies of the development plan and other material considerations, and to consider the recommendation that the application was approved subject to conditions and prior completion of a S106.

The Outline application (all matters reserved except means of access only in relation to a new point of access into the site) proposed a residential development, including the construction of up to 71 dwellings (40% affordable), the creation of new vehicular access with footways and cycleways and ancillary road infrastructure, public open spaces, children's play area, landscape planting, surface water attenuation and associated infrastructure.

The application was a resubmission of a previous application for the same scheme (16/07288/OUT). Following refusal in 2016 the applicants subsequently appealed but withdrew the appeal in 2017.

Key points included that the site was outside of the Malmesbury limits of development and land to the south had been identified for a primary school, and the status of the neighbourhood plan. In the context of a shortfall in housing land supply, Officers considered that the proposal did not have adverse impacts that significantly and demonstrably outweighed the benefits, including the provision of new homes including new affordable homes. It was noted that Malmesbury had been identified in the WCs as a market town settlement that had potential for development.

The Chairman then invited Members to ask any technical questions of the Officer. Details were sought on site allocations, reviewing core policies of the council, that there was not a specific level of community engagement set out for applicants, and details of local speed limits.

Public statements which had been submitted in accordance with the procedure as detailed above were read. All other statements submitted within the deadline were also available in the agenda supplement online along with the presentation to the meeting.

The Local Member, Councillor Gavin Grant, then spoke in objection to the application, noting the history of refused applications on the site and its unsuitability for development, that approval was recommended only because of government changes, that Malmesbury had over delivered on its housing requirements and should not be punished for being early in creating a Neighbourhood Plan and that all parishes with neighbourhood plans would be negatively affected, and there were concerns regarding road safety and school places, and that the council was only slightly below the required housing land supply level.

The Head of Development Management then responded to the points raised by noting that lots of the Neighbourhood plans in Wilts were not affected by the government decision due to when they were approved and whether they allocated land for new homes. It was reiterated that the guidance the Local Planning Authority (LPA) were faced with did put the onus of providing the proof and evidence onto the Council, and they had not been able to demonstrate the 5-year housing land supply, and by definition the council had to face the fact that it would have to have unplanned developments in areas where people had not chosen to have it. A deficit of 0.38yrs equated to at least 800 houses, and it was not a case of getting one of the large strategic sites over the line.

The LPA had to apply the government guidance and consider what was the harm if this application was approved, and Malmesbury was a large market town with good infrastructure.

The Chairman then moved a motion to approve the application in line with the officer's recommendations. This was seconded by Councillor Derek Brown OBE.

A debate followed where it was noted there had been no comments from the Health authority. The application was an Outline application and reserved matters would come forward if this was approved. The issues put forward in the local resident letters would be of consideration, along with the lack of the 5-year housing land supply which was also a material consideration.

The possibility of an appeal against refusal was discussed. It was noted that an inspector would make a decision based on the evidence in front of them at that particular time, and it may be the case that the LPA had narrowed the gap in housing land availability, however it could also be the case that government

increased the amount of housing that was required as a result of any revision of the method of calculating the figures for local housing need

At the conclusion of debate each Member was asked in turn to confirm that they had been able to hear and where possible see all relevant materials and to indicate their vote.

When each Member had voted, the Democratic Services Officer announced the decision as follows:

Resolved:

That authority be delegated to the Head of Development Management to GRANT planning permission, subject to conditions listed below and subject to the prior completion of a S106 legal agreement covering the areas outlined below in the Heads of Terms, within six months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the defined timeframe to then delegate authority to the Area Development Manager to REFUSE planning permission for the following reason:

The proposal does not provide for the delivery of the necessary infrastructure (e.g. affordable housing, education provision, recreation provision, open space, waste and recycling) required to mitigate the direct impacts of the development and fails to comply with Core Policy 3 of the Wiltshire Core Strategy, Regulation 122 of the Community Infrastructure Levy Regulations 2010 and paragraph 56 of the National Planning Policy Framework.

Heads of Terms for Section 106 legal agreement to secure the following:

- **40% Affordable Housing 60% of the units (17 units) being for Affordable Rented housing, and 40% of the units (11 units) being provided for shared ownership.**
- **£6,000 000 for a Right of Way conversion order to convert Malms8 to a shared use path where it crosses the site.**
- **Off-site contribution of £19,759.30 to upgrade the sports pitches at the Red Bull Football Ground, Malmesbury Cricket Club and Malmesbury Victoria Football Club.**
- **Open space and landscape management provision**
- **£6,461.00 Waste Contribution**
- **Education (subject to indexation);**
- **Early years - £17,522 per place: £122,654**
- **Primary Schools £18,758 per place: £356,402**
- **Secondary Schools £22,940 per place: £298,220**

CONDITIONS

1. The development hereby permitted shall be begun either before the expiration of one year from the date of this permission, or before the expiration of one year from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:
 - (a) The scale of the development;
 - (b) The layout of the development,
 - (c) The external appearance of the development;
 - (d) The landscaping of the site;

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 4(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

3. An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of one year from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise varied by details submitted to and approved in writing by the local planning authority in accordance with the conditions of this planning permission:

Boundary Plan BMD.15.019.DR.001.P2 received 4th December 2019
Illustrative Masterplan BMD.15.019.DR.002.P2 4th December 2019
Proposed Site Access Arrangement with Share Use Footway drawing I
TB11080-GA-014 received 26th March 2020

REASON: For the avoidance of doubt and in the interests of proper planning.

5. Notwithstanding the details set out in the description of development, the development hereby approved shall comprise no more than 71 dwellings.

REASON: The maximum number of dwellings is required to be stated in order to ensure the development can be provided in an acceptable manner to ensure high quality design is delivered.

- 6. No development shall take place until full details of the proposed site levels (above ordnance datum), together with the finished floor slab levels of the proposed buildings and structures (including roads and footpaths), in relation to existing ground levels have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.**

REASON: To ensure the finished levels are acceptable in the interests of visual amenity.

- 7. The first reserved matters application shall include, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The content of the LEMP shall include, but not necessarily be limited to, the following information:**
 - a. Description and evaluation of features to be managed;**
 - b. Landscape and ecological trends and constraints on site that might influence management;**
 - c. Aims and objectives of management, including long term objectives to ensure management in perpetuity on land outlined in red on boundary plan**
 - d. 15.019.DR.001.P2;**
 - e. Appropriate management options for achieving aims and objectives as set out in points**
 - i. a)-c) above;**
 - f. Prescriptions for management actions for the site outlined in red on 15.019.DR.001.P2**
 - g. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5 year period;**
 - h. Details of the body or organisation responsible for implementation of the plan;**
 - i. Ongoing monitoring and remedial measures which shall include measurable targets;**
 - j. Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.**

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery.

The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. A report shall be submitted to the local planning authority

annually detailing the works undertaken and performance against the targets set.

The LEMP shall be implemented in full in accordance with the approved details.

REASON: The matter is required to be agreed in writing with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species and priority species.

8. No development shall commence on site (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not necessarily be limited to, the following:

- a) Risk assessment of potentially damaging construction activities
- b) Identification of 'biodiversity and tree protection zones'
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialists ecologists need to be present on site to oversee works
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person(s)
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by a competent person(s), certifying that the required mitigation and/or compensation measures identified in the CEMP have been completed to their satisfaction, shall be submitted to the Local Planning Authority every three months from the start of the development until the completion of the final planting.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats.

9. Prior to the submission of the first reserved matters application a written programme of archaeological investigation including a timeframe for onsite work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved in writing by the Local Planning Authority. The programme shall be carried out in accordance with the approved timeframe.

REASON: To enable the investigation of the presence of heritage assets at the site, incorporation of any mitigation measures and recording of any matters of archaeological interest.

10. All soft landscaping comprised in the approved details of landscaping, as required by the reserved matters applications and details required by conditions within this decision notice shall be carried out in the first planting and seeding season within or following the completion of each phase, first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

11. No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:
- a. the parking of vehicles of site operatives and visitors;
 - b. loading and unloading of plant and materials;
 - c. storage of plant and materials used in constructing the development;
 - d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - e. wheel washing facilities;
 - f. measures to control the emission of dust and dirt during construction;
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - h. measures for the protection of the natural environment.
 - i. hours of construction, including deliveries; and
 - j. drainage arrangements during the construction works;
 - k. vehicle routing for construction vehicles.

has been submitted to, and approved in writing by, the Local Planning Authority.

The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

12. No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination (including asbestos) on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages;
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants;
- An assessment of the potential risks to
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwater and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority.

The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out .

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

13. No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to the LPA. The scheme

must be approved by the LPA prior to implementation and thereafter be permanently retained.

REASON: Development proposals will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

14. No part of the development hereby permitted shall be occupied until the ghost priority right hand turn lane junction, footways, 3M cycleway across site frontage and secondary access has been completed in accordance with the details shown on the approved plans.(drawing ITB11080-GA-014).The visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 0.6 above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety.

- 15.No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

- 16.By the occupation of the 10th dwelling a Residential Travel Plan will be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the
development.

- 17.The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access.

18. No development shall commence on site until full details of a cycleway/shared use path' across the whole site frontage from the site entrance in an easterly direction to the roundabout of the B4014/ A429, have been submitted to and approved in writing by the Local Planning Authority. The footway improvement scheme shall provide a 3m width and shall upgrade the existing surface. The scheme shall be provided in accordance with the details approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety.

19. No development shall commence on site until full details of the route and design of the up-graded MALMS8 (where it crosses the site) has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the route of the PROW is maintained as part of the development.

20. No development shall commence on site until a scheme for the discharge of surface water from the site /phase, including SuDS (sustainable drainage systems) and all third-party approvals, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority and the sewerage undertaker. Scheme details shall include any required off-site capacity improvements needed to allow the site/phase to be served, and to include a programme allowing sufficient time for the delivery of any required improvements.

REASON: To comply with Core Policy 67: Flood Risk within the Wiltshire Core

Strategy and to ensure that the development can be adequately drained without increasing flood risk to others.

21. Prior to the installation of any lighting a 'Lighting Design Strategy for Biodiversity' shall be submitted to and approved in writing by the local planning authority. The strategy will cover both construction and operation phase and shall:

1. Identify those features/ routes that are important to light sensitive/ nocturnal species such as bats, badgers and hedgehog and to be retained within dark corridors.

2.

Show full details of proposed construction and operational lighting, including lux plots to show there is no lighting impact to the features/ routes identified. Lux plots should be presented on a scaled site drawing and the light levels must be shown at ground level and at 2m above the ground (horseshoe bats fly typically within this range). The light levels should also be shown as "from new", not as normally calculated levels after some months or years of use.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other lighting be installed without prior consent from the local planning authority.

REASON: As required by Core Policy 50 to ensure the long-term functioning of wildlife corridors and Core Policy 52 the retention and green infrastructure.

22. No demolition, site clearance or development shall commence on site until an Arboricultural Method Statement (AMS) prepared by an arboricultural consultant providing comprehensive details of construction works in relation to trees has been submitted to, and approved in writing by, the Local Planning Authority. All works shall subsequently be carried out in strict accordance with the approved details. In particular, the method statement must provide the following:

- A specification for protective fencing to trees during both demolition and construction phases which complies with BS5837:2013 and a plan indicating the alignment of the protective fencing;**
- A specification for scaffolding and ground protection within tree protection zones in accordance with British Standard 5837: 2012;**
- A schedule of tree works conforming to British Standard 3998: 2010;**
- Details of general arboricultural matters such as the area for storage of materials, concrete mixing and use of fires;**
- Plans and particulars showing the siting of the service and piping infrastructure;**
- A full specification for the construction of any arboriculturally sensitive structures and sections through them, including the installation of boundary treatment works, the method of construction of the access driveway including details of the no-dig specification and extent of the areas of the driveway to be constructed using a no-dig specification;**
- Details of the works requiring arboricultural supervision to be carried out by the developer's arboricultural consultant, including details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits; and**
- Details of all other activities, which have implications for trees on or adjacent to the site. Subsequently and until the completion of all site works, site visits should be carried out on a monthly basis by the developer's arboricultural consultant. A report detailing the results of site supervision and any necessary remedial works undertaken or required should then be submitted to the Local Planning Authority. Any approved remedial works shall**

subsequently be carried out under strict supervision by the arboricultural consultant following that approval.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in order that the Local Planning Authority may be satisfied that the trees to be retained on and adjacent to the site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and section 197 of the Town & Country Planning Act 1990.

INFORMATIVE

The provision of the (1) right hand turn lane (2) upgraded Malmesbury 8 'footpath improvement scheme', shared use path, crossing point and carriageway widening will be subject to a S278 Agreement under the Highways Act 1980. Full construction details will be required to be approved. Please note that until detailed drawings are provided the extent and specification of the works cannot be finally agreed.

INFORMATIVE: The applicant is advised to contact Wessex Water directly regarding sewers adoption.

27 **20/02387/OUT: Land at Pound Farm, South View, Lyneham, Wiltshire**

Public Statements

Stephanie Palmer – Objection

Michael & Susan Hunt - Objection

Richard Marshall - Objection

Tina Goodhart – Support

Lyneham and Bradenstoke Parish Council – Objection

The Committee received a presentation from Mike Wilmott, Head of Development Management, which set out the main issues in respect of the application. The purpose of the report was to assess the merits of the proposal against the policies of the development plan and other material considerations, and to consider the recommendation that the application was approved subject to conditions and completion of a S106 within six months of the date of the resolution.

The Outline application (all matters reserved except means of access only in relation to a new point of access into the site) proposed a residential development of up to 50 dwellings (of which 40% would be affordable) and provision of land for D2 use; including the creation of new vehicular access, public open space, landscape planting, pumping station, surface water attenuation and associated infrastructure.

Key points included the position of the nearby housing developments; Pound Close and Webs Court, and proposed footpath links, and the Old Vicarage which was a listed building. The proposed development would have a less than substantial impact on the setting of the old vicarage. The 5-year housing land supply situation was a material consideration.

Lyneham was designated a large village in the WCS, the site was adjacent to the set limits of development. In the context of a shortfall in housing land supply, Officers considered that the proposal did not have adverse impacts that significantly and demonstrably outweighed the benefits, including the provision of new homes including new affordable homes.

The Chairman invited Members to ask any technical questions of the Officer. Details were sought on the extent of the application.

Public statements which had been submitted in accordance with the procedure as detailed above were read. All other statements submitted within the deadline were also available in the agenda supplement online along with the presentation to the meeting.

The Local Member, Councillor Allison Bucknell, then spoke in objection to the application, noting the proposed development was to be built on a greenfield area in Lyneham, stating that the balance of relevant considerations had not been applied correctly, that there was a lack of need for such housing in Lyneham and that a lack of housing in the south of the county should not negatively impact the north, that the village lacked sufficient facilities, noting concerns regarding doctors, dentists and schooling.

The Head of Development Management then responded to the points raised, noting there were issues with housing delivery across all areas of Wiltshire, not just the south of the county. There was no neighbourhood plan for Lyneham and the council needed to look at developments on a case by case basis; Lyneham had more facilities than other villages of its scale and that a development of this size was acceptable here in the circumstances outlined in the report whereas a larger scale development might not be appropriate due to the settlement hierarchy of the WCS.

The Chairman then moved a motion to approve the application in line with the officer's recommendations. This was seconded by Councillor Derek Brown.

A debate followed where it was noted that the application should be considered as it was presented, and any previous applications or future developments should not be given any consideration. Members discussed the submitted letters of objection and support for the development.

At the conclusion of debate each Member was asked in turn to confirm that they had been able to hear and where possible see all relevant materials and to indicate their vote.

When each Member had voted, the Democratic Services Officer announced the decision as follows:

Resolved:

That authority be delegated to the Head of Development Management to GRANT planning permission, subject to conditions listed below and completion of a S106 legal agreement covering the areas outlined below in the Heads of Terms, within six months of the date of the resolution of this Committee.

In the event of failure to complete, sign and seal the required section 106 agreement within the defined timeframe to then delegate authority to the Area Development Manager to REFUSE planning permission for the following reason:

The proposal does not provide for the delivery of the necessary infrastructure (e.g. affordable housing, education provision, recreation provision, open space, waste and recycling) required to mitigate the direct impacts of the development and fails to comply with Core Policy 3 of the Wiltshire Core Strategy, Regulation 122 of the Community Infrastructure Levy Regulations 2010 and paragraph 56 of the National Planning Policy Framework.

Heads of Terms for Section 106 legal agreement to secure the following:

- **40% affordable housing - 60% of the units (12 units) being for Affordable Rented housing, and 40% of the units (8 units) being provided for shared ownership.**
- **Primary school contributions (£262,612)**
- **Secondary school contributions (£229,400)**

Regarding education payments *(Please note however, that the cost multiplier quoted applies for 2018/19 and is due to be updated shortly for the 2019/20 financial year, and the new figure will apply to S106s signed in that financial year as per our S106 Methodology).

- **Off-site sports pitch contribution (£13,915) The Wiltshire Playing Pitch Strategy (adopted Feb 2017) has Ballards Ash (Rugby Ground) at RWB as the nearest beneficiary, it is the nearest Rugby Club to Lyneham and therefore is relevant to the development. The project would be for general pitch and changing upgrading.**
- **Open space - 3,120m2 POs including 270m2 equipped play required (or off-site contribution of £39,420.00 in lieu of providing play on site). If POS provided on site The POS would need to be secured and managed in perpetuity, Wiltshire Council would not adopt the on-site POS.**

Open space management

- Waste and recycling contribution £4,550.
- £6,000 towards a TRO to move the speed limit.

1 **OUTLINE PLANNING PERMISSION COMMENCEMENT**

The development hereby permitted shall be begun either before the expiration of one year from the date of this permission, or before the expiration of one year from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2 **APPROVAL OF CERTAIN RESERVED MATTERS**

No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:

- (a) The scale of the development;
- (b) The layout of the development,
- (c) The external appearance of the development;
- (d) The landscaping of the site;

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 4(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

3 **RESERVED MATTERS TO BE SUBMITTED**

An application for the approval of all of the reserved matters shall be made to the Local Planning Authority before the expiration of one year from the date of this permission.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

4 **APPROVED PLANS**

The development hereby permitted shall be carried out in accordance with the following approved plans and documents unless otherwise varied by details submitted to and approved in writing by the local planning authority in accordance with the conditions of this planning permission:

Site Location Plan 1275.01

Site Survey Plan 1275.02

Design and Access Statement and principles in the Illustrative Site Layout 1275.03

Heritage Desk Based Assessment CR0097_01

Transport Assessment TW/IN/BB/ITB10092-010A R

Travel Plan TW/IN/BB/ITB10092-011A R
Sustainability and Energy Statement by Daedalus
Landscape and Visual Appraisal by Enderby associates
Arboricultural Impact Assessment and Method Statement
PoundFarm_AIA_AMS_062019
Flood Risk Assessment TRS/GLE/E4389/15900
Ecology Appraisal 5633 EcoAp dv5/JoC/HG
All received 13th March 2020
Air Quality Impact Assessment 01.0048.005/AQ v1 received 26th March 2020
REASON: For the avoidance of doubt and in the interests of proper planning.

5 RESTRICTION ON DEVELOPMENT

Notwithstanding the details set out in the description of development, the development hereby approved shall comprise no more than 50 dwellings and a D2 use building.

REASON: The maximum number of dwellings is required to be stated in order to ensure the development can be provided in an acceptable manner to ensure high quality design is delivered.

6 UNIT HEIGHT

Notwithstanding the details set out in the description of development, the dwellings and D2 use building shall be no greater than two storeys in height.

REASON: Restricting height is required in order to ensure the development can be provided in an acceptable manner to ensure high quality design is delivered.

7 BUNGALOWS

The first reserved matters application shall contain a minimum of six no. two or three-bedroom bungalows.

REASON: To define the scope of the development based on the design and access statement.

8 SITE LEVELS

No development shall take place until full details of the proposed site levels (above ordnance datum), together with the finished floor slab levels of the proposed buildings and structures (including roads and footpaths), in relation to existing ground levels have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure the finished levels are acceptable in the interests of visual amenity.

9 LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN (LEMP)

The first reserved matters application shall include, a Landscape and Ecological Management Plan (LEMP) in accordance with the measures outlined in the Ecological Assessment shall be submitted to, and approved in writing by, the Local Planning Authority. The content of the

LEMP shall include, but not necessarily be limited to, the following information:

- a) Description and evaluation of features to be managed;**
- b) Landscape and ecological trends and constraints on site that might influence management;**
- c) Aims and objectives of management, including long term objectives to ensure management in perpetuity on land outlined in red on the Site Location Plan 1275.01**
- d) Appropriate management options for achieving aims and objectives as set out in points a)-c) above ;**
- e) Prescriptions for management actions for the site outlined in red on the Site Location Plan 1275.01**
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5 year period;**
- g) Details of the body or organisation responsible for implementation of the plan;**
- h) Ongoing monitoring and remedial measures which shall include measurable targets;**
- i) Details of how the aims and objectives of the LEMP will be communicated to future occupiers of the development.**

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery.

The plan shall also set out (where the results from monitoring show that the conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented. A report shall be submitted to the local planning authority annually detailing the works undertaken and performance against the targets set .

The LEMP shall be implemented in full in accordance with the approved details.

REASON: The matter is required to be agreed in writing with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species and priority species.

10 ECOLOGY CEMP

No development shall commence on site (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not necessarily be limited to, the following:

- a) Risk assessment of potentially damaging construction activities**
- b) Identification of 'biodiversity and tree protection zones'**
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements**
- d) The location and timing of sensitive works to avoid harm to biodiversity**

features

e) The times during construction when specialists ecologists need to be present on site to oversee works

f) Responsible persons and lines of communication

g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person(s)

h) Use of protective fences, exclusion barriers and warning signs.

i) Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

A report prepared by a competent person(s), certifying that the required mitigation and/or compensation measures identified in the CEMP have been completed to their satisfaction, shall be submitted to the Local Planning Authority every three months from the start of the development until the completion of the final planting.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats.

11 ARCHAEOLOGY

Prior to the submission of the first reserved matters application a written programme of archaeological investigation including a timeframe for on site work and off site work such as the analysis, publishing and archiving of the results, has been submitted to and approved in writing by the Local Planning Authority. The programme shall be carried out in accordance with the approved timeframe.

REASON: To enable the investigation of the presence of heritage assets at the site, incorporation of any mitigation measures and recording of any matters of archaeological interest.

12 LANDSCAPING IMPLEMENTATION

All soft landscaping comprised in the approved details of landscaping, as required by the reserved matters applications and details required by conditions within this decision notice shall be carried out in the first planting and seeding season within or following the completion of each phase, first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

13 CONSTRUCTION METHOD STATEMENT

No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries; and
- j) drainage arrangements during the construction works;
- k) vehicle routing for construction vehicles.

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

14 ACCESS

Prior to first occupation of any dwelling hereby permitted the access shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access from the carriageway edge, to points on the nearside carriageway edge 90 metres to the east, and 59 metres to the west.

REASON: In the interests of highway safety.

15 A3201 UPGRADE

Prior to first occupation the street lighting of the A3102 shall have been upgraded to BS5489-1;2013 BS EN123202-2 2003 for a distance of 60 metres to either side of the access position, in accordance with details to be first submitted to and approved by the Local Planning Authority.

REASON: In the interests of safe and convenient operation of the site access during the hours of darkness.

16 TRAVEL PLAN

No part of the development shall be occupied prior to the implementation of the Framework Travel Plan, (or implementation of those parts capable

of being implemented prior to occupation). Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein.

REASON: In the interests of reducing the amount of private car movements to and from the development.

17 LYNE4

Prior to occupation of the 20th dwelling footpath LYNE4 shall be planed off, resurfaced and street lit between the development and The Green, including new dropped kerbs where it crosses Pound Close, in accordance with details to be first submitted to and approved by the Local Planning Authority.

REASON: In the interests of improving pedestrian accessibility to and from the development.

18 DROPPED KERBS

Prior to first occupation new sets of dropped kerbs shall be provided at the end of Farthing Lane and at 2 locations on Pound Close in accordance with details to be first submitted to and approved by the Local Planning Authority.

REASON: In the interests of improving pedestrian accessibility to and from the development.

19 LYNE57

Prior to occupation of the 20th dwelling footpath LYNE57 shall have been planed off and resurfaced between the point where it joins LYNE4, to the point where it connects with the proposed pedestrian link to Pound Close near 71 Pound Close, in accordance with details to be first submitted to and approved by the Local Planning Authority.

REASON: In the interests of improving pedestrian accessibility to and from the development.

20 ACCESS LINK

Prior to occupation of the 30th dwelling a 3.5 metre wide bollarded, emergency, pedestrian and cycle access link shall have been provided between the development and Webbs Court in accordance with details to be first submitted to and approved by the Local Planning Authority.

REASON: In the interests of improving emergency, pedestrian and cycle accessibility to and from the development.

21 ULTRA LOW ENERGY VEHICLE INFRASTRUCTURE

No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to and approved by the LPA. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.

REASON: Core Policy 55; Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality , will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.

22 CONTAMINATED LAND

No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination (including asbestos) on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages;
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants;
- An assessment of the potential risks to
 - o human health,
 - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - o adjoining land,
 - o groundwater and surface waters,
 - o ecological systems,
 - o archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the

23 SURFACE WATER DISCHARGE

No development shall commence on site until a scheme for the discharge of surface water from the site /phase, including SuDS (sustainable drainage systems) and all third party approvals (as necessary), has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority and the sewerage undertaker . Scheme details shall include any required off-site capacity improvements needed to allow the site/phase to be served, and to include a programme allowing sufficient time for the delivery of any required improvements.

REASON: To comply with Core Policy 67: Flood Risk within the Wiltshire Core Strategy (adopted January 2015) and to ensure that the development can be adequately drained without increasing flood risk to others.

24 ECOLOGLY & LIGHTING

Reserved matters applications shall be in accordance with the mitigation measures set out in Ecological Assessment (Aspect Ecology, 2019), each reserved matter application shall be accompanied by a 'Lighting Design Strategy for Biodiversity'. The strategy will cover both construction and operation phase and shall:

1. Identify those features/ routes that are important to light sensitive/ nocturnal species such as bats, badgers and hedgehog and to be retained within dark corridors.
2. Show full details of proposed construction and operational lighting, including lux plots to show there is no lighting impact to the features/ routes identified. Lux plots should be presented on a scaled site drawing and the light levels must be shown at ground level and at 2m above the ground (horseshoe bats fly typically within this range). The light levels should also be shown as "from new", not as normally

calculated levels after some months or years of use.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other lighting be installed without prior consent from the local planning authority.

REASON: As required by Core Policy 50 to ensure the long-term functioning of wildlife corridors and Core Policy 52 the retention and green infrastructure.

25 ARBORICULTURAL METHOD STATEMENT

No demolition, site clearance or development shall commence on site until an Arboricultural Method Statement (AMS) prepared by an arboricultural consultant providing comprehensive details of construction works in relation to trees has been submitted to, and approved in writing by, the Local Planning Authority. All works shall subsequently be carried out in strict accordance with the approved details. In particular, the method statement must provide the following:

- " A specification for protective fencing to trees during both demolition and construction phases which complies with BS5837:2013 and a plan indicating the alignment of the protective fencing;
- " A specification for scaffolding and ground protection within tree protection zones in accordance with British Standard 5837: 2012;
- " A schedule of tree works conforming to British Standard 3998: 2010;
- " Details of general arboricultural matters such as the area for storage of materials, concrete mixing and use of fires;
- " Plans and particulars showing the siting of the service and piping infrastructure;
- " A full specification for the construction of any arboriculturally sensitive structures and sections through them, including the installation of boundary treatment works, the method of construction of the access driveway including details of the no-dig specification and extent of the areas of the driveway to be constructed using a no-dig specification;
- " Details of the works requiring arboricultural supervision to be carried out by the developer's arboricultural consultant, including details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits; and
- " Details of all other activities, which have implications for trees on or adjacent to the site.
- " Subsequently and until the completion of all site works, site visits should be carried out on a monthly basis by the developer's arboricultural consultant. A report detailing the results of site supervision and any necessary remedial works undertaken or required should then be submitted to the Local Planning Authority. Any approved remedial works

shall subsequently be carried out under strict supervision by the arboricultural consultant following that approval.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in order that the Local Planning Authority may be satisfied that the trees to be retained on and adjacent to the site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and section 197 of the Town & Country Planning Act 1990.

26 **INFORMATIVE:** You are advised to contact Wessex Water directly regarding sewers adoption.

28 **Urgent Items**

(Duration of meeting: 10.30 am - 1.00 pm)

The Officer who has produced these minutes is Kieran Elliott of Democratic Services, direct line 01225 718504, e-mail kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

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REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	26 August 2020
Application Number	17/07793/FUL
Site Address	Wavin Ltd, Parsonage Way, Chippenham, Wiltshire
Proposal	Works to existing road to provide new road link connecting B4069 Langley Road and Parsonage Way, including the provision of a footway/cycleway and new landscaping. Construction of new double roundabout junction on Langley Road and single roundabout on Parsonage Way. Stopping up of existing section of Parsonage
Applicant	Roger Taylor Wavin Ltd
Town/Parish Council	Chippenham Town Council/Langley Burrell Parish Council
Division	Chippenham Monkton/Kington
Grid Ref	392671 174687
Type of application	Full Planning
Case Officer	Lee Burman

Reason for the application being considered by Committee

1. Purpose of Report

The report is to update the Committee with respect to its resolution at the meeting of 15 August 2018 on the application and seek approval for a revised refusal reason. The original report to committee is copied at Appendix A alongside a copy of the reported supplemental items. Minutes of the meeting are copied at Appendix B.

2. Report Summary

At the meeting of 15 August 2018, the Committee resolved in accordance with the officer recommendation to approve this application subject to the signing of a Section 106 agreement, or to refuse the application in the event that the agreement was not completed.

Since the meeting, the Council has worked with the applicant on drafting of an agreement but both parties have reached an impasse whereby the provisions the Council has tabled are not agreed by the applicant. Despite repeated requests in writing the applicant has not confirmed that they will enter into and complete the agreement and continues to dispute the provisions that the Council has tabled to ensure that the development of the strategic allocation at Rawlings Green is not put at risk. As such the agreement cannot be completed in accordance with the Council's requirements and so the application must now be refused.

Since the resolution was reached and following the discussions with the applicant it has become clear that the wording to the refusal reason previously reported and agreed did not fully reflect all of the relevant material considerations that now apply; also there has been a

change in material circumstances with revisions to the NPPF, which is referenced in the refusal reason and so revisions to that wording are also required as set out below. The Committee's approval of the revised wording of the refusal reason is required as it cannot be approved by officers under the Council's scheme of delegation.

3. Site Description

See report to Committee at appendix A

4. Planning History

See report to Committee at appendix A but updated as follows:-

18/02037/FUL Land at Rawlings Farm and Upper Peckingell Farm, Chippenham

Construction of Bridge Over the Great Western Railway and Accommodation Works, Including Temporary Haul Road from Upper Peckingell Farm; Construction Compound; Bridge Beam Storage Compound; Cocklebury Link Road (Phase 1), and Associated Drainage Arrangements; Highway and Associated Landscaping. **Approved**

5. The Proposal

The description of development is set out above and in the report to Committee at Appendix A. It has been revised since registration of the application to more accurately reflect the proposals, which were revised after submission to include a roundabout at the eastern extent of the existing haul road in order to provide a safe highway link with the permitted Rawlings Green Rail bridge.

Effectively the scheme seeks to reorder the existing road layout in the locality and make use of the previously permitted and constructed internal haul road at the Wavin site as part of the local public road network. Two new road junctions at the western and eastern ends of the haul road/existing Parsonage Way are required to facilitate this, as are some minor improvements to the haul road as constructed. This would allow the existing Parsonage Way to be stopped up and its use changed to outdoor storage thereby creating a single, undivided site for Wavin facilitating improved site management and operation. A crossover of the watercourse running through the centre of the site and undergrounding of overhead electricity cables was required to facilitate this arrangement also and work on that element of the scheme was commenced and partially undertaken during 2018.

6. Planning Policy

See report to Committee at appendix A, no update required in the context of this report.

7. Consultations

See report to Committee at appendix A, no update or further consultations required in the context of this report.

8. Publicity

See report to Committee at appendix A, no update or further consultations required in the context of this report.

9. Planning Considerations

The resolution and minutes of the previous meeting which considered this application are appended to this update report but in summary the key intention and purpose of the Section 106 agreement was to ensure that the development to be permitted did not hinder or prevent delivery of the Rawlings Green rail bridge. This position reflects the fact that the Rawlings Green site is a strategic allocation site for Wiltshire identified in the Chippenham Sites Allocation Plan. The Rail bridge is a key piece of strategic infrastructure fundamental to the Council's development strategy for Chippenham and the northern area of Wiltshire. In this regard and following advice from the Council's Highways department the scheme proposals had to be amended to include a roundabout at the eastern end of the Haul Road/Parsonage Way junction to provide a safe highway connection to the Rail bridge and facilitate the safe movement of vehicles and pedestrians through the sites and locality.

The Rail bridge and the haul road necessary to facilitate its construction now benefits from permission as determined by the Strategic Planning Committee meeting of 13 November 2019. The applicant on that development is currently in the process of discharging conditions attached to that consent with a view to commencement of development at the earliest opportunity.

The Council has led drafting of the S106 agreement required to support this proposal and has sought to include various provisions that ensure that the development to be permitted is constructed in a way and to a design and timeframe that will not frustrate or prevent construction of the rail bridge. The applicant has consistently over the intervening period since the Committee resolution disputed the need for such provisions and continues to do so. The applicant also disputes other elements of the agreement and proposes provisions that the Council does not support. The key matters in this respect are set out in further detail below but it should be noted that there are a range of minor elements of dispute between the parties which ultimately may not be defensible in appeal situation and so do not form the basis for the recommendation now being made. These however are desirable elements and provisions that should not be contentious but are disputed by the applicant. As such the applicant's position in these respects is considered to be indicative of the applicant's refusal to enter the agreement.

The basis for the dispute by the applicant arises from dispute as to landownership at the site and in respect of the western "landing" point for the bridge. Wavin assert ownership, the Council asserts the land is part of the public highway. This matter has been considered previously through the preparation of the CSAP and it is not appropriate or necessary to rehearse that dispute here. The critical point is that the Council in drafting the S106 agreement has revised its proposed provisions and wording at the request of the applicant to ensure that the agreement does not seek to address or override land ownership considerations in any way and deals solely with ensuring that the physical works are compatible and delivered in a manner that does not frustrate construction of the bridge.

The Council has confirmed to the applicant that is the case and is the purpose of the agreement in writing multiple times and does so again here in this report. The applicant refuses to accept that as being the case and continues to dispute necessary provisions within the agreement whilst repeatedly seeking inclusion of unnecessary provisions. As such the agreement cannot be completed and it is now necessary to proceed to refusal.

Matters of Dispute

- The agreement includes provisions for the submission and approval of technical details for the construction of the "eastern roundabout" which links the Wavin haul Road/Parsonage Way to the Rail bridge. The Council proposed provisions that require

the confirmation by the Council that the roundabout has been constructed in accord with those technical details to its reasonable satisfaction.

The Applicant objects to and refuses to accept a requirement for the Council's approval on the basis that this is a duplicate consenting procedure that is unnecessary and inappropriate as the technical details are required for approval by the agreement.

Officers assert this is essential to ensure that the roundabout is constructed appropriately and in manner that does not frustrate or restrict delivery of the bridge. For instance that all of the approved technical details and engineering works for the roundabout are completed in full in a timeframe that does not prevent construction of the western elements of the bridge. Such a situation could arise if only part of the works were completed.

- The agreement and many of its provisions are contingent upon a trigger and that is typically defined as the commencement of development in many s106 agreements. That is not possible in this instance as development has commenced – works in respect of the “crossover”. The Council has therefore proposed an alternative wording for the trigger centred on the remaining works to take place.

This matter of unauthorised development was the subject of extensive correspondence between applicant and the Council's Enforcement Team during 2018. The applicant now denies all knowledge of this position and so disputes the proposed provisions as to the trigger wording proposing instead the use of commencement of development. This would render the agreement unenforceable and so cannot be agreed.

Refusal Reason Wording

The Minutes of the meeting held on 15 August 2018 are contained at Appendix B. The resolution of the Committee based on the officer recommendation was to refuse the application in the event that the applicant did not enter into the section 106 agreement for the following reason:-

The proposed development without the required planning obligation fails to deliver the necessary highways works and enhancements required to secure a safe and appropriate development and thereby conflicts with Wiltshire Core Strategy (Jan 2015) CP3 CP34(ix) CP57 (ix) CP60 CP61 CP62; and paragraphs 11 and 108 (b) 109 110 of the National Planning Policy Framework (July 2018)

As noted above the discussions and matters of dispute focus specifically on the delivery of the rail bridge which is required to meet the provisions of the CSAP DPD policy CH2 and as such this also requires referencing in the refusal reason for clarity and certainty for all interested parties. This is particularly the case as it is considered highly likely that the applicant will appeal a decision to now refuse the proposals. Additionally, the NPPF has been revised several times since the decision was reached and this reference also requires updating.

As such the revised wording for the refusal reason is as follows:-

The proposed development without the required planning obligation fails to deliver the necessary highways works and enhancements required to secure a safe and appropriate development and the specific requirement of the Council's Strategic Planning Committee resolution not to prejudice delivery of the permitted Rawlings Green Rail bridge and thereby conflicts with Wiltshire Core Strategy (Jan 2015) CP3

CP34(ix) CP57 (ix) CP60 CP61 CP62; Chippenham Sites Allocation Plan (May 2017) CH2; and paragraphs 11 and 108 (b) 109 110 of the National Planning Policy Framework (July 2019)

10. Conclusion

The Council has sought to agree and complete a reasonable and necessary S106 planning obligation that responds to the applicant's concerns and requirements whilst comprehensively and soundly addressing the requirements of the previous committee resolution. The Council has fully and repeatedly explained its position and reason for the disputed elements and provisions of the draft agreement and has done so over an extended period. The position has been reached whereby the applicant disagrees with the Council's position and statement and disputes matters of fact regarding the Council's stated position. The Council has undertaken and completed these actions over an extended period of almost 2 years and offered the applicant repeated opportunities to complete the agreement. However, the applicant has made it clear that despite 2 years of negotiation, and the Council conceding various points of contention, they continue to set out various objections to suggested amendments which is taken as confirmation of their intention not to enter into the agreement as tabled. As such it is now necessary to proceed to refusal.

RECOMMENDATION

The application be refused for the following reasons: -

The proposed development without the required planning obligation fails to deliver the necessary highways works and enhancements required to secure a safe and appropriate development and the specific requirement of the Council's Strategic Planning Committee resolution not to prejudice delivery of the permitted Rawlings Green Rail bridge and thereby conflicts with Wiltshire Core Strategy (Jan 2015) CP3 CP34(ix) CP57 (ix) CP60 CP61 CP62; Chippenham Sites Allocation Plan (May 2017) CH2; and paragraphs 11 and 108 (b) 109 110 of the National Planning Policy Framework (July 2019)

Appendices:

A – Report to committee 15 August 2018 and Supplemental Items

B – Minutes of the meeting 15 August 2018

Background Documents Used in the Preparation of this Report:

Application documentation

Drafts of the S106 agreement

Correspondence with the applicant

Report to committee 15 August 2018

Minutes of the meeting of 15 August 2018

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APPENDIX A- 26 August 2020

REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	15th August 2018
Application Number	17/07793/FUL
Site Address	Wavin Ltd Parsonage Way Chippenham Wiltshire
Proposal	Works to existing road to provide new road link connecting B4069 Langley Road and Parsonage Way, including the provision of a footway/cycleway and new landscaping. Construction of new gyratory junction on Langley Road. Stopping up of existing section of Parsonage Way and change of use to provide storage area. Construction of link to existing storage area and provision of security fencing.
Applicant	Mr Roger Taylor – Wavin Ltd
Town/Parish Council	Chippenham Town Council/Langley Burrell Parish Council
Division	Chippenham Monkton/Kington
Grid Ref	392671 174687
Type of application	Full Planning
Case Officer	Lee Burman

Reason for the application being considered by Committee

The application was called in for Committee determination by Councillor Greenman to consider the impact of the proposals on the character and appearance of the area, residential amenities and highway network;

Also called in by Councillor Nick Murry to consider the impact to the economy of the locality.

The application is reported to the Strategic Planning Committee given the relationship and potential impacts to neighbouring strategic development sites and allocations.

1. Purpose of Report

To consider the proposed development in the context of national guidance and adopted development plan policies and site specific impacts and recommend that authority be delegated to the Head of Development Management Services to grant permission subject to the conditions recommended below; and the signing and completion of a section 106 agreement to meet identified highways requirements within 6 months of the date of the Committee resolution.

In the event that the applicant declines to sign and complete the S106 agreement within this timeframe to refuse permission on the basis of conflict with Wiltshire Core Strategy (Jan 2015) CP3 CP34(ix) CP57 (ix) CP60 CP61 CP62; and paragraphs 11 and 108 (b) 109 110 of the National Planning Policy Framework (July 2018)

2. Report Summary

The application has been the subject of full consultation through site notice, press notice and neighbour notification. The proposals have been the subject of revisions and additional information submission and a minor amendment to the site boundary. Consequently three periods of consultation have been undertaken.

10 representations of objection received in total.

Chippenham Town Council - no objection.

Langley Burrell Parish Council (multiple detailed submissions) – in summary object.

Key Issues raised by the application:-

- Principle of development and development plan compliance
- Highways impact
- Ecological Impact
- Drainage Impact
- Heritage asset impact
- Impact to the character and appearance of the locality
- Impact to Residential Amenity

3. Site Description

The application site comprises approximately 2.55 hectares of relatively flat land featuring mature and well established field boundaries with onsite mature trees. The site is crossed by a right of way with further rights of way to the north and west. A rail line is situated to the east. Parsonage Way is situated to the south with a stream running immediately adjacent and north of the road between it and the application site and the Meads Heath Causeway / B4069 road running adjacent to the west. To the north of the site is the Grade II* Listed Building - Kilverts Parsonage. Further to the north are the villages of Kington Langley and Langley Burrell. To the south of Parsonage Way lies the established employment area which includes the main Wavin Factory site.

The application site straddles the defined framework boundary of Chippenham but with a significant part of the site located outside the town and therefore in the open countryside. The site is not allocated for any form of development but benefits from previous grants of consent which are largely implemented. The site is not subject to any nature conservation or other designations but is within an area of known archaeological potential and has features/habitats of potential ecological value.

Development permitted under application reference number 15/04763/FUL has largely been implemented and so the land is now subject of external storage of manufactured drainage products; car parking, ancillary staff accommodation and the internal haul road including site bunding. A Rights of way diversion proposal remains under consideration and is handled by the Council's rights of Way team.

To the west of the site development has commenced in respect of the permitted North Chippenham Land at Birds Marsh site. Applications have also been submitted and are under consideration for the development of the allocated land at Rawlings Green to the east of the site.

4. Planning History

14/10828/FUL	Factory Extension of 8200sqm with Nine Storage Silos, Construction of Two Linked Storage Warehouses of 1300sqm, Extension to Existing Warehouse of 600sqm and Provision of Temporary Office Facilities - Approved
15/00017/FUL	Creation of Temporary Car Parking Hardstanding. - Withdrawn
15/04763/FUL	Proposed Construction of Car Park & Storage Area - Approved

5. The Proposal

The application description of development is as follows:-

Works to existing road to provide new road link connecting B4069 Langley Road and Parsonage Way. Stopping up of existing section of Parsonage Way and change of use to provide storage area. Construction of link to existing storage area.

In summary the proposals are for the use of the existing internal haul road as a replacement for Parsonage Way which will be closed and used for external storage. Two road junctions (roundabouts/gyratory) are proposed at the eastern and western ends of the haul road to facilitate its use as a distributor road and provide linkages to the neighbouring development sites. Additionally a crossover link is proposed from Parsonage Way to the existing external storage area. To a large extent the proposed development re-orders the highways arrangements making use of existing infrastructure with relatively limited new build development involved.

6. Planning Policy

National Planning Policy Framework (NPPF) (July 2018)
Paras 11 38 47 80 82 108 109 110 111 163 165 170 175 180 189 190 192 193 197

Wiltshire Core Strategy (WCS) (Jan 2015)
CP1 CP2 CP10 CP34 CP50 CP51 CP57 CP58 CP60 CP61 CP62 CP65 CP67

Saved Policies of the North Wiltshire Local Plan (NWLP) (June 2006)
NE12 NE14 NE18

Langley Burrell Neighbourhood Plan (Made October 2017)
Parish Build Policy 1 (PB1)
Landscape Policy 1 (LP1)
Heritage Policy 1 (HP1)
Heritage Policy 4 (HP4)
Natural Environment Policy 1 (NE1)

Chippenham Site Allocations DPD
CH2

Section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990

A screening opinion was issued in respect of the scheme proposals and this was revisited and updated when the scheme proposals, including application site boundary, were

amended. The Opinion concluded that an environmental impact assessment was not required.

7. Consultations

The following sets out the position following 3 consultation periods and the consideration of the final scheme revisions and additional supporting information submissions.

Chippenham Town Council - no objection subject to consideration being given to sustainability and cycle paths .

Langley Burrell Parish Council (multiple detailed submissions) – Objection. Whilst recognising that there are potential benefits a range of detailed concerns as to the impact to the locality and residents of Langley Burrell are identified. These are summarised below:-

- Contravene the principles and policies of the CSAP
- Contravene the Landscape Visual Assessment conducted for the CSAP
- Will cause chaos on the B4069 approach to Chippenham and block the Langley Burrell exit at the T junction and contravenes NPPF on severe traffic impacts
- Does not prioritise pedestrians and cyclists who will be subject to substantial extra dangers in navigating the B4069 and therefore contravenes the Wiltshire Core Strategy and the National Planning Policy Framework.
- Creates a dogleg whereby the B4069 effectively becomes part of the ring road. This was contrary to the requirements of the Inspector who was adamant that a link road as per CSAP should be implemented or equivalent measures. This is not an equivalent measure. This will also take light pollution further into the countryside.
- Will expand the obstruction between the two Langley Burrell footpaths on either side of the B4069
- The insufficient spacing between the roundabouts will provide a logjam back on to the adjacent roundabout, blocking access for those who want to go around the roundabout rather than access the blocked exit.
- It is an inefficient solution to what is a much-needed ring road. . No ring road is designed or constructed as proposed by Wavin Ltd
- Pedestrian and cycle crossings are uncontrolled. Contravenes policy on priority to Pedestrians and cyclist
- There is still no extension to the landscaping bund
- There is no link to LBUR 5 contrary to Wiltshire Core Policy and also Government Policy
- The amended proposals still show the removal of some existing trees
- The amended proposals still show the retention of the gap in the line of trees made on the pretext of overhead lines, which were then undergrounded
- New proposal for eastern roundabout will create more noise as traffic slows and accelerates.
- Covering letter makes spurious claims including that the harm to Kilvert's Parsonage and Langley Burrell will be less than substantial

Historic England – Identify that the proposal will cause harm, albeit less than substantial, to the setting of the Grade II* listed building at Kilvert's Parsonage and that the Council should therefore bear in mind the statutory duty to have special regard to the desirability of preserving the setting of the listed building. It is for the Council to balance the public benefits of the proposal against the harm caused to the setting of the listed building.

Wiltshire Council Conservation Officer – Identifies that the proposal will cause less than substantial harm to the setting of the Grade II* Kilverts Parsonage, but in the upper half of that scale, thereby in conflict with the national policies in the framework. This needs to be balanced against any public benefit that may arise.

Wiltshire Council Highways – no objection subject to conditions and a S106 agreement.

Wiltshire Council Spatial Planning – No objections. The current alignment and existing route, without any re-alignment, is fit for purpose. From the planning policy perspective, any proposed re-alignment must not be prejudice or delay a proposal important to the future development of the town. The Langley Burrell Neighbourhood Plan (LBNP) articulates how the rural character leading up Chippenham’s urban edge needs to be protected. These requirements, however, do not appear to have been addressed explicitly within the settings assessments submitted by the developer. Whilst a matter for specialist input it is not clear whether the proposals conform to policies of the LBNP.

Wiltshire Council Landscape Officer – no objection but maintains concerns regarding impact of any lighting of the haul road along its length through the site.

Wiltshire Council Drainage – No objections subject to conditions

Wiltshire Council Ecologist – No objections subject to conditions

Wiltshire Council Archaeology – No comment

Wiltshire Council Trees Officer - No objection subject to conditions

Wiltshire Council Rights of Way – no objection

Natural England – No objections

Wessex Water – No objections

8. Publicity

The application was advertised by site notice, neighbour notification letters, notification to local organisations including Town and Parish Councils in the vicinity and through press notice.

8 representations of objection received in total during the 3 periods of consultation and these comments made and concerns raised can be summarised as follows:-

- Proposed works including junction arrangements on the B4069 will create highways hazard and safety issues
- Proposals do not take full account of permitted and proposed development in this locality or the aspirations to form a northern relief road
- Light pollution needs management through landscaping and planting
- Existing operations at the site result in noise and light pollution resulting in harm to residential amenities
- Harm to the character, appearance and visual amenity of the locality through urbanisation
- Supporting information is inaccurate
- Harm to the setting of designated heritage assets
- Additional landscaping is required to mitigate the visual impact of the existing and proposed development
- Inadequate consultation with local residents
- Proposed development is unjustified until the Rawlings Green Development is in place.
- Proposals inadequate to cope with and accommodate projected future traffic flows

- Priority for pedestrians and cyclist is not met and so conflicts with adopted policies
- Loss of trees and resulting harm to the character and appearance of the locality
- Conflict with the Chippenham Sites DPD
- Harm to users of rights of way in the locality

In addition it should also be noted that the applicant team for the Rawlings Green Development has submitted multiple representations of objection to the scheme proposals. In summary they consider that the submitted details are insufficient to demonstrate that the proposals can be delivered without prejudicing delivery of the rail bridge that provides access to the Rawlings Green site.

9. Planning Considerations

Under the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004, and the provisions of the NPPF i.e. para 2, applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. At the current time the statutory development plan in respect of this application consists of the Wiltshire Core Strategy (WCS) (Adopted January 2015); the 'saved' policies of the North Wiltshire Local Plan (NWLP) 2011 (adopted June 2006); and the Langley Burrell Neighbourhood Plan (Made October 2017).

9.1 Principle of development and development plan compliance

The proposals are intended to optimise the use of an employment related activity at the Wavin Factory site by better integrating the factory and related land with the permitted external storage and parking area to the north of Parsonage Way. The application site is largely outside of the defined settlement boundary for Chippenham and therefore within the open countryside. Similarly the application site is largely outside of the defined established employment area within which the principal factory is located and is not expressly allocated for any form of development. The application site can however in large part be considered an existing employment location and one that is with the B2 Manufacturing sector. In this context the application proposals principally fall to be considered against CP34 of the WCS although other policies of the plan are relevant in respect of certain specific issues and material circumstances and constraints related to the site. These are addressed under specific headings below.

With respect to CP34 it is considered that the proposals meet the relevant provisions and criteria of this policy. Firstly the proposals relate to a B2 employment use. As noted the site is located directly adjacent to the principal settlement of Chippenham as required by criterion (i).

Additionally the enhancement of the Wavin employment operation is considered to be essential to the wider strategic interests of the economic development of Wiltshire. Wavin is a major local employer at one of the three principal settlements in Wiltshire. The operation also relates to an employment sector – B2 manufacturing which is of strategic importance to the Wiltshire Economy especially in terms of Chippenham. As such there is alignment with criterion iv subject to meeting the further requirements of criteria v – ix. In this respect criterion v requires that proposals meet the sustainable development objectives of the Core Strategy. One such objective is enhanced self-containment at the principal settlements, market towns and Local Service centres. Retaining and enhancing employment uses in a key employment sector – support for an existing major employer – is considered to address this requirement.

Criteria vi requires proposals to be consistent with their scale and location and not adversely affect nearby buildings or amenity. Amenity is addressed further below but given the nature of the proposal as referenced above i.e. limited additional new build/construction and rearrangement of existing development at the site – it is considered that this requirement is addressed.

Criterion vii requires that proposals are supported by evidence that they are required to benefit local economic and social needs. This is already referenced above in that the proposal involve the enhancement of the employment operation of a major local employer at one of the Council's 3 principal settlements in a key local employment sector. In addition the applicant team has submitted supporting statements that set out the economic benefits to the operation of the proposed development. The objectives of this criterion are met.

As the proposals involve the enhancement of operations at an existing major employer within their existing site boundaries it is not considered that the proposals undermine the delivery of strategic employment allocations.

Criterion ix requires that proposals be supported by adequate infrastructure. The revised proposals are considered to address this requirement in full by now including appropriate and acceptable road junctions at either end of the alongside adequate and appropriate drainage provisions. The site as noted is well related to the principal settlement of Chippenham which has significant supporting infrastructure.

In terms of principle it is also pertinent to consider the provision of the Chippenham Site Allocations Plan (CSAP) and other relevant material considerations including the Langley Burrell Neighbourhood Plan (LBNP) and extant consents and live applications on neighbouring/adjacent sites. In this context consent exists on land to the west for major residential development. Implementation of consents is now underway and the application proposals have potential implications in this respect. Similarly on land to the east of the application site, known as Rawlings Green/Rawlings Farm, there is an allocation CH2 in the adopted CSAP for major residential development forming one of the strategic residential site allocations for the principal settlement of Chippenham. There are also live applications before the Council related to this allocation including the construction of a railway bridge over the adjacent rail line providing a key site access for the residential development with direct links to Parsonage Way and forming part of the longer term proposals for highway network provision supporting development at Chippenham. It is essential that the application proposal accords with and does not prejudice delivery of these sites. Initial application proposals were considered to fail in this particular respect. The road linkages at the eastern and western ends of the existing haul road were not appropriate and did not provide linkages that were acceptable in highway safety terms. This matter is addressed in further detail below but in summary revised details have been submitted and assessed by Highways Officers and found to be acceptable and appropriate. The current revised proposed scheme with necessary conditions as recommended below is not considered to prejudice the delivery of these strategic sites. Consequently it is not considered that the proposals conflict with relevant development plan policies.

With respect to the LBNP policy PB1 is considered relevant to the principle of development as proposed at this site. Other plan policies are addressed under issue specific headings below. With regards to Policy PB1 proposals located on the edge of Chippenham (as is the case here) are acceptable where they have taken into account impacts to the rural setting of that locality and sought to address any impacts including cumulative impacts with appropriate mitigation measures including landscaping. Impact to the character and appearance of the locality is addressed in further detail below. However the application is supported by a landscape and visual impact assessment and does incorporate landscaping

measures. It is important to note that the previously approved development incorporated retention of existing landscaping features including mature trees whilst also including a significant landscape bund subject to additional planting. The current proposals retain and augment these features. Also as noted already the physical development proposals are limited to two new road junctions at the eastern and western ends of the site and the cross over linking the storage areas alongside use of the Parsonage Way road carriageway for external storage. Much of these works are contained within the existing site boundaries and indeed within the centre of the site and effectively screened by existing development and landscape and planting. To the western end of the site a road junction arrangement had already been approved as part of the North Chippenham development. The application proposals do alter and extend the works here but are again within the centre of the development areas already underway or implemented at Wavin and North Chippenham/Birds Marsh and it is not considered that they would cumulatively significantly alter the rural character of the area beyond. Given this position it is not considered that there is conflict with LBNP policy PB1 such that the development is in conflict with the development plan and should be refused on this basis.

Taken together and subject to the consideration of matters of detail in relation to other development plan policies as addressed below it is not considered that the development proposals are unacceptable in principle being in accord with the relevant policies of the development plan and national guidance including WCS CP34 (i) (iv), LBNP PB1; and paras 11 80 83 of the NPPF.

9.2 Highways impact

The application involves significant works to the highways network in a location where major development is underway and is proposed. Additionally the proposals affect Parsonage Way which forms part of longer term proposals for the creation of the eastern link road for Chippenham. There are therefore strategic implications related to the development proposals and the impact on delivery of strategic development is a material consideration.

Highways officers have given detailed consideration to the scheme proposals and fully assessed the submission both in their own respects and with regard to the wider strategic implications. Detailed consideration has been given to the implications for delivery of major development at the adjacent sites including the submissions of interested third parties on this issue. Officers raised objection to the initial proposals as submitted both in terms of technical highways operation and safety; and that the delivery of the CSAP allocation CH2 would be prejudiced. In particular officers identified that the detailed design specifications for the haul road as it relates to the phase 2 Wavin area was inappropriate for the proposed function as a distributor road. This was in relation to sight lines and stopping distances, given the width specifications and treatments to boundary planting, fencing and related footpaths within the proposed carriageway. Detailed objections were raised in respect of both the eastern and western end junction arrangements and their connections to the adjoining permitted and proposed developments. The roundabout arrangements and related restrictions and arrangements on the B4069 northward were identified as unsafe and not in accord with the approved detail at the North Chippenham site. Similarly the junction arrangements as they were proposed to relate to the railway bridge providing access to the Rawlings Green allocation and development proposal were identified as unsafe.

Subsequent to this detailed discussions took place between the Council's Highway Officers and the applicant's consultant team including highways engineers. Meetings were also held to discuss possible options for addressing and resolving concerns. Following this revised proposals were submitted and have been the subject of full consultation. These revised proposals sought to amend the detailed layout arrangements for the haul road; proposed a gyratory roundabout junction with the North Chippenham development and related

specifications for the B4069; and proposed a roundabout at the western end of the site with linkages to the proposed Rail Bridge providing access to Rawlings Green site. The revisions required a minor amendment to the red line application boundary and so the proposals were the subject of a full new consultation exercise.

Officers have assessed the revised submissions, with Highway Officers examining the proposals in detail. The revised junction arrangements and related haul road and B4069 specifications and details are now considered to be technically appropriate and acceptable from a highways perspective. Specifically officers do not consider that the proposed junction arrangements at either end will conflict with approved details on other sites or prevent and prejudice delivery of the permitted and allocated development sites at the eastern and western locations adjoining the application site. Officers consider that the outstanding technical specification details, including proposed levels, can safely and appropriately be secured via the use of conditions. In this context officers have fully considered the submission of objectors and specifically those of the Rawlings Green applicant team. It is relevant to note that a S278 agreement under the Highways Act will be required for the works proposed and this will provide full technical details. Such an agreement will not be entered into without such detail and confirmed delivery. Other conditions and S106 requirements are also identified as necessary and reasonable by officers and these are included in the list of conditions below. S106 requirements have been agreed as acceptable in heads of terms discussion with the applicant. The applicant has confirmed agreement to enter into a section 106 agreement/planning obligation to address these matters. On this basis the Highway Officer has removed objections to the scheme proposal and identifies no conflict with development plan policy or national guidance WCS CP34 (ix), CP57 (ix), CP61, CP61; CH2 CSAP; and paras 11 & 109 NPPF.

9.3 Ecological Impact

The application proposals, including the revised scheme proposals, were supported by Ecological appraisals which reviewed and revisited previous assessment undertaken in respect of the phase 2 scheme proposals. Natural England raises no objections in this respect. The Council's Ecologists however identified requirements for additional survey work in the immediate environs of the site given local circumstances. These information requests were addressed in full by the applicant team and additional submissions made. The assessments identified some on site and off site ecological interest both in terms of species and habitat that are affected by the scheme proposals. This includes in relation to grassland, hedges, trees and shrubs, newts and birds. The application site falls within the zone within which species could migrate and so raises potential for harm and conflict. Consequently the assessments proposed mitigation measures to include survey, collection and translocation to nearby habitat; replacement planting and grassland creation within the site; appropriate protective fencing for species and woodland during works; and appropriate seasonal timing of construction works and/or monitoring and review of operations by qualified Ecologists.

The Council's ecologists have reviewed the proposals and considered these to be acceptable and appropriate such that necessary Natural England Licences would be forthcoming. As such no objections are raised subject to appropriate conditions to secure the identified mitigation measure. Such conditions are proposed in the list below.

On this basis it is considered that the proposals accord with CP34 (v), CP50, CP57 (I & ii); Saved NWLP policy NE12; NE1 LBNP; and paras 11 & 175 of the NPPF.

9.4 Drainage Impact

The application submissions were supported by detailed site drainage proposals in plan form. Similarly the application proposals are supported by detailed plans specifying

engineering layout and landscaping proposals for all the works. The drainage proposals include both on site attenuation; flow control proposal; discharge to watercourses on site and off site. Additionally the works, including the erection of the crossover, require culverting of the watercourse that runs through the site north of Paronsage Way. As such a Land Drainage Consent from the council as Lead Local Flood Authority is required. Submissions have been made to the Council and the consent has subsequently been granted. The details approved have been used to inform the application submissions.

The Council's Drainage Officers have reviewed the scheme proposals throughout the application process at the site and reviewed in detail the current submissions. Initial holding objection was raised by officers as detailed queries were raised in respect of certain aspects of the drainage scheme as it related to existing and proposed highways drainage in the vicinity of the site; and the relationship and available information in the application in terms of consistency with the Land Drainage Consent details.

Drainage engineering consultants for the applicant team provided detailed responses and clarifications to the issues and queries raised by officers confirming that the drainage details were in full accord with the LD consent issued. Following the further submissions and clarifications Drainage officers have removed their holding objection subject to conditions which they consider can be very quickly discharged given the LDC issued.

Wessex Water raised no objections and identified that foul drainage was capable of being addressed by the existing network by agreement. No further details were sought via use of conditions.

On this basis it is considered that the proposals accord with the requirements of WCS CP34 (ix), CP57 (ii), CP67 & CP68; and paras 11, 163 & 165 of the NPPF.

9.5 Heritage Asset Impact

The application site falls with the setting of designated heritage assets, in particular Kilvert's Parsonage, a grade II* listed building which is located to the north of the site; but also the listed railway bridge to the east. The application proposals also have degree of inter-visibility with other designated assets including the Langley Burrell Conservation area and a number of listed buildings in Langley Burrell. The site is also in a locality with known archaeological potential. Consequently the application and revised scheme proposals have been supported and informed by Heritage Impact Assessments as required by national guidance; whilst consultation with Historic England and the Council's Conservation officers and Archaeologist has been undertaken.

The significance of the designated heritage assets arises from their evidential, historical, aesthetic and communal values. The submitted assessment identifies that..... *there are no designated or non-designated assets within the boundaries of the Site. There are several assets of largely medieval or post-medieval date which have been identified within a 500m radius. Archaeological features and deposits of immediate post-medieval date were also found to have been preserved within the original Wavin compound site, excavated in 2016. In addition, the entire area of the Site was previously examined in 2015 by a geophysical survey and a limited number of anomalies sampled by C1 by archaeological field evaluation. This demonstrated that the archaeological features and deposits were limited to an area in the northern part of the Site, directly south of Kilvert's Parsonage and extending beneath the internal roadway. Subsequent excavation of this area revealed an undated rubble floor and a culvert associated with 16th and 17th century glass and other finds. As such, it is unlikely that any potential minor groundworks that might be carried as part of the proposed changes would impact any archaeology. There are a number of heritage assets of the highest*

significant within the research area which have potential intervisibility with the Site, and which may benefit from further consideration of any potential impact on their setting.

The Council's Archaeologist had no comment to make given the findings of the assessment and the previous work undertaken in respect of the archaeological resource.

Both Historic England and the Council's Conservation officer identify that the proposal will result in harm to the setting and thereby significance of designated heritage assets. The Council's Conservation Officer identifies that both the works proposed to the highway network and the previous works of mitigation have and will affect the setting of heritage assets, in particular Kilvert's Parsonage. In addition that when take together with the development taking place at North Chippenham there is cumulative harm to the setting of designated heritage assets in the locality. In terms of the guidance in the NPPF the harm identified is less than substantial. It is considered that this is within the upper half of the range. There is therefore conflict with CP34 (v) & (vi), CP57(i) and CP58; and LBNP HP1 & HP4; and paras 192 & 193 of the NPPF and Section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990. It is therefore necessary under the provisions of the act and national guidance to consider what if any material consideration would indicate and support a decision otherwise than in accord with the development plan.

In this context the NPPF is a material consideration of significant weight. At para 196 it identifies that where less than substantial harm is identified this harm should be weighed against the public benefits of the proposals. This requirement is reflected and further defined in relevant case law in particular the Barnwell and Forge Field High Court judgements. Here it is identified that great weight should be given to the statutory requirements to preserve heritage assets and that any harm that is caused requires very clear and convincing justification and that the public benefits of a scheme proposal must very clearly outweigh the harm. In making such assessment it is also necessary to consider if such benefits could be achieved in a different way that would not result in the harm that is identified.

In this instance the benefits are considered to be significant and substantive. They include the benefits to the local economy of the improved operation and efficiency of a major local employer; the ongoing financial investment in the business and major employment operation in a principal settlement; the benefit to local employment within a key sector of the economy; and through the construction activity that would take place. Additionally the proposals support the longer term aspirations for an improved highway network in and around Chippenham including an Eastern Link Road; also in that the proposals provide the required linkages that support the delivery of major resident development sites to the north and north east of Chippenham including strategic housing allocations. The proposals support the retention of a major local employer in a key employment sector at one of Wiltshire's three principal settlements. This supports the achievement of key aims and objectives informing the development strategy of the development plan, in particular, reducing out commuting. These are public benefits of significant weight.

The harm identified is less than substantial and toward the upper half of the scale. The harm relates to the setting of designated heritage assets rather than involving physical works to and loss of the fabric of a designated asset; and conflict with the relevant policies of the development plan. Taking into account the requirement to give great weight to the preservation of assets it is considered that the harm identified is limited and is outweighed by the benefits arising. It is therefore considered that under the provision of the NPPF there are material considerations that support a determination that is otherwise than in accordance with the development plan in relation to this particular matter. The overall planning balance taking into account any other site specific impacts and material considerations and circumstances is addressed in the conclusion below.

9.6 Impact on the character and appearance of the locality

The site is located on the northern fringe of the settlement adjacent to open countryside including local neighbourhood plan designated open spaces and sensitive receptors such as the village of Langley Burrell and public footpaths to the north of the site. The site is visually prominent in a number of localised short and middle distance views. Significant development is underway on a neighbouring site and allocated at a further neighbouring site. As such the locality is subject to significant change through urbanisation that is affecting and has the potential to affect the character appearance and visual amenity of the landscape. Consequently the proposals including revised scheme are supported by Landscape and Visual impact assessments (LVIA). The revised scheme submissions included significantly revised landscaping proposals.

As previously identified the scheme proposals involve a relatively limited amount of additional physical development. It is considered that the proposals with the potential to result in impacts include the two new junction arrangements and related works; the use of Parsonage Way for additional external storage; additional traffic utilising the haul road; and the removal of some existing vegetation. It should however be noted that the proposals do also include undergrounding of a major overhead power cable and this has the potential to result in a positive impact to the visual amenity of the locality.

It is considered that the LVIAs appropriately assess the site, character of the locality and impact of the proposals in context in accord with national guidance, development plan policy requirements and good practice. The assessments conclude that:-

The proposed Stockyard extension will have No Significant Effect on the landscape features of the site and its surroundings in the long term.

The proposal will result in one long term localised adverse visual effect from the north end of Parsonage Way which is of Moderate Significance.

This is balanced by the long term beneficial visual effects brought by the proposal across a number of local and short distance views beyond Parsonage Way, some of which are of Minor Significance.

The proposal has No Significant Effect on middle or long-distance views.

It is considered that the proposal is well designed in relation to the landscape and visual characteristics of the site and its surroundings, integrates well with its setting and on balance is appropriate in terms of the resultant landscape and visual effects.

Mitigation is proposed through the retention of key existing landscape features in the site including the central copse of mature trees; retention and replacement of boundary hedgerows; retention of the site boundary bunding and additional boundary planting. In the latter respect the revised scheme proposals significantly revise the proposed additional planting.

The Council's Landscape officer has considered the scheme proposals and supporting submissions and is very familiar with the site and the locality. Initially objections were raised particularly on the basis of the anticipated lighting impacts of the scheme including lighting of the haul road; the inadequacy of the proposed landscaping scheme in mitigating visual impacts; and the location and positioning of cycle/pedestrian facilities and limited linkages to the wider network. Less concern was expressed in terms of the additional external parking or impacts of the proposed junctions.

As noted the revised scheme proposal includes a significantly revised landscaping scheme with extensive additional planting proposed to the northern and eastern site boundaries and the cycle/pedestrian route adjacent to the haul road has been repositioned to the south. The landscape officer advises that the revised scheme with revised and additional planting and landscaping proposals is a significant improvement upon the initial submission and addresses almost all concerns previously raised. Officers considered that concern and potential harm remained in respect of lighting of the haul road route. In this latter respect it must be noted that Highways officers have confirmed that given the proposed speed limit on the haul road no lighting will be required except at the junctions. As such it is considered that the landscape and visual impact concerns in this respect are significantly reduced if not addressed in full.

On this basis it is considered that as with all development there will inevitably be impacts to the character and appearance of the locality. In short and middle distance views these are not considered to be so significantly harmful as result in conflict with the development plan and national guidance as to warrant refusal on this basis. The proposals are considered to broadly accords with the provisions and requirements of CP34 (v) & (vi), CP51, CP57 (i) (ii) & (vi); NWLP Saved policies NE12 NE14; LBNP PB1 LP1; and paras 11 and 170 of the NPPF.

9.7 Residential Amenity

Given the nature of the development proposed and the existing development at the site, it is not considered that the proposed physical development and the revised access arrangements and traffic movements will result in significant harm to existing residential amenity. Additionally it is not considered that harm will arise in the context of the future residential amenity of residents of the planned and permitted development to the east and west of the site.

On this basis it is considered that the proposals accord with WCS CP34 (v) & (vi), CP57 (vii); NWLP Saved Policy NE18; Paras 11 & 127 of the NPPF.

9.8 Other Matters

Section 106 Planning Obligation

An agreement is required to address the following requirements:-

- funding of a traffic regulation order to address on-street parking on the alternative 'haul road' and surrounding roads (historically many local employees have used Parsonage Way on-street parking);
- adequate space within the adoptable limits of the works to ensure that the delivery of the permitted railway bridge, including any necessary space for embankment slopes and visibility splays, and public access thereto is not prejudiced;
- a commuted payment in relation to drainage structures which employ non-standard structures and facilities;
- a maintenance arrangement in relation to the earth bund along the northern side of the 'haul road';
- an agreement to replace lost formal car parking resulting from the proposals with alternative on-site car parking spaces;
- the return to the highway authority of any required assets resulting from the stopping up of Parsonage Way;

- reasonable endeavours to ensure that the delivery of the railway bridge by others is not delayed or its construction prejudiced in any way as a result, directly or indirectly, of the design or implementation of the proposed works.

Right of Way

The site was crossed at the western end by a right of way running in a north south direction. The planning related implications for the right of way of the phase 2 development were considered under application reference 15/04763/FUL which was approved and has been implemented. The current proposals do not alter that position or the impact to the right of way. It is understood that the right of way has now been legally stopped up through the requisite process in the courts.

10. Conclusion

The proposed development is relatively limited in physical terms consisting of two roundabout junction arrangements and a cross over area of hardstanding. The change in use and activity is more significant entailing additional external storage on the road area currently forming Parsonage Way; and the redirection of traffic from Parsonage Way onto the current internal haul road. There are also wider implications in respect of the delivery of neighbouring strategic residential development sites and the integration of Parsonage Way or the haul road as part of longer term aspirations for the creation of an Eastern Link Road for Chippenham. There are also consequential necessary works arising from the proposals including culverting of the existing watercourse along part of its length; hedgerow removal and replacement; significant additional landscaping and planting; and the undergrounding of overhead power lines. As such whilst seemingly limited in scope the development proposals are of significance and some degree of complexity.

Consequently it is not surprising that the proposals have been subject to several revisions and additional supporting information submissions during the course of determination of the application. All iterations and submissions have been the subject of full consultation and assessment by officers and statutory consultees.

In terms of the principle of development it is considered that the proposals meet the requirements of the development plan and national policies. The proposals can be seen to accord with the provision of WCS CP34 and PB1 of the LBNP. This is an existing major employer in a key employment sector, situated on land adjacent to and within the principle settlement of Chippenham. The proposals have been revised to include appropriate details in terms of infrastructure works and landscaping and planting to help mitigate the visual impact of the development and reflect and respond to the character and appearance of the locality as required by policies. Furthermore the scheme proposals have been revised in detail to ensure that development would not prejudice the delivery of other major plan objectives including the delivery of allocated sites within the CSAP DPD, and major consented development in the locality.

In this context the site specific impacts of the development proposals have been found to be acceptable in terms of Highways impacts, Ecological, Drainage, Landscape and Visual, Trees, residential amenity and Archaeological impacts and constraints. There are no objections from any of the statutory consultees or Council officers in respect of these matters subject to the use of conditions and a S106 agreement/Planning Obligation to secure necessary highways works and provisions. As such the proposals are considered to meet the requirements of the Development plan and accord with WCS Policies CP34 (v) (vi) (ix), CP50, CP51, CP57 (i) (ii) (iii) (vi) (vii) (ix), CP61, CP62, CP67, CP68; Saved NWLP policies NE12 NE14 NE18; LBNP LP1, NE1; CSAP CH2; and paras 11 38 47 108 109 110 111 163 165 170 175 of the NPPF.

The proposals and in particular the gyratory roundabout and additional landscaping at the eastern end of the site as it adjoins the B4069 and the north Chippenham/Birds Marsh Development are assessed by Historic England and the Council's Conservation Officer as resulting in some harm to the setting and therefore significance of designated heritage assets, in particular Kilvert's Parsonage situated to the north of the application site. The harm identified is considered to be less than substantial and toward the upper half of the scale of harm. There is therefore conflict with CP34 (v) & (vi), CP57(i) and CP58; and LBNP HP1 & HP4; and paras 192 & 193 of the NPPF and Section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990.

Under the provisions of section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004, and the provisions of the NPPF i.e. para 2, applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of applications. Under the provision of para 196 where less than substantial harm is identified it is necessary to consider what if any public benefits arise from the proposals. This requirement is reflected in case law including the Barnwell and Forge Field high court judgements.

As is identified in the report the proposals provide for significant employment benefits in accord with the aims, objectives and policies of development plan. It is considered that these are public benefits which can be afforded significant weight. It is considered that these benefits outweigh the less than substantial harm identified and the statutory requirement to give great weight to the preservation of heritage assets. On this basis it is considered that there are material circumstances sufficient to outweigh the conflict with the development plan.

Taking into consideration all material circumstances and considerations it is considered that the development proposed is acceptable and should be granted planning permission, subject to the prior completion of the necessary Section 106 agreement.

RECOMMENDATION

To delegate authority to the Head of Development Management to grant permission subject to conditions and the completion within six months of the date of the Committee resolution of a s106 agreement / planning obligation to secure Highways provisions. In the event that the applicant declines to enter into an agreement within this timeframe refuse permission for the following reason:-

The proposed development without the required planning obligation fails to deliver the necessary highways works and enhancements required to secure a safe and appropriate development and thereby conflicts with Wiltshire Core Strategy (Jan 2015) CP3 CP34(ix) CP57 (ix) CP60 CP61 CP62; and paragraphs 11 and 108 (b) 109 110 of the National Planning Policy Framework (July 2018)

CONDITIONS:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Ecological Assessment and Surveys Received 05 April 2018 and 09 July 2018
Transport Statement Final V6-2 20 April 2018
Landscape and Visual Impact Assessment 05 April 2018
Double Roundabout Junctions 9 Arcady Report 05 April 2018
Single Roundabout/Rail Bridge Link Junctions 9 Arcady Report 05 April 2018
Hydrock Road Safety Audit Stage 1 RDW/TS/18/1692/RSA1; Ref: C14930 – Stage 1 RSA
Designer's Response 18 April 2018

C14930 D001 Topographical Survey A0 1:500
14930 C020c Engineering Layout Sheet 1 Of 5 A1 1:250
14930 C021c Engineering Layout Sheet 2 Of 5 A1 1:250
14930 C022c Engineering Layout Sheet 3 Of 5 A1 1:250
14930 C023d Engineering Layout Sheet 4 Of 5 A1 1:250
14930 C024d Engineering Layout Sheet 5 Of 5 A1 1:250

All Received 10 July 2017

Arboricultural Impact Assessment – D14 267 08 Rev A
Arboricultural Constraints Report – D14 267 07
Drawing AIA Plan – D14 267 P5

All Received 09 August 2018

Site Location Plan PH3B/01B
Double Roundabout General Arrangement 14930-P009.0 Revision P2
One way Gyrotory Swept Path Analysis 14930-P009.1 Revision P1
Double Roundabout Visibility 14930-P009.2 Revision P1
Double Roundabout Deflection 14930-P009.3 Revision P1
Proposed Rail Bridge Link General Arrangement 14930-P008.0 Revision P2
Proposed Rail Bridge Link Swept Path Analysis 14930-P008.1 Revision P1
Proposed Rail Bridge Link Forward Visibility and Deflection 14930-P008.2 Revision P1
Phase 3B Change of Use PH3B/02A
Phase 3b Scheme Overview 1 PH3B/03B
Phase 3b Scheme Overview 2 PH3B/04B
Phase 3b Scheme Overview 3 PH3B/05B
Key To Larger Scale Plans PH3B/06B
Plan 1 PH3B/07B
Plan 2 PH3B/08A
Plan 3 PH3B/09B
Plan 4 PH3B/10A
Plan 5 PH3B/11
Plan 6 PH3B/12B
Section A-A PH3B/13B
Section B-B PH3B/14A
Section C-C PH3B/15
Section D-D PH3B/16
Panorama Images 1 – 25
Landscape Proposals Phase 3 683-02A
Landscape Context Plan 683-10C
Landscape Assessment Plan 683-11E
All received 05 April 2018

REASON: For the avoidance of doubt and in the interests of proper planning.

3. No demolition, site clearance or development shall commence on site until an Arboricultural Method Statement (AMS) prepared by an arboricultural consultant providing comprehensive details of construction works in relation to trees shall be submitted to, and approved in writing by, the Local Planning Authority. All works shall subsequently be carried out in strict accordance with the approved details. In particular, the method statement must provide the following: -

- A specification for protective fencing to trees during both demolition and construction phases which complies with BS5837:2012 and a plan indicating the alignment of the protective fencing;
- A specification for scaffolding and ground protection within tree protection zones in accordance with BS5837:2012
- A schedule of tree works conforming to BS3998.
- Details of general arboricultural matters such as the area for storage of materials, concrete mixing and use of fires;
- Plans and particulars showing the siting of the service and piping infrastructure;
- A full specification for the construction of any arboriculturally sensitive structures and sections through them, including the installation of boundary treatment works, the method of construction of the access driveway including details of the no-dig specification and extent of the areas of the driveway to be constructed using a no-dig specification;
- Details of the works requiring arboricultural supervision to be carried out by the developer's arboricultural consultant, including details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits; and
- Details of all other activities, which have implications for trees on or adjacent to the site.

REASON: In order that the Local Planning Authority may be satisfied that the trees to be retained on and adjacent to the site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and section 197 of the Town & Country Planning Act 1990.

4. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the land or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, commencing from the date of notified completion of the approved landscaping scheme to the LPA, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the B8 Stockyard development and excluding the car park hereby approved being first brought into use or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

5. The approved floodlight(s) existing within the site approved under application reference 15/04763/FUL shall not be illuminated outside the hours of 05:00am in the morning and 11pm in the evening from Mondays to Sundays. The floodlights shall not be illuminated at any time on Bank or Public Holidays.

REASON: To minimise the impact of the floodlight(s) and in the interests of the amenity of the area.

6. No additional external lighting beyond that approved under application reference 15/04763/FUL shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "Guidance Notes for the Reduction of Obtrusive Light" (ILE, 2005)", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

7. The B8 Stockyard use hereby permitted (excluding the use of the staff car park) shall only take place between the hours of 05:00am in the morning and 11pm in the evening from Mondays to Sundays. The use shall not take place at any time on Bank or Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

8. The site shall be used for B8 Storage and Distribution and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).

REASON: The proposed use is acceptable but the Local Planning Authority wish to consider any future proposal for a change of use having regard to the circumstances of the case.

9. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access / driveway), incorporating sustainable drainage details together with all required supporting evidence, has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the development can be adequately drained

10. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained

11. The mitigation measures detailed in the approved Ecological Assessments [Wessex Ecological Consultancy March 2018 & Ellendale GCN Survey 11 June 2018 EEL138R18060SP] shall be carried out in full prior to the first bringing into use of the development and/or in accordance with the approved timetable detailed in the Ecological Assessment. The works will be carried out in strict accordance with all recommendations given in the ecological survey reports by Wessex Ecological and Ellendale Environmental, to ensure that European Protected Species (especially great crested newts) are not adversely impacted by the works.

REASON: To mitigate against the loss of existing biodiversity and nature habitats.

12. There shall be no raising of existing ground levels on the site.

REASON: In the interests of visual amenity.

13. No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

14. Notwithstanding the detailed drawings submitted as part of the application, full details of the construction of all the alterations to the existing Parsonage Way and the existing haul road and its new junctions shall be submitted to and approved by the local planning authority prior to the works commencing. The details shall include, but not be limited to, carriageway and cycle track structure, drainage, signing, lining, street lighting, landscaping, levels, fencing, retaining walls, anti-incursion barriers (railway), visibility splays and treatment of residual non-stopped-up elements of Parsonage Way. The works shall be undertaken in accordance with the details approved.

REASON: To ensure that an acceptable overall scheme is achieved.

15. Prior to the commencement of the development, the approved roundabout on the B4069 serving the North Chippenham mixed use site (Ref: N/12/00560/OUT) shall have been fully constructed and adopted, unless a formal legal agreement has otherwise been entered into between the local highway authority, the developer responsible for the North Chippenham B4069 roundabout and the applicant, which secures the delivery of a combined double roundabout junction.

REASON: To minimise highway disruption resulting from the double roundabout proposals, and to ensure that maintenance responsibilities are not obfuscated between developers.

16. The 'haul road' route shall not be opened for public use (and by inference, Parsonage Way shall not be stopped up) until the works have been completed in their entirety, including the closure of all accesses between the southern side of the 'haul road' and the adjacent storage yard and the approved fencing along the completed length of the 'haul road', and the local planning authority has confirmed that any recommendations of a Road Safety Audit

,Stage 3 have been appropriately addressed (certified as such in writing by the local highway authority) .

REASON: To ensure that the proposed alternative route to Parsonage Way is fit for purpose and safe for use by the public before Parsonage Way is closed to through traffic.

17. No works shall be undertaken on the site except in accordance with a programme of works which shall first have been submitted to and approved by the local planning authority.

REASON: In the interests of highway safety, and to ensure that existing access arrangements are not prejudiced.

INFORMATIVE TO APPLICANT:

The stopping up of Parsonage Way will only be addressed by way of an application to the Secretary of State for Transport, through the provision of s247 of Town and Country Planning Act 1990. If permitted, any planning permission resulting from this planning application will form the basis on which the s247 application will be determined.

A s278 agreement will be required between the applicant and Wiltshire Council in relation to the highway works shown in outline in the approved drawings. No works are permitted on the highway unless or until the agreement has been completed.

Statutory Undertakers having apparatus in Parsonage Way will retain rights of access even if the road is formally stopped up, unless agreement on alternative routes can be reached; the applicant should be aware that, if new services are proposed for the Rawlings Green site, it could have implications for the proposals.

INFORMATIVE TO APPLICANT:

The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.

INFORMATIVE TO APPLICANT:

The applicant should note that the costs of carrying out a programme of archaeological investigation will fall to the applicant or their successors in title. The Local Planning Authority cannot be held responsible for any costs incurred.

INFORMATIVE TO APPLICANT:

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

INFORMATIVE TO APPLICANT:

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the [INSERT].

INFORMATIVE TO APPLICANT:

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2010) it is an offence to disturb or harm any protected species, or to damage or disturb their habitat or resting place. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.

INFORMATIVE TO APPLICANT:

The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

Appendices: none

Background Documents Used in the Preparation of this Report:

**NPPF Revised July 2018
Wiltshire Core Strategy
Langley Burrell Neighbourhood Plan
Chippenham Site Allocations Development Plan Document
Application Supporting Documentation
Planning Practice Guidance**

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AGENDA SUPPLEMENT (1)

Meeting: Strategic Planning Committee
Place: Council Chamber - County Hall, Trowbridge BA14 8JN
Date: Wednesday 15 August 2018
Time: 10.30 am

The Agenda for the above meeting was published on Monday 6 August 2018. Additional documents are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Roger Bishton, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 713035 or email roger.bishton@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225)713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

- 7 **17/07793/FUL - Wavin Ltd Parsonage Way Chippenham Wiltshire - Works to existing road to provide new road link connecting B4069 Langley Road and Parsonage Way, including the provision of a footway/cycleway and new landscaping. Construction of new gyratory junction on Langley Road. Stopping up of existing section of Parsonage Way and change of use to provide storage area. Construction of link to existing storage area and provision of security fencing. (Pages 3 - 16)**

A late submission from Langley Burrell Parish Council and Langley Burrell Residents Association is attached.

DATE OF PUBLICATION: 15 August 2018

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14th August 2018

Dear Wiltshire council and Strategic Planning Committee

Planning app 17/07793/FUL Wavin

1. Introduction

This letter makes a number of recommendations for amendments to the planning approval of the above application. Their adoption would markedly improve alignment with planning policies and amenity without, in any way, jeopardizing the requirements of the applicant to optimize operational arrangements. We request that the Strategic Planning Committee incorporates these recommendations into its decision.

2. The proposal

The key elements of this proposal are the relocation of Parsonage Way to the north of its current alignment, the creation of a new, additional junction between Parsonage Way and the B4069 and the creation of a roundabout at the eastern end of the site.

The application started life proposing a T-junction with B4069 in August 2017. It was then modified to a gyratory roundabout in November 2017. Finally, the proposals were revised again to a double roundabout in April 2018. We note that the Parish Council has responded with concerns to all three variants. This letter sets out those areas which the Parish Council and the Residents Association do not believe have been addressed adequately or at all.

3. Issue 1 Need for extension to bund and northern perimeter tree planting

In its response posted 26th October 2017, LBPC noted:

Currently, lorries and stock are visible from the field to the north of the site during the day. At night, there is markedly more light pollution than before the expansion. This significantly detracts from the amenity value of the area. In order to provide more effective containment of light and noise pollution and to provide more effective visual screening of the link road, stockyard, car park and factory, we would expect the existing bund to be extended along the whole length of the diverted Parsonage Way.

No attempt has been made to include an extension to the bund and associated planting for screening purposes even though Wavin's own Heritage consultants C1 support such steps. Its settings assessment dated November 2017 states:

Langley Burrell Conservation Area will see some cumulative impact from an increase in road traffic noise and, from a limited area, visibility of traffic passing along the road.

Mitigation in the form of noise reduction measures might lessen the impacts on the setting of Kilvert's Parsonage, with the added consideration of reducing potential increased noise for the Conservation Area.

Similarly, in its rebuttal (24th April 2018) to the continuing concerns of Historic England dated 23rd April 2018, C1 notes:

Nevertheless, this does not mean that any new development should not be designed in such a way as to limit the effects of encroachment, so that the historic driveway to Kilvert's Parsonage (shown on 19th century maps) provides the same rural experience, and that glimpses from the southern edges of the copse towards the site are not dominated by the development. There is also the significant issue of noise, and while the copse would in part serve as a filter, it is important that additional measures are introduced.

Despite the more recent expansion of the Wavin factory close to the southern edge of Kilvert's Parsonage, trees and groups of woodland in combination with the parsonage copse are important in helping to provide separation between Langley Burrell and Chippenham.

Nevertheless it is important to provide screening; this will not only offer some protection to the approach to Kilvert's Parsonage on the south side of the copse but would also soften the distant view from Langley Burrell. Perhaps most significant is the increased noise level, adding to the existing hum of background noise from the factory,

A treeline would also perhaps harmonise with the plantation around Kilvert's Parsonage and partly mitigate the audible/lighting pollution.

The felling of trees on site has already increased the intervisibility of the works from the Parish and Conservation Area as has the extension of the site north of Parsonage Way. Footpath LBUR 5 used to afford a pleasant country walk. It is now spoilt by uninterrupted views of the stockyard, HGVs and giant stacks of plastic tubes etc. (See photos below) The relocation of the road will exacerbate these intervisibility and urbanization issues. The extension of the bund and planting of a continuous tree screen would do much to mitigate the harm to the heritage and amenity of the area north of the site by providing a barrier to light, noise and unsightly views inconsistent with a rural environment.



Photos taken from footpath LBUR 5

There is non-conformity with Core Policy 51 which states:

Landscape

Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies*
- ii. The locally distinctive character of settlements and their landscape settings*
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe*
- iv. Visually sensitive skylines, soils, geological and topographical features*
- v. Landscape features of cultural, historic and heritage value*
- vi. Important views and visual amenity*

The failure to require mitigation by an extension of the bund and the planting of a tree screen along the northern perimeter is a breach of CP51, especially (iii) by failing to provide for mitigation to reduce the harm at the transition at the urban fringe.

A bund extension and line of trees would also mitigate the breach of CP58:

Development should protect, conserve and where possible enhance the historic environment.

Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:

- i. Nationally significant archaeological remains*
- ii. World Heritage Sites within and adjacent to Wiltshire*
- iii. Buildings and structures of special architectural or historic interest*
- iv. The special character or appearance of conservation areas*
- v. Historic parks and gardens*
- vi. Important landscapes, including registered battlefields and townscapes.*

We therefore request the inclusion of a planning condition requiring the extension of the bund and the planting of a hedge and treeline along it to:

- i) mitigate the impacts on the heritage and amenity value of the area**
- ii) to mitigate impacts on the nearby residents**
- iii) to protect footpath LBUR 5 as far as is possible.**
- iv) to comply with Wiltshire Core Policies**

4. Non-conformity with LBNP

Local communities are encouraged by central government and WC to produce neighbourhood plans. It is asserted that these will allow local communities to influence development in their areas. Enormous effort went into producing the LBNP. It is therefore extremely disappointing that the policies of the plan are being ignored in the consideration of this development. Contrary to the assertion on page 7 of the report, it is the considered view of residents that the proposed approval absolutely does NOT comply with PB1. The extension of the bund and a line of tree screening would provide mitigation to the visual and audio impacts of cars on the relocated bypass, consistent with PB1.

LPs 1(i),1(ii), 1(iii) and 1(v) as well as HP1 also require the application of the above two mitigation measures.

5. Lack of coherent and prioritized pedestrian and cycle proposals

As noted in LBPC's April 2018 response, the proposal does not prioritize pedestrians and cyclists; it only proposes uncontrolled crossings around the roundabouts. Pedestrians and cyclists will be subject to substantial extra dangers in navigating the double roundabout junction. This contravenes both the WCS and NPPF (para 35 2012 version).

The lack of controlled crossing will also undermine the residential amenity of both current and prospective local residents. The conclusion at para 9.7 of the report that there is no harm to Residential Amenity is therefore unfounded.

The failure of this "transport and infrastructure improvement" to provide adequately for cyclists and pedestrians also breaches CP48 which states:

Improving access to services and improving infrastructure

Proposals which will focus on improving accessibility between towns and villages, helping to reduce social exclusion, isolation and rural deprivation, such as transport and infrastructure improvements, will be supported where the development will not be to the detriment of the local environment or local residents.

See also section 6 below.

Consistent with WC's sustainability aspirations and its policies and to mitigate adverse effects on residential amenity, a condition of approval should be that crossing points are either zebra or pelican both for cyclists and pedestrians.

6. Non-compliance with Core Policy 34

CP34 states:

Outside the Principal Settlements, Market Towns and Local Service Centres, developments that:

- i. Are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements; or*
- ii. Support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification; or*
- iii. Are for new and existing rural based businesses within or adjacent to Large and Small Villages; or*
- iv. Are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council*

will be supported where they:

- v. Meet sustainable development objectives as set out in the policies of this Core Strategy; and*
- vi. Are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity; and*
- vii. Are supported by evidence that they are required to benefit the local economic and social needs; and*
- viii. Would not undermine the delivery of strategic employment allocations; and*
- ix. Are supported by adequate infrastructure.*

It is accepted that 34(i) applies. It is accepted that WC will say that 34(iv) applies. However, the discussion of criterion v is highly selective. It focuses on the only element of (v) which is met. There are other elements which are failed. These include:

Core Policy 60

Sustainable Transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. Planning developments in accessible locations*
- ii. Promoting sustainable transport alternatives to the use of the private car*
- iii. Maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. Promoting appropriate demand management measures*
- v. Influencing the routing of freight within and through the county*
- vi. Assessing and where necessary mitigating the impact of developments on transport users, local communities and the environment.*

Core Policy 61

Transport and New Development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users (where relevant) according to the following hierarchy.*
 - a. Visually impaired and other disabled people*
 - b. Pedestrians*
 - c. Cyclists.*
 - d. Public transport.*
 - e. Goods vehicles.*
 - f. Powered two-wheelers.*
 - g. Private cars.*
- ii. That the proposal is capable of being served by safe access to the highway network*
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

Core Policy 63

Transport Strategies

Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives.

Each of the packages will consider the implementation of the following.

- i. New and improved networks of routes for pedestrians and cyclists.*
- ii. Enhanced public transport services and facilities.*
- iii. Traffic management measures.*
- iv. Demand management measures.*
- v. Selective road improvements.*

*vi. Interchange enhancements that are safe and accessible by all.
vii. Smarter choices measures.*

These will be supported and implemented through developer contributions, LTP funding and joint working with partners and others.

Uncontrolled crossings clearly do not satisfy these sustainability policies. Consequently CP34(v) is not satisfied.

Criterion (vi) is plainly not satisfied, contrary to the assertion on page 7. Even within the report it is accepted that there will be adverse effects on residential amenity, the surrounding area and nearby buildings.

Criterion (vii) is not met. No clear evidence has been adduced that the implementation of this application will increase employment. (See section 10)

Criterion (ix) is not met, contrary to the claim of page 7; it has yet to be demonstrated that the double roundabout proposals are fit for purpose in light of the traffic volumes which might be expected.

For all these reasons, the statement on page 6:

“With respect to CP34 it is considered that the proposals meet the relevant provisions and criteria of this policy. “

is unfounded. No reasonable planning authority could reach a conclusion that CP34 is satisfied.

The argument that CP34 is satisfied would be more credible if our recommendations for conditions are accepted.

7. Inadequate planning integration with the North Chippenham and Rawlings Green proposal

Proper co-ordination with adjacent schemes is a key issue for this scheme. According to the report to the SPC:

- Page 1: The application is reported to the Strategic Planning Committee given the relationship and potential impacts to neighbouring strategic development sites and allocations.
- Page 7: It is essential that the application proposal accords with and does not prejudice delivery of these sites. Initial application proposals were considered to fail in this particular respect.

Page 8: The application involves significant works to the highways network in a location where major development is underway and is proposed.

Adequate co-ordination is also a key concern of the Rawlings Green developer. According to page 6 of the Report:

It should also be noted that the applicant team for the Rawlings Green Development has submitted multiple representations of objection to the scheme proposals. In summary they

consider that the submitted details are insufficient to demonstrate that the proposals can be delivered without prejudicing delivery of the rail bridge that provides access to the Rawlings Green site.

WC's Highways expert also states:

The revised scheme also allows for the permitted North Chippenham development B4069 roundabout to proceed as intended (now a commitment), and for the Rawlings Green proposals to proceed, when permitted; both can proceed independently of the Wavin proposals. There is therefore no inter-dependency between developers, and all three developments can proceed independently on the basis of the revised scheme, **subject only to timing restraints** (Emphasis added).

This is reflected in the following proposed planning condition:

15. Prior to the commencement of the development, the approved roundabout on the B4069 serving the North Chippenham mixed use site (Ref: N/12/00560/OUT) shall have been fully constructed and adopted, unless a formal legal agreement has otherwise been entered into between the local highway authority, the developer responsible for the North Chippenham B4069 roundabout and the applicant, which secures the delivery of a combined double roundabout junction.

REASON: To minimise highway disruption resulting from the double roundabout proposals, and to ensure that maintenance responsibilities are not obfuscated between developers.

However no evidence is adduced that the conversion to a double roundabout will not necessitate modifications to the "North Chippenham" roundabout.

We submit that this issue should be resolved in the interests of efficient planning and minimizing the disruption to local residents before this scheme is approved.

In addition, Parsonage Way is an essential route for construction vehicles to access the Rawlings Green rail bridge site. We submit that this timing issue renders the two schemes very much interdependent.

Section 9.8 of the report to the SPC notes that:

Section 106 Planning Obligation

An agreement is required to address the following requirements:-

reasonable endeavours to ensure that the delivery of the railway bridge by others is not delayed or its construction prejudiced in any way as a result, directly or indirectly, of the design or implementation of the proposed works.

It is evident that WC's Highways expert and the Rawlings Green developer regard timing issues as having the potential to disrupt delivery of CSAP schemes. A planning obligation to resolve these is not included in the recommended planning conditions. A planning obligation is recommended for the S106 agreement. However, given the potential for considerable detrimental interactions

between works to relocate Parsonage Way and works to build the bridge which need access via Parsonage Way, “reasonable endeavours” is far too weak a requirement. The two applications need to be treated as two elements of an overall project. They must be managed and co-ordinated as such.

8. Failure to demonstrate the viability of the double roundabout scheme

In its response (17th April 2018) to the double roundabout version of the application, LBPC expressed concern that:

Insufficient spacing between the roundabouts will provide a logjam back onto adjacent roundabout, blocking access for those who want to go round the roundabout rather than access the blocked exit.

Documents subsequently received confirm that this worry is justified.

The Arcady Junction 9 modelling for the double roundabout (posted on 20th April 2018) contains the following warning:

If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

The “PARSONAGE WAY, CHIPPENHAM PROPOSED ROUNDABOUT JUNCTIONS Stage 1 Road Safety Audit April 2018” records the following problem:

3.11 PROBLEM LOCATION: Section of Langley Road between double roundabouts.
SUMMARY: Queuing vehicles may overhang circulatory carriageways. Should traffic queue within the short section of carriageway between the double roundabouts there may be instances where vehicles (particularly long vehicles) may overhang the circulatory carriageway of the roundabouts. This may lead to lane change or shunts type conflicts within the circulatory carriageways. RECOMMENDATION Assess, through traffic modelling for instance, whether such queuing is likely to occur and block back through onto the roundabout circulatory carriageways. If this is a likely and frequent occurrence it may be beneficial to separate the junctions further.

Hydrock’s Road Safety Audit Stage 1 RDW/TS/18/1692/RSA1; Ref: C14930 – Stage 1 RSA Designer’s Response 18 April 2018 replies:

Agreed. The junction modelling will be undertaken by the appointed Transport Planning consultant and modelling made available to Wiltshire Council for assessment.

Despite these caveats, WC’s Highways expert concludes (April 2018) that:

I am now able to offer a recommendation for a conditional approval to the proposals. The revised arrangements represent an acceptable compromise

It is, however, evident from the above that there is no basis yet for his conclusion that:

junction arrangement on the B4096 will be functionally acceptable, and capable of dealing with highway operational requirements.

The statement on page 9 of the Report¹ is, similarly, fundamentally flawed.

Such a conclusion is presently unsafe. It is evident from the diagrams that a single HGV will fill the distance between the two roundabouts. Further evidence needs to be adduced regarding the medium term loading. Even so, the WC Highways expert concedes that:

The junction Arrangement is not as efficient as might have been otherwise achieved.

In practice, the interactions and problems are likely to be even more severe: drivers trying to exit Hill Corner Road to turn right down Pew Hill will, in practice find this manoeuvre next to impossible. Instead they will turn left and execute a 180 degree turn at the southern double roundabout. This will load the junction more heavily than crude modelling will show. And Hill Corner Road traffic will increase markedly because this is the only exit point for many residents of the new North Chippenham site. And, the double roundabout will be much more heavily loaded in the future when the bypass is completed all the way from the A4 at Pewsham to the A350 at Malmesbury roundabout.

It is vital for the sustainable future of Langley Burrell and Chippenham that any junction built on the B4069 is demonstrated to be future proofed against these developments. The application should not be approved until a design robust to anticipated traffic volumes has been proven.

9. Further denuding of tree screening

In its response posted 26th October 2017, LBPC noted:

The existing phases have already demolished a significant proportion of the trees and hedges which screen the site contributing to the substantial increase in pollution.

The response expressed concerns about plans in this application to fell yet more trees.

We also note the response to the consultation of WC's own Arboricultural Officer:

There will be tree loss and encroachment into root protection areas of trees to facilitate this proposal. The embankment shown in red states 'Dense Vegetation/brambles/Large trees' to be located in this area. Further details will need to be provided to identify the species of trees. A drawing will also need to be provided to show the position of all trees in relation to the proposal, indicating the ones to be removed in red. Please ensure that all trees are plotted with the correct canopy spread and root protection areas. Once this information is received, I will be able to give an informed response.

We therefore request that final approval should not be given unless and until the outstanding questions of the arboricultural officer have been satisfactorily addressed and a commitment has been made to establish a line of trees along the northern perimeter of the relocated link road (which is common practice when new bypass/distribution roads are constructed).

¹ "The revised junction arrangements and related haul road and B4069 specifications and details are now considered to be technically appropriate and acceptable from a highways perspective."

Other relevant factors:

10. Weak rationale for non-conformity with development plan

As noted on page 11 of the Report:

The NPPF is a material consideration of significant weight. At para 196 it identifies that where less than substantial harm is identified this harm should be weighed against the public benefits of the proposals. This requirement is reflected and further defined in relevant case law in particular the Barnwell and Forge Field High Court judgements. Here it is identified that great weight should be given to the statutory requirements to preserve heritage assets and that any harm that is caused requires very clear and convincing justification and that the public benefits of a scheme proposal must very clearly outweigh the harm. In making such assessment it is also necessary to consider if such benefits could be achieved in a different way that would not result in the harm that is identified.

Wiltshire Council (WC) recognizes that the proposal breaches its development plan and the Langley Burrell Neighbourhood Plan. However, it justifies this breach in terms of employment benefits. There is little or no evidence base cited for the supposed employment benefits:

The employment section of the application form (section 19) says simply “No Employment details were submitted for this application”.

The planning statement says:

6.1.8 In the context of these principal planning policies, the planning benefits of the proposed development are that it would improve the prospect of securing the Applicant company’s long-term presence in Chippenham, and therefore the longevity of the Principal Employment Area allocation in the Core Strategy, and would present an

However, given the substantial sums invested by Wavin in the site and its preference for Chippenham over Doncaster even though this planning application was not certain to be approved, the likelihood of Wavin reducing its presence now should be considered to be very low.

In short, WC is willing to trade the certain significant harm to the area for the low probability of small employment effects at some unspecified point in the future. This does not meet the “clear and convincing justification” test established by legal precedent.

Moreover, as noted on page 5 of the Report to the SPC (the Report), WC’s own spatial planning experts, in their response dated 10th January 2018 stated:

In our view, the current alignment and existing route, without any re-alignment, is fit for purpose.

Nonetheless residents of Langley Burrell and the Parish Council have acknowledged the operational advantages of relocating the link road and have not opposed the proposal absolutely.

Especially given the tenuous justification for over-riding the development plan, it is extremely disappointing that the recommendations of the WC planning department do not pay more attention to the concerns of local residents. We ask you to include them in your decision should you decide to approve the application.

11. Process irregularities

There are numerous process irregularities regarding the progression of this application.

First, the email from Bethany Mitchell (see below) cites 19th April 2018 as the deadline for responses to the 3rd variant of the application.

However, numerous key documents providing vital information about the scheme were received and/or posted later than this. These include:

- Seven documents providing vital highways information about the new configuration of the “double roundabout”
- A document from Wessex Ecology Consultancy on behalf of the applicant posted 23rd April 2018 responding to questions from WC about bats
- A document from Connect one Heritage and Archeology on behalf of the applicant posted on 23rd April and which purports to provide a rebuttal to concerns raised by Historic England.

It is a condition of the draft planning approval that the development should be carried out in accordance with some of these documents. Moreover, the website is the only source of information for consultees and respondents. For both these reasons, this information should have been available to them at least two weeks **BEFORE** the closing date for comments.

Second, it is a condition of the draft planning approval that the development is carried out in accordance with the following documents:

- Ecological Assessment and Surveys Received ...09 July 2018
- Arboricultural Impact Assessment – D14 267 08 Rev A
Arboricultural Constraints Report – D14 267 07
Drawing AIA Plan – D14 267 P5
All Received 09 August 2018

Not only were all of these documents received after the deadline for comments, but none of them are on the webpage so are unavailable to consultees and respondents.

Third, there are several letters from Historic England posted on the webpage. Some of these refer to the original advice provided by Historic England to WC in November 2017. However, that advice is not on the webpage.

Given that Heritage Impacts are at the core of the planning consideration of this application, other consultees and members of the planning committee are denied crucial access to authoritative advice on the consideration of the proposal in view of the acknowledged harm to a listed asset. It is a serious omission.

Fourth, page 6 of the Report states:

In addition it should also be noted that the applicant team for the Rawlings Green Development has submitted multiple representations of objection to the scheme proposals.

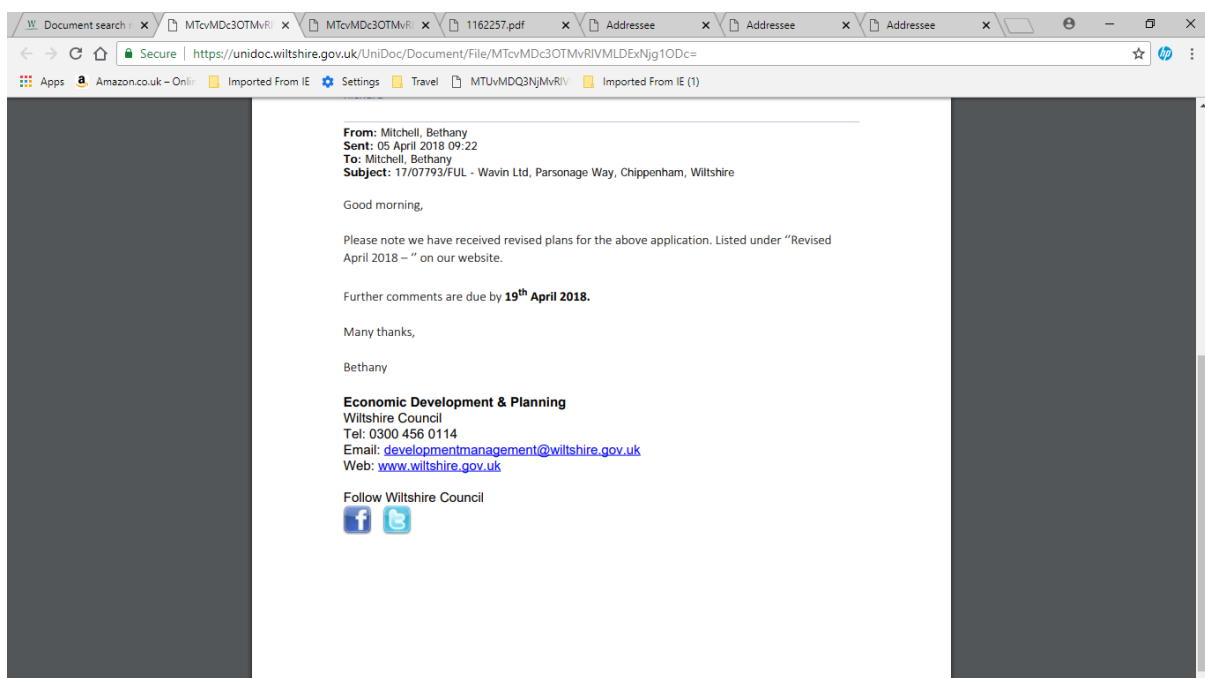
However, there is only one representation from the Rawlings Green developer (a key player in this decision) on the webpage, posted 31st May 2018. The lack of transparency regarding the views of this key player has put other commentators at a disadvantage in formulating their own responses.

Fifth, there are material errors in the report to the Strategic Planning Committee:

- It repeatedly (5 times) refers to the roundabout system on the B4069 being “gyratory”, despite this being the November 2017 variant of the proposal and the April version on which the committee is being asked to opine is a double roundabout.
- Statements in section 3 (Site description) contradict statements in section 9 regarding rights of way.

The strategic planning committee, consultees and respondents have a legitimate expectation that they are being asked to comment or decide on full and accurate information. There is a strong case that the determination of the case should be deferred until these multiple errors and omissions have been remedied and respondents have had adequate opportunity to comment.

A decision made on incomplete and inaccurate information is unsafe.



Email showing deadline for comments

12. Conclusion

There are numerous process failings which point to a deferral of this decision until they have been rectified. In addition, the case for over-ruling heritage considerations and ignoring the development plan is at best flimsy. However, we recognize the operational arguments for a scheme of this nature and have no wish to see unnecessary delay. But, in the circumstances, we would expect, as a minimum, the committee to address our concerns regarding:

1. The extension of the bund along the entire northern perimeter of the site
2. The planting of a tree screen along the entire northern perimeter of the site
3. The establishment of pelican or zebra crossings instead of uncontrolled crossings
4. Consistent with the requirements of the CSAP inspector, demonstrating the design of the double roundabout is future-proofed against likely traffic flows once the bypass is completed between the A4 and the A350 ie it satisfies his "equivalent measures" test.
5. Taking steps to ensure that there is proper planning co-ordination for the construction of the three interacting schemes:
 - North Chippenham
 - Wavin haul road and roundabouts
 - Rawlings Green railway bridge (and subsequent site development)

The above requirements are all consistent with WC Core Policies, recommendations of Wavins's own advisers for the planning application, good planning practice or some combination of the three.

Yours sincerely

Langley Burrell Parish Council

Langley Burrell Residents Association

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APPENDIX B - 26 August 2020

STRATEGIC PLANNING COMMITTEE

MINUTES OF THE STRATEGIC PLANNING COMMITTEE MEETING HELD ON 15 AUGUST 2018 AT COUNCIL CHAMBER - COUNTY HALL, TROWBRIDGE BA14 8JN.

Present:

Cllr Fleur de Rhé-Philippe (Chairman), Cllr Ernie Clark, Cllr Andrew Davis, Cllr Stewart Dobson, Cllr Sarah Gibson, Cllr David Jenkins, Cllr Christopher Newbury, Cllr Tony Trotman, Cllr Fred Westmoreland and Cllr Ian Blair-Pilling (Substitute)

Also Present:

Cllr Tony Jackson and Cllr Pip Ridout

49 **Apologies**

Apologies for absence were received from Cllr Derek Brown OBE who was substituted by Cllr Ian Blair-Pilling and also from Cllr James Sheppard.

50 **Minutes of the Previous Meeting**

Resolved:

To confirm and sign the minutes of the previous meeting held on 18 July 2018, subject to the inclusion of Cllr Christopher Newbury as being present.

51 **Declarations of Interest**

There were no declarations of interest made at the meeting.

52 **Chairman's Announcements**

There were no Chairman's announcements.

53 **Public Participation**

54 The Chairman explained the rules governing public participation at meetings.
17/01463/FUL - Bugley Barton Farm, Land South of Victoria Road, Warminster - A Comprehensive Development Comprising Demolition of the Existing Farm Buildings, Construction of 227 Residential Dwellings (Use Class C3), a New Vehicular Access, Public Open Space, Landscaping, Sustainable Urban Drainage and other Associated Infrastructure Works

The Committee received a presentation from the Case Officer which set out the issues in respect of the application. The purpose of the report was to assess the merits of the application against the relevant national and local development plan policies and other material considerations and to consider a recommendation that permission be granted, subject to the prior completion of a Section 106 legal agreement and planning conditions. He reported that Cranborne Chase & West Wiltshire Downs AONB had recently withdrawn their objection to the proposal on the grounds of visual and landscape impacts following some negotiation which led the officer to recommend an amendment to the published wording of condition 18 and to expand on the reason for the condition to make reference to the AONBs dark skies status and to secure the appropriate environmental zone standards for all external lighting within the scheme.

Members then had the opportunity to ask technical questions after which they heard a statement from Mr Chris Minors, the applicant, Persimmon Homes (Wessex) in support of the proposal.

Members then heard the views of Cllr Pip Ridout and Cllr Tony Jackson, the local Members, who were generally in support of the application and stressed the need for the new link road connecting Victoria Road and the Redrow estate to be delivered as part of the first phase of the development and sought to secure a local resident point of contact and adherence to the terms set out within the condition covering the need for a construction traffic management plan. The Case Officer advised the Committee that conditions 8, 9 and 14 would address these matters.

Members sought clarification about the bus strategy (referenced under the summarised s106 heads of terms) and the proposed attenuation basins and pond which formed a key part of the applicant's drainage strategy and asked about potential landscaping and the necessary management to avoid them becoming silted up, muddy and producing foul smells. The Case Officer pointed out that the S106 would require bespoke clauses to address the need for a bus strategy to be agreed through negotiation with the bus network manager (employed by Wiltshire Council) as well having direct liaison with bus providers; and that the s106 would require clauses covering the setting up of a management company to be fully responsible for the management and maintenance of the SUDs infrastructure. Members also sought to include an additional planning informative to secure the provision of swift bricks, bat boxes and encourage the developer to be sensitive to allowing hedgehogs to freely pass through hedgerows as part of planting up gaps and completing the landscaping scheme.

After some discussion, on the proposal of Cllr Andrew Davis, which was seconded by Cllr Fred Westmoreland,

Resolved:

To grant planning permission, subject to:-

(1) the completion of a legal agreement under Section 106 of the Town & Country Planning Act 1990 as summarised in paragraph 9.89 of the Case Officer's report, and

(2) the following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans list as contained within the Schedule of Plans report dated 24 July 2018.

REASON: For the avoidance of doubt and in the interests of proper planning.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no garage hereby approved which is required to satisfy the on-plot parking standards, shall be converted to ancillary habitable accommodation without first obtaining planning permission, no garage hereby approved shall be converted to ancillary habitable accommodation without first obtaining planning permission.

REASON: To safeguard the amenities and character of the area and in the interest of highway safety and to ensure there is adequate car parking provision.

NOTE: Future PD rights to convert garaging into additional ancillary habitable accommodation would still apply to plots that can accommodate the requisite parking provision on-site. This condition would only apply for plots/properties that rely on the garaging for off-street car parking.

4. No demolition or construction works shall take place on the site outside the following hours: 07:30 to 18:00 Mondays to Fridays; and 08:00-13:00 on Saturdays; and, at any time on Sundays or Bank Holidays.

REASON: In the interests of protecting the amenity of nearby residential properties.

5. The development hereby approved shall be carried out in full accordance with the noise mitigation recommendations as set out within the Addendum Noise Assessment (version 1 SLR ref: 422.00776.00050 ES Addendum Appendix 8.1) produced by SLR in March 2018 pursuant to glazing and ventilation components and sound abatement measures.

REASON: In the interests of protecting future residential amenity.

6. No vehicular access shall be made to the site for construction vehicles via the St Andrews Road cul-de-sacs during the construction phases.

REASON: To define the terms of this permission and in order to protect the amenities of local residents of the Broadway estate and to limit the adverse consequences of construction traffic.

7. No development shall take place on site until an archaeological watching brief has been submitted to and agreed in writing by the local planning authority. The watching brief shall include a written specification and agreed work practices that shall be followed should any archaeological remains be revealed whereupon works must stop to allow for archaeological appraisal. The written brief shall also include a scheme for allowing access at all reasonable times to any archaeologist nominated by the Local Planning Authority to observe site activities and any excavations and to record items of interest and finds, in accordance with the approved scheme.

REASON: To define the terms of this permission and to ensure that the development is undertaken in an acceptable manner that safeguards archaeological interests with the identification, reporting and recording of features of archaeological interest.

8. No development or works shall take place on site (including demolition, ground works and vegetation clearance) until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the local planning authority. The CTMP shall include but not be restricted to details in relation to (i) the confirmed routing and signing of construction delivery routes to the site; (ii) the measures to be employed to ensure the suppression of dust and noise arising from construction traffic and processes within the site; (iii) the provision and exact location of wet wash vehicle tyre cleaning facilities on the exit route from the site; (iv) the location(s) and extent of the site compound(s) to include provision for delivery vehicles to unload and turn within the confirmed compound area at all times with specific care taken to avoid compounds backing onto neighbouring residential properties.

REASON: In the interests of highway safety and residential amenity.

9. No development or works shall take place on site (including demolition, ground works and vegetation clearance) until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not necessarily be limited to, the following:

- a. Identification of potentially damaging construction activities;
- b. Measures (both physical measures and sensitive working practices) to avoid, reduce and mitigate impacts during construction on protected and other species including breeding birds, barn owls, badgers, reptiles, amphibians, dormice, hares, hedgehogs, and any other relevant species to include the controls of using oils and chemicals and removal of spoil and waste;

- c. Measures to avoid, reduce and mitigate harm to habitats features including hedgerows, trees and ponds;
- d. Details of mitigation measures which will be provided for loss of wildlife habitat including bird boxes, barn owl box, bat boxes;
- e. Details of pollution avoidance and control measures to protect watercourses and groundwater;
- f. Details of the location and use of generators and any temporary site accommodation including portable toilets;
- g. Details of any proposed pile driving operations (if it is to be within 200m of residential properties);
- h. The times during demolition and construction when specialist ecologists including Ecological Clerk of Works, need to be present on site to oversee works;
- i. Details of the on-site responsible persons and local resident point of contact;
- j. The identification of “Biodiversity Protection Zones” and use of protective fences, exclusion barriers and warning signs; and,
- k. The ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To ensure adequate protection, mitigation and compensation for protected species, priority species and priority habitats in accordance with submitted ecological reports.

NOTE: There shall be no burning of waste materials on the site during the demolition and construction phases.

10. Notwithstanding the details submitted pursuant to the Victoria Road junction, no development shall commence until full engineering plan details of the proposed temporary traffic signalled controlled access to the site including details of its later change to a roundabout junction to serve both north and south sides of Victoria Road, have been submitted to and approved by the local planning authority. The submitted details shall include all local measures to facilitate pedestrian movement through the junction, including any temporary footways and the measures to be employed to ensure that future local disruption for the construction of a roundabout is minimised through appropriate road infrastructure provision. The junction shall be constructed in accordance with the details to be approved and prior to any other part of the site construction works commencing.

REASON: In the interests of road safety and sustainable transport opportunities.

11. No demolition, site clearance or development, including the construction of the signal controlled junction shall commence, and; no

equipment, machinery or materials shall be brought on to site for the purpose of development within any particular phase, until a Tree and Hedgerow Protection Plan showing the exact position of each tree and hedgerow and their protective fencing in accordance with British Standard 5837: 2012: "Trees in Relation to Design, Demolition and Construction - Recommendations"; has been submitted to and approved in writing by the Local Planning Authority, and;

The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained tree/s shall be cut down, uprooted or destroyed, nor shall any retained tree/s be topped or lopped other than in accordance with the approved plans and particulars. Any topping or lopping approval shall be carried out in accordance British Standard 3998: 2010 "Tree Work - Recommendations" or arboricultural techniques where it can be demonstrated to be in the interest of good arboricultural practise.

If any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

In this condition "retained tree and/or hedge" means an existing tree and hedgerow which is to be retained in accordance with the approved plans and particulars.

REASON: To safeguard trees to be retained in the interests of amenity.

12. No dwelling hereby approved (pursuant to each phase) shall commence until a land contamination remediation strategy (steps ii, iii and iv below) and a verification report along with any necessary long term monitoring (steps v and vi) have been submitted to and approved in writing by the local planning authority; and that during demolition and the construction phases, the development proceeds in accordance with the on-site measures to be deployed and recommendations set out within chapter 9 of the geo-environmental analysis and final report (ref 6271t2676) produced by the Earth Science Partnership (which forms part of the Environmental Statement) dated January 2017.

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and

remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report (referred to in the former PPS23 as a validation report) must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by a person who is competent to confirm that the works detailed in the approved scheme have been carried out. The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage (ii) above.

The verification report and signed statement should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

REASON: To ensure that the development does not pose unacceptable pollution risks to controlled waters or future users of the land and residents, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. The previous site use as a

working farm may have caused contamination of soils/subsoils/groundwater, which should be fully assessed. In addition the site is within a Source Protection Zone 3.

13. No dwelling hereby approved (pursuant to each phase) shall commence beyond slab level until details of all internal roads, verges, junctions, street lighting, sewers, drains, any retaining walls, service routes, surface water outfalls, vehicle overhang margins, any embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, footpaths and associated works; and, details of street lighting, fire-fighting apparatus and fire hydrants, have been submitted to and approved by the local planning authority. Thereafter, the roads, paths and associated works shall be provided in accordance with the approved details.

REASON: To ensure that the highway infrastructure is of an acceptable standard.

14. No dwelling hereby approved (pursuant to each phase) shall commence beyond slab level until a phasing plan for the delivery of the roads and paths on the site has been submitted to and approved by the local planning authority. The phasing plan shall include details of when the internal footpath and cycle track infrastructure and connection made to WARM6 shall be completed and when the site distributor road shall be completed to connect with the distributor road on the adjacent Redrow Homes site.

REASON: In order to ensure that local sustainable transport infrastructure is delivered to an acceptable timescale, and to aid the implementation of Travel Plan initiatives.

15. No dwelling hereby approved (pursuant to each phase) shall commence beyond slab level until a foul water drainage strategy has been submitted and approved in writing by the local planning authority to secure the following:

- A detailed drainage scheme which refers to a phased construction programme and includes appropriate arrangements for the agreed points of connections, discharge rates and the capacity improvements required to serve the proposed development phasing; and following the approval of the strategy; and,
- The drainage scheme shall be completed in accordance with the approved details and following a timetable to be agreed in writing with the local planning authority.

REASON: To ensure that the appropriate foul sewerage infrastructure is available to service the site and to ensure that the development does not increase the risk of sewer flooding to downstream properties.

NOTE: The above condition will require multipartite liaison with the local lead flood authority, the environment agency and Wessex Water.

16. No dwelling hereby approved (pursuant to each phase) shall commence beyond slab level until a scheme for the discharge of surface water from the site to include the provisions and measures to prevent pollution of receiving groundwater and/or surface waters, a timetable for its implementation; and a construction management and maintenance plan for the lifetime of the development incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the phased development shall not be first brought into use until the surface water drainage provisions have been completed and connections are made available in accordance with the drainage scheme.

REASON: This matter is required to be agreed with the Local Planning Authority before development commences to ensure that the development is undertaken in an acceptable manner and to ensure that the development does not increase the risk of flooding.

NOTE: The formation of a Management Company is a s106 obligation to legally bind the permission. It should also be appreciated that discharging the above requirement will require multipartite liaison with the local lead flood authority, the environment agency and Wessex Water.

17. No dwelling hereby approved (pursuant to each phase) shall commence beyond slab level until a landscape delivery schedule for all the proposed tree and shrub landscape planting including the infilling of the existing hedgerow boundary have been submitted to and approved in writing by the Local Planning Authority. The schedule shall also identify the timescale provision of advanced strategic tree planting in communal areas and confirming the tree stock specification for the western and northern parts of the site in advance of the first phase of development; and, for the remainder of the scheme, the landscape planting (pursuant to each phase) shall be carried out in the first planting and seeding season following the first occupation of the related building(s). Any trees or plants which die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species. The landscaping and hedgerow enhancement planting shall be implemented in full accordance with the agreed delivery timeframe and the location planting details as set out in the Schedule of Plans approved by condition 2.

REASON: This information is required to ensure that the phased development and proposed landscaping is undertaken in an acceptable manner.

18. No dwelling hereby approved (pursuant to each phase) shall commence beyond slab level until a lighting strategy for the site has been

submitted to and approved in writing by the local planning authority. The strategy shall:

- Show how and where external lighting would be installed (through the provision of appropriate lighting contour plans and technical specifications, including a Lux plot) so that it can be clearly demonstrated that areas to be lit would not result in light spill onto the nearby hedgerows or detrimentally affect the AONBs dark sky status;
- Specify luminaires, heights and positions of fittings, direction and other features e.g. cowls, louvres or baffles; and illumination levels in accordance with the appropriate Environmental Zone standards as set out by the Institute of Lighting Professionals in their publication GN01:2011, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2011); and that,
 - All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON: To minimise light spillage and pollution into hedgerows and trees, and to ensure that there is no illumination of the bat roost and to maintain dark foraging and commuting corridors for bats, particularly along the northern boundary hedgerow; and to safeguard the AONB dark skies character and status.

19. The residential development hereby approved shall be designed to ensure it does not exceed 110 litres per person per day water consumption levels (which includes external water usage). Within 3 months of each phase being completed and the housing brought into use, a post construction stage certificate certifying that this standard has been achieved shall be submitted to the local planning authority for its written approval.

REASON: To ensure that the development delivers betterment in terms of the level of discharge of phosphates from the sewage treatment plant into the River Avon SAC.

20. The roads, including footpaths and turning spaces pursuant to each phase of development shall be constructed so as to ensure that, before each dwelling is occupied it has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access.

21. No dwelling hereby approved (pursuant to each phase) shall be occupied until the necessary foul drainage infrastructure and capacity

improvements have been completed in accordance with an agreed drainage strategy.

REASON: To ensure that the appropriate foul sewerage infrastructure is available to service the site.

22. No dwelling hereby approved shall be occupied until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by the Local Planning Authority. The content of the LEMP shall include, but not necessarily be limited to, the following information:

- a) Details of the body (e.g. Management Company) responsible for implementing the LEMP
- b) Obligations and liabilities of the management company
- c) Identification of all communal ecological and landscape features to be managed on a scaled plan
- d) Aims of management for each feature
- e) Management prescriptions for each feature including timescales, equipment and manpower requirements
- f) 5 year work schedule capable of being rolled forward
- g) Outline management costs
- h) Mechanism for reviewing the plan

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured by the developer with the management body responsible for delivery.

The LEMP shall be implemented in full in accordance with the approved details.

REASON: To ensure the long-term management of protected and priority habitats and other landscape and ecological features, and to maintain and enhance these habitats and features in perpetuity.

NOTE: The LEMP should be written for the members of the Management Company who will include householders many of whom will have no knowledge or interest in landscape and ecology issues. It must explain the company's obligations and liabilities, identifying specific features and explaining how they need to be retained, protected and managed. It is best if it is a short document with a map showing the relevant features and a work programme. Baseline surveys from the application should not be repeated as these detract from the main purpose of the report and make the document too cumbersome and detailed for its readership.

23. No dwelling hereby approved (pursuant to each phase) shall be occupied until the parking space(s) together with the access thereto, have been provided in accordance with the approved plans.

REASON: In the interests of highway safety and the amenity of future occupants

24. No dwelling hereby approved shall be occupied until the visibility splays shown on the approved plans have been provided with no obstructions to hinder visibility at or above a height of 500mm above the nearside carriageway level. Thereafter, the visibility splays within the scheme shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety.

25. No dwelling hereby approved (pursuant to each phase) shall be occupied until the enclosures, refuse storage and cycle parking respective to that dwelling has been provided in accordance with the approved plans.

REASON: In the interests of visual amenity and the character and appearance of the area.

26. That for the avoidance of any doubt, there shall be no vehicular access permitted to the site other than via the Victoria Road junction, unless and until the road connecting to the adjacent Redrow site has been completed and certified in writing by the local planning authority to be acceptable for use. Existing points of vehicular access to the site shall be closed prior to the commencement of the residential development (with the exception of the highway access works themselves) and their use prevented by means of an enclosure, the details of which shall require the written agreement by the local planning authority.

REASON: To ensure that access to and egress from the site is achieved in a safe manner.

NOTE: Construction traffic will only be permitted to access the site via Victoria Road.

27. The development hereby approved shall be completed in accordance with the submitted waste audit and management strategy.

REASON: In order to minimise waste production and the safe handling of any hazardous materials as well as ensuring that any waste is handled and transported in full accordance with the duty of care in full compliance with environmental requirements.

Planning Informatives

Planning Informatives

1. The applicant is required to contact Wessex Water and agree any diversion of the existing water main that runs through the site. The existing water main and associated 6m easement must be maintained following any agreed diversion with Wessex Water. Water Supply network

modelling would be required to determine if any off site reinforcement is required to accommodate extra demand on supply generated by the development. Buildings above two storeys would however require on-site boosted storage.

2. The applicant is advised that any works or alterations made to the existing watercourses or connections to them require separate land drainage consent from the appropriate drainage authority. In this case, the environment agency and lead local flood authority would be the appropriate bodies.

3. The development should include water efficient systems and fittings. This could include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating. Greywater recycling and rainwater harvesting could also be considered.

4. An appropriate submitted scheme to discharge the condition 19 would include a water usage calculator showing how the development would not exceed a total (internal and external) usage level of 110 litres per person per day (lower figure given within Building Regulations Part G). The site is within the catchment of the Hampshire Avon River (SAC/SSSI) catchment which is already over-abstracted. Water efficiency measures can help to relieve abstraction pressures.

5. The applicant is advised that the local authority will require an indemnity in order to operate on any road within the scheme that serve any houses that are not formally adopted, even on a temporary basis whilst the development is being completed. The applicant should refer to Appendix C of the Council's Waste Management guidance which includes a sample indemnity agreement.

6. The Wiltshire Fire & Rescue Service recommends the provision of the following as part of satisfying Building Regulations and reducing the risk of death, injury and property damage:

Sprinklers work from a standard main, although a 32mm connection is required. They are inexpensive to install, particularly in a new building. They do not activate by accident causing unwanted damage. They only operate through individually activated heads, not the whole system. They can be designed to fit flush to the ceiling behind a flat cover. They cause less water damage in a fire than normal fire-fighting operations. They significantly reduce fire and smoke damage.

7. The applicant is furthermore encouraged to enter into a CoPA (Control of Pollution Act) s61 agreement with the Council to secure details on the construction phases, the construction compound locations, the hours of work, the delivery routes, the proposed plant and equipment to be used, identifying noise/vibration generators once the specific construction programme and plant type are known as well as identifying the measures to be adopted to minimise noise/vibration impacts (with community liaison, control measures and compliance monitoring schemes).

8. The applicant is encouraged to make contact with the Council's local highway authority pursuant to the necessary s278 agreement.

9. To avoid disturbing nesting birds and breeding season, no works should take place to the site boundaries between March to July inclusive. All British birds (while nesting, building nests and sitting on eggs), their

nests and eggs (with certain limited exceptions) are protected by law under Section 1 of the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000. If birds are nesting on/in or within the vicinity of the proposed development, work should be undertaken outside the breeding season for birds to ensure their protection, i.e. works should only be undertaken between August and February. Further advice on the above can be sought from the Council Ecologists.

10. The applicant is encouraged to provide at least one swift brick within at least 25% of the new houses and buildings with an attic space to encourage nesting swifts and to provide bat boxes throughout the scheme. The applicant is furthermore encouraged to ensure that when securing the improvements to the site boundaries, special regard is given to creating room for hedgehogs to pass through hedgerows to connect with other habitats.

11. The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website:

www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/communityinfrastructurelevy

55 **17/07793/FUL - Wavin Ltd Parsonage Way Chippenham Wiltshire - Works to existing road to provide new road link connecting B4069 Langley Road and Parsonage Way, including the provision of a footway/cycleway and new landscaping. Construction of new gyratory junction on Langley Road. Stopping up of existing section of Parsonage Way and change of use to provide storage area. Construction of link to existing storage area and provision of security fencing.**

The Committee received a presentation from the Case Officer which set out the issues in respect of the application. The purpose of the report was to consider the proposed development in the context of national guidance and adopted development plan policies and site specific impacts and to consider a recommendation that planning permission be granted subject to the completion of a legal agreement under Section 106 of the Town & Country Planning Act 1990 to meet identified highways requirements within six months of the date of the Committee resolution and conditions. The Case Officer drew attention to a late representation received from Langley Burrell Parish Council and Langley

Burrell Residents' Association, which had been circulated to members of the Committee, drawing attention to certain areas of concern. The Case Officer confirmed that officers had reviewed and considered the submission and concluded that no new matters were raised that had not been considered and addressed in the report to the Committee. The Case Officer provided a response to concerns and proposals listed in the conclusion of the late representation.

Members then had the opportunity to ask technical questions after which they heard statements from members of the public as follows, expressing their views concerning the application:-

- Mr David Mannering, representing the Langley Burrell Residents' Association, spoke in opposition to certain aspects of the application as set out in the late submission.
- Mr Andrew Winstone, the agent, spoke in support of the application.
- Cllr Robert Whitrow, Chairman of Langley Burrell Parish Council spoke in opposition to certain aspects of the application as set out in the late submission.

It was noted that Cllr Nick Murry and Cllr Howard Greenman, the local Members, had sent their apologies for not attending due to prior commitments.

During discussion, Members considered requirements and provision of the proposed S106 agreement and a possible extension of the bund along the entire northern perimeter of the site and also the planting of a tree screen but after hearing from the Case Officer considered that the current arrangements were adequate.

Members also considered the design of the double roundabout system and considered that this would improve the flow of traffic.

After some discussion, on the proposal of Cllr Tony Trotman, which was seconded by Cllr Fred Westmoreland,

Resolved:

To grant planning permission, subject to:-

- (1) **The completion of a legal agreement under Section 106 of the Town & Country Planning Act 1990/planning obligation to secure Highways provisions with in six months of the date of this resolution. In the event of the applicant declining to enter into an agreement within this timeframe to refuse permission for the following reason:-**

The proposed development without the required planning obligation fails to deliver the necessary highways works and enhancements required to secure a safe and appropriate development and thereby conflicts with Wiltshire Core Strategy (Jan 2015) CP3 CP34(ix) CP57 (ix) CP60 CP61 CP62; and paragraphs 11 and 108 (b) 109 110 of the National Planning Policy Framework (July 2018)

(2) The following conditions:-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Ecological Assessment and Surveys Received 05 April 2018 and 09 July 2018

Transport Statement Final V6-2 20 April 2018

Landscape and Visual Impact Assessment 05 April 2018

Double Roundabout Junctions 9 Arcady Report 05 April 2018

Single Roundabout/Rail Bridge Link Junctions 9 Arcady Report 05 April 2018

Hydrock Road Safety Audit Stage 1 RDW/TS/18/1692/RSA1; Ref: C14930 – Stage 1 RSA Designer's Response 18 April 2018

C14930 D001 Topographical Survey A0 1:500

14930 C020c Engineering Layout Sheet 1 Of 5 A1 1:250

14930 C021c Engineering Layout Sheet 2 Of 5 A1 1:250

14930 C022c Engineering Layout Sheet 3 Of 5 A1 1:250

14930 C023d Engineering Layout Sheet 4 Of 5 A1 1:250

14930 C024d Engineering Layout Sheet 5 Of 5 A1 1:250

All Received 10 July 2017

Arboricultural Impact Assessment – D14 267 08 Rev A

Arboricultural Constraints Report – D14 267 07

Drawing AIA Plan – D14 267 P5

All Received 09 August 2018

Site Location Plan PH3B/01B

Double Roundabout General Arrangement 14930-P009.0 Revision P2

One way Gyratory Swept Path Analysis 14930-P009.1 Revision P1

Double Roundabout Visibility 14930-P009.2 Revision P1
Double Roundabout Deflection 14930-P009.3 Revision P1
Proposed Rail Bridge Link General Arrangement 14930-P008.0 Revision P2
Proposed Rail Bridge Link Swept Path Analysis 14930-P008.1 Revision P1
Proposed Rail Bridge Link Forward Visibility and Deflection 14930-P008.2 Revision P1
Phase 3B Change of Use PH3B/02A
Phase 3b Scheme Overview 1 PH3B/03B
Phase 3b Scheme Overview 2 PH3B/04B
Phase 3b Scheme Overview 3 PH3B/05B
Key To Larger Scale Plans PH3B/06B
Plan 1 PH3B/07B
Plan 2 PH3B/08A
Plan 3 PH3B/09B
Plan 4 PH3B/10A
Plan 5 PH3B/11
Plan 6 PH3B/12B
Section A-A PH3B/13B
Section B-B PH3B/14A
Section C-C PH3B/15
Section D-D PH3B/16
Panorama Images 1 – 25
Landscape Proposals Phase 3 683-02A
Landscape Context Plan 683-10C
Landscape Assessment Plan 683-11E
All received 05 April 2018

REASON: For the avoidance of doubt and in the interests of proper planning.

3. No demolition, site clearance or development shall commence on site until an Arboricultural Method Statement (AMS) prepared by an arboricultural consultant providing comprehensive details of construction works in relation to trees shall be submitted to, and approved in writing by, the Local Planning Authority. All works shall subsequently be carried out in strict accordance with the approved details. In particular, the method statement must provide the following: -

- A specification for protective fencing to trees during both demolition and construction phases which complies with BS5837:2012 and a plan indicating the alignment of the protective fencing;**
- A specification for scaffolding and ground protection within tree protection zones in accordance with BS5837:2012**
- A schedule of tree works conforming to BS3998.**
- Details of general arboricultural matters such as the area for storage of materials, concrete mixing and use of fires;**
- Plans and particulars showing the siting of the service and piping infrastructure;**

- A full specification for the construction of any arboriculturally sensitive structures and sections through them, including the installation of boundary treatment works, the method of construction of the access driveway including details of the no-dig specification and extent of the areas of the driveway to be constructed using a no-dig specification;
- Details of the works requiring arboricultural supervision to be carried out by the developer's arboricultural consultant, including details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits; and
- Details of all other activities, which have implications for trees on or adjacent to the site.

REASON: In order that the Local Planning Authority may be satisfied that the trees to be retained on and adjacent to the site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and section 197 of the Town & Country Planning Act 1990.

4. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the land or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, commencing from the date of notified completion of the approved landscaping scheme to the LPA, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the B8 Stockyard development and excluding the car park hereby approved being first brought into use or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

5. The approved floodlight(s) existing within the site approved under application reference 15/04763/FUL shall not be illuminated outside the hours of 05:00am in the morning and 11pm in the evening from Mondays to Sundays. The floodlights shall not be illuminated at any time on Bank or Public Holidays.

REASON: To minimise the impact of the floodlight(s) and in the interests of the amenity of the area.

6. No additional external lighting beyond that approved under application reference 15/04763/FUL shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination

levels and light spillage spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication “Guidance Notes for the Reduction of Obtrusive Light” (ILE, 2005)”, have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

7. The B8 Stockyard use hereby permitted (excluding the use of the staff car park) shall only take place between the hours of 05:00am in the morning and 11pm in the evening from Mondays to Sundays. The use shall not take place at any time on Bank or Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

8. The site shall be used for B8 Storage and Distribution and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).

REASON: The proposed use is acceptable but the Local Planning Authority wish to consider any future proposal for a change of use having regard to the circumstances of the case.

9. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access / driveway), incorporating sustainable drainage details together with all required supporting evidence, has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the development can be adequately drained

10. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained

11. The mitigation measures detailed in the approved Ecological Assessments [Wessex Ecological Consultancy March 2018 & Ellendale GCN Survey 11 June 2018 EEL138R18060SP] shall be carried out in full prior to the first bringing into use of the development and/or in accordance with the approved timetable detailed in the Ecological Assessment. The works will be carried out in strict accordance

with all recommendations given in the ecological survey reports by Wessex Ecological and Ellendale Environmental, to ensure that European Protected Species (especially great crested newts) are not adversely impacted by the works.

REASON: To mitigate against the loss of existing biodiversity and nature habitats.

12. There shall be no raising of existing ground levels on the site.

REASON: In the interests of visual amenity.

13. No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

14. Notwithstanding the detailed drawings submitted as part of the application, full details of the construction of all the alterations to the existing Parsonage Way and the existing haul road and its new junctions shall be submitted to and approved by the local planning authority prior to the works commencing. The details shall include, but not be limited to, carriageway and cycle track structure, drainage, signing, lining, street lighting, landscaping, levels, fencing, retaining walls, anti-incursion barriers (railway), visibility splays and treatment of residual non-stopped-

up elements of Parsonage Way. The works shall be undertaken in accordance with the details approved.

REASON: To ensure that an acceptable overall scheme is achieved.

15. Prior to the commencement of the development, the approved roundabout on the B4069 serving the North Chippenham mixed use site (Ref: N/12/00560/OUT) shall have been fully constructed and adopted, unless a formal legal agreement has otherwise been entered into between the local highway authority, the developer responsible for the North Chippenham B4069 roundabout and the applicant, which secures the delivery of a combined double roundabout junction.

REASON: To minimise highway disruption resulting from the double roundabout proposals, and to ensure that maintenance responsibilities are not obfuscated between developers.

16. The 'haul road' route shall not be opened for public use (and by inference, Parsonage Way shall not be stopped up) until the works have been completed in their entirety, including the closure of all accesses between the southern side of the 'haul road' and the adjacent storage yard and the approved fencing along the completed length of the 'haul road', and the local planning authority has confirmed that any recommendations of a Road Safety Audit ,Stage 3 have been appropriately addressed (certified as such in writing by the local highway authority) .

REASON: To ensure that the proposed alternative route to Parsonage Way is fit for purpose and safe for use by the public before Parsonage Way is closed to through traffic.

17. No works shall be undertaken on the site except in accordance with a programme of works which shall first have been submitted to and approved by the local planning authority.

REASON: In the interests of highway safety, and to ensure that existing access arrangements are not prejudiced.

INFORMATIVE TO APPLICANT:

The stopping up of Parsonage Way will only be addressed by way of an application to the Secretary of State for Transport, through the provision of s247 of Town and Country Planning Act 1990. If permitted, any planning permission resulting from this planning application will form the basis on which the s247 application will be determined.

A s278 agreement will be required between the applicant and Wiltshire Council in relation to the highway works shown in outline in the approved drawings. No works are permitted on the highway unless or until the agreement has been completed.

Statutory Undertakers having apparatus in Parsonage Way will retain rights of access even if the road is formally stopped up, unless agreement

on alternative routes can be reached; the applicant should be aware that, if new services are proposed for the Rawlings Green site, it could have implications for the proposals.

INFORMATIVE TO APPLICANT:

The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.

INFORMATIVE TO APPLICANT:

The applicant should note that the costs of carrying out a programme of archaeological investigation will fall to the applicant or their successors in title. The Local Planning Authority cannot be held responsible for any costs incurred.

INFORMATIVE TO APPLICANT:

The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

INFORMATIVE TO APPLICANT:

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the [INSERT].

INFORMATIVE TO APPLICANT:

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2010) it is an offence to disturb or harm any protected species, or to damage or disturb their habitat or resting place. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.

INFORMATIVE TO APPLICANT:

The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license may be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

Appendices: none

Background Documents Used in the Preparation of this Report:

NPPF Revised July 2018
Wiltshire Core Strategy
Langley Burrell Neighbourhood Plan
Chippenham Site Allocations Development Plan Document
Application Supporting Documentation
Planning Practice Guidance
56 Date of Next Meeting

Resolved:

To note that the next scheduled meeting of this Committee was due to be held on Wednesday 12 September 2018, in the Council Chamber at County Hall, Trowbridge, starting at 10.30am.

57 Urgent Items

There were no items of urgent business.

(Duration of meeting: 10.30 am - 12.45 pm)

The Officer who has produced these minutes is Roger Bishton of Democratic Services, direct line 01225 713035, e-mail roger.bishton@wiltshire.gov.uk

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Salisbury

Central Area Framework

August 2020

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Agenda Item 7



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Page 104

This document has been produced in collaboration by Tibbalds Planning and Urban Design and Wiltshire Council. This final version of the document has been updated by Wiltshire Council to take into account of the comments and feedback received during public consultation.

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Note: Unless stated otherwise, quotes used within this CAF are taken from responses given either by: residents throughout the CAF's development and consultation process; or taken from the baseline analysis undertaken in support of this CAF.

Foreword from Wiltshire Council and its partners

The Salisbury Central Area Framework (the CAF) provides a clear pathway towards delivering an exciting and vibrant city centre well into the future.

These ambitious plans build on Salisbury's strong historic foundations and its many unique characteristics, and will transform the central area into a successful, sustainable and dynamic area benefiting residents, businesses and people who come here. It will do this by protecting and capitalising on the city's unique strengths and qualities.

Furthermore, it will promote sustainability by proactively seeking opportunities to embed carbon reduction wherever feasible to mitigate climate change in line with the council's ambitious corporate target to be carbon neutral by 2030.

Originally, the CAF was prepared as a response setting out a way ahead for the city to recover from the impacts of the nerve agent incidents of 2018. The subsequent impact of the Covid-19 pandemic has made the implementation of these measures even more urgent. In a way, our response to the nerve agent incident has already primed us to put in place the measures necessary to ensure that Salisbury can recover from the economic shock of recent events and can adapt effectively to the economic opportunities and challenges which face the city.

The CAF sets out the key actions and initiatives needed to achieve this transformation. They are focused round five themes of change: creating people-friendly streets, improving open space and the environment,

creating vibrancy, bringing out Salisbury's qualities, and establishing character areas.

These will make the most of Salisbury's heritage, historic buildings, thriving cultural sector and beautiful landscape setting; offer greater opportunities for cultural and retail experiences; provide new homes and jobs and look to embrace new technology. The improvement of natural environments and public spaces within the city, the improvement of visitor experience and the reduction of city centre traffic to create pedestrian friendly space will create a unique place with a strong sense of wellbeing and sustainability. Not only will it feel like a sustainable city,

It will be backed by the use of low carbon solutions, demanded by the people of Salisbury, to create an exemplary place to live, work and visit for years to come. Together the key actions and initiatives will deliver opportunities that support local people by providing new jobs and homes.

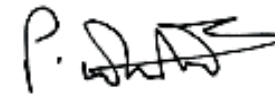
By bringing forward these improvements, Wiltshire Council and its partners aim to ensure the city recovers from the impacts of the nerve agent incidents of 2018

and adapts to the economic opportunities and challenges which face the city.

The CAF is a positive vision for the future and we would like to thank the many stakeholders and residents who have contributed their time, views and aspirations.

The transformation of Salisbury's central area will be achieved through ongoing collaboration and partnership, and by accepting and embracing change. By working together, we will revitalise Salisbury and strengthen its position as one of the country's finest places to live, work and visit.

Together we are shaping a bright and prosperous future for our city.



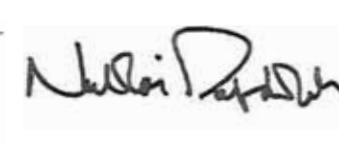
Cllr Philip Whitehead
Leader of Wiltshire Council



Cllr Jeremy Nettle
Leader of Salisbury City Council



Keith Hanson
Chair, Salisbury BID



Nick Papadopoulos
Dean of Salisbury



John Glen MP
Member of Parliament for Salisbury

1 Executive summary



1 Executive summary

Salisbury is a wonderful place to live, visit and work. Yet, nowhere is immune from the potential impacts of the climate emergency, the changing ways people shop or the increasing unaffordability of homes, especially for the younger generation. The Central Area Framework identifies a number of opportunities to ensure that the city can secure a bright, vibrant and prosperous future for its residents, those who work here and its visitors.

Wiltshire Council along with its partner organisations - Salisbury City Council, Salisbury Business Improvement District (Salisbury BID), the Cathedral, Wiltshire College & University Centre and Swindon & Wiltshire Local Enterprise Partnership - have endorsed this plan and formed the Future Salisbury Place Board to deliver on its recommendations.

Taking advantage of Salisbury's strengths

Thanks to the city's intimate scale, Cathedral, the Market Place, (which hosts the Charter Market twice a week), the historic townscape and large number of independent businesses, Salisbury offers its residents, workers and visitors a city setting with a medieval feel. Salisbury serves

a large rural hinterland and the landscape setting amongst surrounding rivers, water meadows and hills further adds to the city's unique character and appeal. With its cathedral and proximity to the internationally famous World Heritage Site of Stonehenge, Salisbury is a very popular tourist destination. The city is the principal settlement of south Wiltshire, acting as a focal point for a wide rural catchment with its influence stretching into parts of Hampshire and Dorset.

Salisbury is the first 'connected city' in the country to benefit from full fibre broadband enablement. The city has both a strong business community and a flourishing science park on its doorstep at Porton Down. Salisbury contains a burgeoning artistic and creative community that provides a strong and positive basis from which to develop and widen its appeal. The recommendations in the CAF aim to nurture and complement the assets of our city to ensure that Salisbury becomes an even more attractive place to live, work and visit. Attracting new investment is vital to Salisbury's future, and at the heart of the CAF is ensuring that these new developments are realised in a way that enhances the beauty of Salisbury whilst building on its historic strengths.

A framework for the city and its people

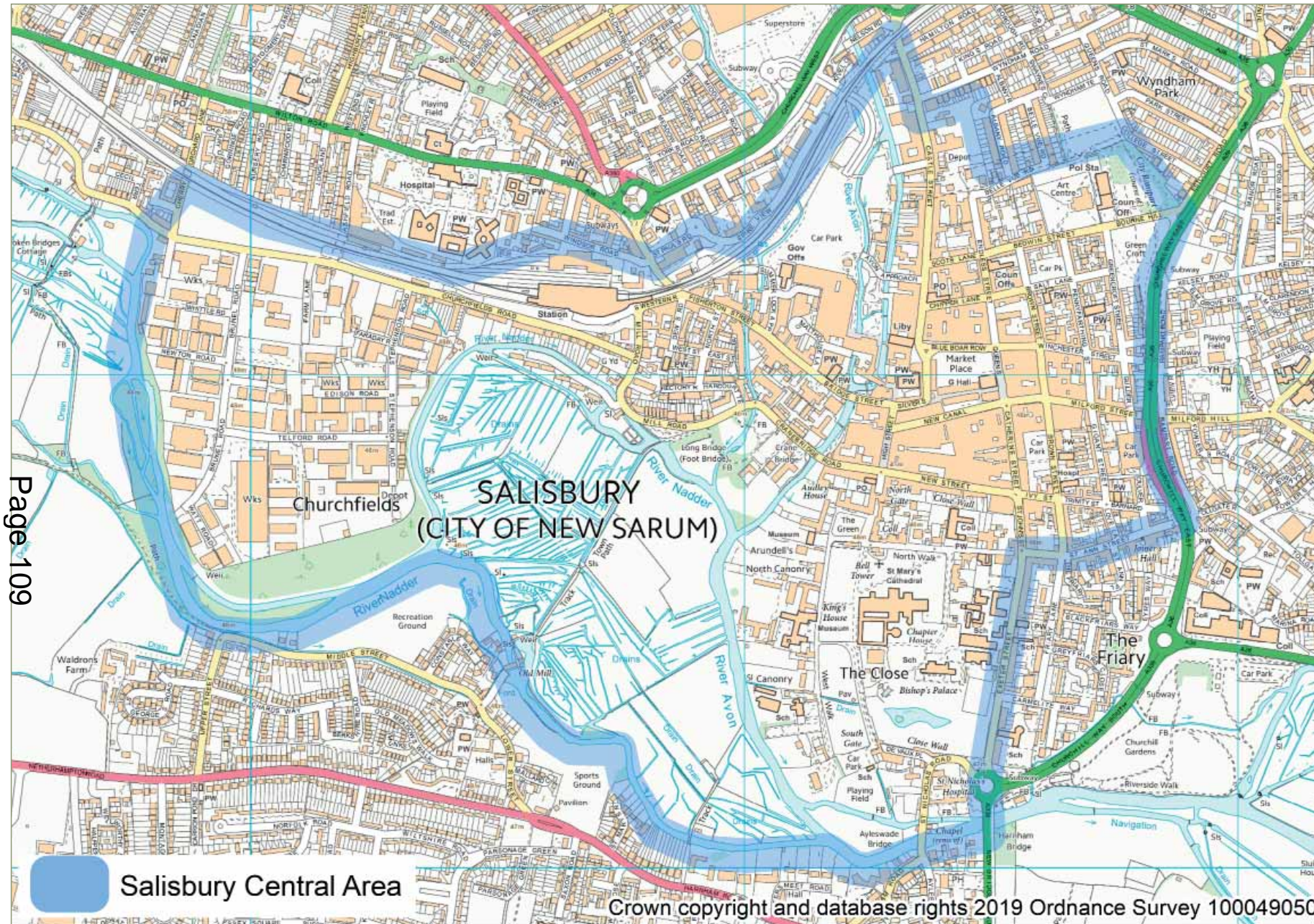
The CAF is the result of intensive discussions with the people of Salisbury. It is a document that will help to shape their future. It represents a consensus of views from a wide range of people who live in, work in and visit Salisbury. The proposed initiatives in the CAF have come from the community and from a detailed analysis of the role and function of the city centre. The views of the people of

Salisbury were sought through meetings, two six-week periods of public consultation, interactive exhibitions and face-to-face conversations. Meetings were held with occupiers of buildings and investors in the city centre to gather their views about their ambitions and aspirations and to understand the commercial realities facing the city.

The climate emergency

The five themes of the CAF are underpinned by the golden thread of responding to and mitigating against the impacts of climate change. Future generations depend on us acting now to combat climate change. Global impacts of severe weather and rising temperatures are clearly documented and will lead to major negative effects on communities across the UK. Wiltshire Council and Salisbury City Council have both declared a climate emergency and have committed to delivering an accelerated response, in line with the national and global momentum that is building in response to climate change. Wiltshire Council has committed to carbon neutrality by 2030, and the council will assess opportunities to minimise carbon output and maximise renewable energy generation within the projects that are recommended by the CAF. Where possible, the council will use its powers and influence to reduce the carbon footprint of all the activities relating to the CAF, in line with the corporate target.

The CAF provides an ambitious set of recommendations which seek to protect the environment, reduce the likelihood of flooding, and reduce motor vehicle movements through the city whilst ensuring the city remains accessible to all.



The five themes to deliver a bright and sustainable future for Salisbury

Through public consultation and workshop discussions with the community, local businesses and stakeholders a significant number of considerations were identified. These have been distilled into the following five themes which form the structure of the CAF:

1. Creating people friendly streets

To make the central area a better place for people to move around safely, comfortably and in a more pleasant environment with reduced noise and air pollution and reduced greenhouse gas emissions; prioritising cycling, walking and public transport.

2. Improving open space and the environment

The delivery of a connected River Park through the city centre and improving connections between the existing green spaces to enhance leisure and enjoyment, while setting aside spaces for nature to flourish.

3. Creating vibrancy

Enabling spaces and premises in the city to adapt to uses which provide entertainment and experiences to residents and visitors in addition to the day-to-day retail, leisure and service offer.

4. Bringing out Salisbury's qualities

To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.

5. Identifying character areas and their role in the city

Defining identity and purpose to the various parts of the central area to enhance their character and roles.

Together these five themes are united by the aims of delivering the following outcomes for Salisbury:

A city responding to the challenges of the climate emergency

Salisbury will be a city which is taking meaningful and urgent steps towards mitigating and preventing the impacts of climate change. The natural environment within the city will continue to be carefully managed to ensure the protection, enhancement and creation of new spaces for biodiversity. Flood risk to businesses and properties, elevated by advancing climate change, will be managed and reduced as far as possible. New developments at the riverside will embrace and celebrate the river frontage, whilst being encouraged to meet challenging low carbon building standards and integrating low carbon and renewable solutions wherever possible to mitigate emissions. The city will have improved air quality, safety, health and wellbeing as well as providing a greatly enhanced experience for pedestrians and cyclists and a growing reputation for being sustainable, responsible and environmentally-friendly.

A self-contained and affordable city

The city will provide greatly enhanced opportunities for people to live, work and meet their retail and leisure needs locally, thereby reducing commuting and carbon emissions. Salisbury will be a place where younger people can afford to live and want to stay. The city will benefit from the introduction of new activities that enhance the day-to-day retail, leisure and service offer including an

improved, diverse and vibrant evening economy that will support an increase in evening activity.

A city with a rich and diverse tourism industry and cultural offer

Salisbury will continue to provide an unforgettable experience to an increased number of tourists visiting and staying in Salisbury. There will be more things to do through a broadening of the city's entertainment and cultural offer.

A city with a thriving economy that encourages inward investment

Measures will have been taken to ensure that the city centre is resilient to changes in retail and leisure floorspace requirements. The city centre will be flexible and responsive to changing demands of the high street to ensure that it remains active and vibrant in the face of changing shopping habits.

A city that celebrates its rich heritage

There will be greater celebration of the city's rich heritage by showing it in the best light through revealing attractive building frontages currently hidden underneath poor later additions, removal of street clutter, sympathetic enhancements to public spaces, bringing empty buildings back into use and delivering attractive shop frontages.

Relationship with other documents and strategies

The CAF provides an umbrella strategy, which will influence future projects and initiatives. In many areas it draws on existing strategies such as the following:

The Future High Streets Fund application, which includes ambitions for Fisherton Street and the station area in creating a better entrance to the heart of the city from the station;

The Maltings and Central Car Park Masterplan, which envisages the redevelopment of the existing Maltings area and Central Car Park to deliver a vibrant new neighbourhood, providing opportunities for city living alongside day and evening leisure activities set around an enhanced Cultural Quarter and a central River Park along the River Avon channel.

Other strategies and studies that have influenced the CAF include:

- the emerging Cultural Strategy
- the brand positioning of the city, celebrating Salisbury's traditions and the city's originality
- Salisbury Cathedral "An Exceptional Place" - Masterplan

How will the Central Area Framework be delivered?

Each of the five themes highlighted above are made up of a number of projects and actions intended to achieve the outcomes for Salisbury as outlined above.

The recommendations in the CAF cannot be delivered by a single organisation. Some of the projects could be delivered in the short-term, while others may take longer. Delivery will be dependent on a range of different partners working together, including Wiltshire Council, Salisbury City Council, the Environment Agency, private sector representatives, and the community. The CAF is therefore based on partnership and consensus between stakeholders. Its recommendations have been informed by the views of the people of Salisbury which were sought through meetings, interactive exhibitions and face-to-face conversations, the result of which is a document that is for the city and its people.

The projects will be overseen by the Future Salisbury Place Board, comprising councillors from Wiltshire Council and Salisbury City Council, and representatives from Salisbury BID, Wiltshire College & University Centre Swindon & Wiltshire LEP and Salisbury Cathedral.



2 Introduction and purpose of the CAF

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2 Introduction and purpose of the CAF

Salisbury is an internationally recognised city renowned for its iconic Cathedral and rich history which draws tourists from all over the world. It is a vibrant and successful city and a great place to live and visit.

During March 2018, Salisbury became the centre of a global news story that affected perceptions of the city and undermined confidence in it. Footfall was down 15.7% in 2019 against pre-incident levels in 2017. The UK's average decline in that same period was around 4.4%.

Since this event, Salisbury's people have been praised for their resilience and community spirit, to the extent that it was voted the best place to live within the UK (The Sunday Times, April 2019).

At the time of writing Salisbury, along with the rest of the world, is in the midst of the Covid-19 crisis. While the impact of the pandemic has delayed the work on the CAF, the shutdown and economic fallout has made the need to plan proactively for the city centre even more acute. It has accelerated the urgency to deliver the recommendations of the CAF in order to support Salisbury in its long term recovery. The plans and projects within the CAF form an essential part of Salisbury's bounce back from recent tragic events.

Through our analysis we believe that with the right interventions Salisbury can become an even better place - and this document provides Salisbury and its stakeholders a framework for achieving that.

Purpose

The CAF brings together the vision for Salisbury's long-term recovery and provides an umbrella strategy to make this happen.

The CAF has been developed in consultation with stakeholders and partners. It aims to be:

- visionary, to raise aspirations
- deliverable, setting out a route towards implementation and delivery
- complementary with the land use planning system
- flexible, to guide Wiltshire Council's response to unforeseen changes over time
- evidence based and rooted in commercial reality
- a platform for all partners.

The CAF is an evidence-based document that will inform Wiltshire Council's review of the Local Plan and Salisbury City Council in the preparation of their Neighbourhood Development Plan. In addition, it is a material planning consideration in the determination of planning decisions. In preparing the CAF regard has been given to relevant policies within the adopted Local Plan (Wiltshire Core Strategy and saved policies from the former Salisbury District Local Plan, and the National Planning Policy Framework.

By law, planning applications must be in accordance with the development plan, which includes the adopted Local Plan and Neighbourhood Plan unless there are material considerations that indicate otherwise. A summary of the relevant planning policy position for Salisbury's central area is set out at Appendix 2.

The CAF assesses opportunities for potential redevelopment sites based upon information already known by Wiltshire Council and supplemented by further assessment.

The CAF serves a number of purposes, including:

- recommending a portfolio of projects for the Council and its partners to take forward as and when funding and resource allocations allow
- informing discussions with potential investors and landowners over viable development opportunities
- influencing emerging policy and strategies
- providing a platform for partners to work together constructively.

Method

The CAF has been prepared in three stages:

1 Listening and understanding the context

The CAF is based on a thorough understanding of Salisbury and its context, including a review of the plans, policies and strategies affecting the central area; site visits and walkabouts; spatial, socioeconomic and property market reviews; and stakeholder and community engagement. During the early stages, key stakeholders – notably statutory consultees and key stakeholders – were invited to discuss Salisbury's key strengths and weaknesses together with how these might be best addressed through the CAF. This stage in the process helped to form a baseline understanding of the city and its context, and establish how the CAF could build upon a variety of existing strategies for the city into a cohesive overarching plan for Salisbury's recovery.

2 Developing the CAF

Once information had been collected and analysed, key themes were developed alongside a series of projects (involving key sites and public realm) and interventions (more widely focused across the central area). These were tested as they evolved with both Wiltshire Council and stakeholders as well as assessed for economic realism. Key themes and appetite for change were tested through public engagement.

3 A framework based on engagement

An extensive engagement strategy was developed at the outset to keep all stakeholders, including Salisbury's communities, involved and updated. Further details about the two stages of public consultation can be found in the CAF Consultation Reports available on the council's website. To give an overview, the following events took place throughout the programme.

- Steering group meetings with officers from various departments within Wiltshire Council.
- Meetings with Wiltshire Council elected Members. Members were engaged at both Area Board level within Salisbury and at Cabinet level.
- Meetings with Salisbury City Council.
- Stakeholder workshops, including with the Environment Agency, Historic England, the Salisbury Civic Society, the Salisbury Area Greenspace Partnership, Salisbury Business Improvement District, Wiltshire College, Network Rail, the NHS and Wessex Water amongst many others.
- One-to-one conversations with landowners, developers and commercial agents.

- Public exhibitions and drop-in sessions to allow the general public to see and comment on ideas and proposals.

Relationship to other documents and strategies

The CAF provides an umbrella for future projects and initiatives in Salisbury's central area. It draws on existing strategies and will influence future plans. The relationship between this document and other documents is explained in Appendix 1, and is briefly summarised below.

Fisherton Gateway Project: Funding is being sought from the Future High Streets Fund and other sources to deliver an improved entrance to the heart of the city from the station. This will make the most of the variety and vibrancy created by the businesses and activities in Fisherton Street whilst also improving the public realm and the spaces along Fisherton Street.

The Maltings and Central Car Park Masterplan:

The CAF provides a strategic overview of the ambitions set out in the masterplan, which envisages the redevelopment of the existing Maltings area and Central Car Park, to deliver a vibrant new development with a significant frontage to the River Avon, providing opportunities for city living alongside daytime and evening leisure activities set around an invigorated Cultural Quarter.

Salisbury Neighbourhood Development Plan: At the time of writing Salisbury's Neighbourhood Development Plan (SNDP) is being prepared by Salisbury City Council. It is expected that the land use principles and initiatives set out in the CAF will be taken forward within the SNDP.

Other strategies and studies that have influenced the CAF include:

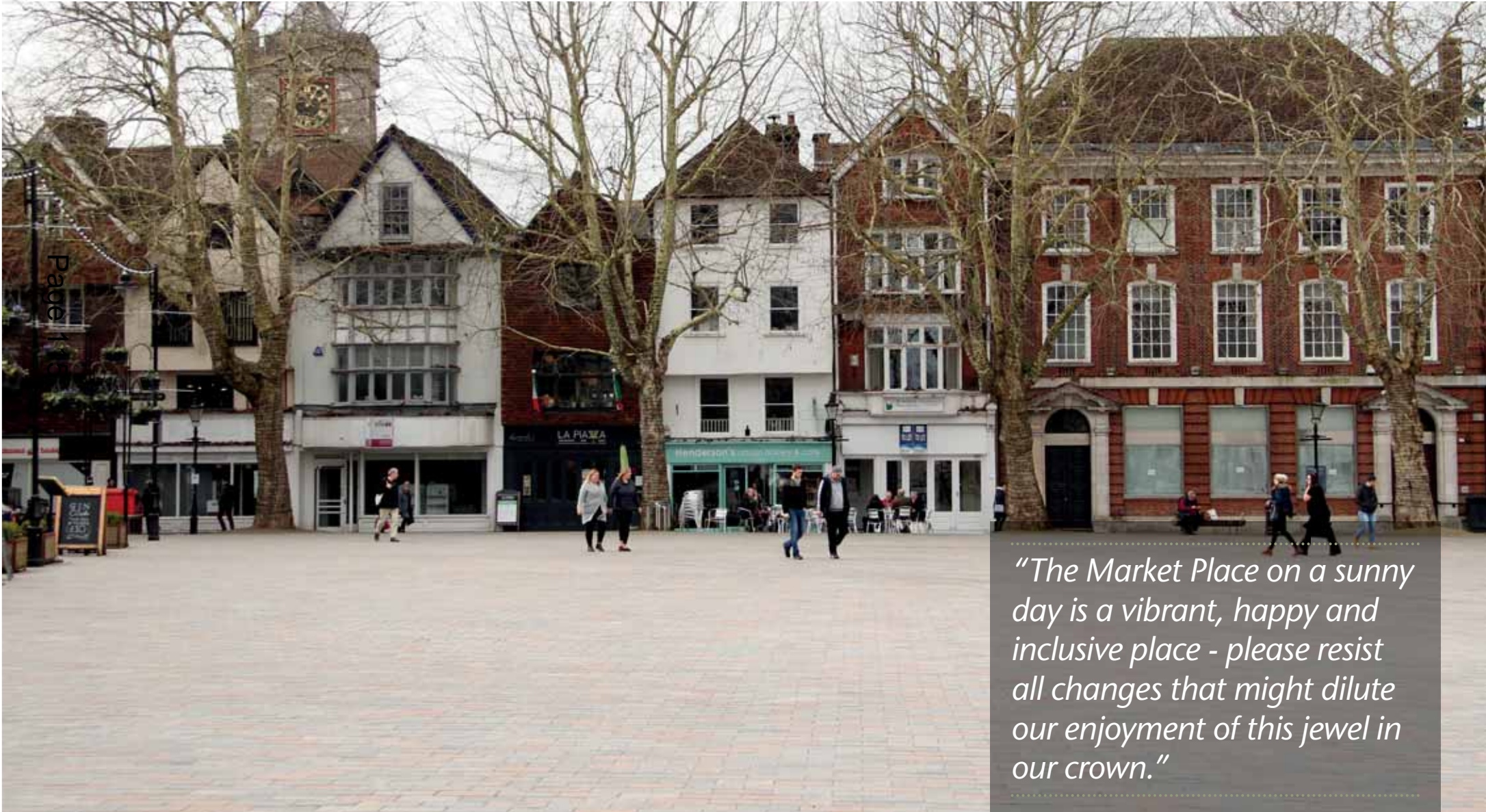
- the emerging Cultural Strategy
- Salisbury Transport Strategy
- The Wiltshire Employment Land Review
- the emerging marketing and branding strategy intended to reposition Salisbury and alter recent perceptions of the city for the better
- Salisbury Cathedral "An Exceptional Place" - Masterplan.

In turn, the CAF may feed into planned and emerging workstreams including:

- retail and leisure assessment
- Local Cycling and Walking Infrastructure Plan
- the Environment Agency and Wiltshire Council's collaborative proposals for Salisbury River Park
- redevelopment of The Maltings and Central Car Park.

"I love living and working in Salisbury and hope to see more people moving to the area."

3 About Salisbury: Context, opportunities and constraints



"The Market Place on a sunny day is a vibrant, happy and inclusive place - please resist all changes that might dilute our enjoyment of this jewel in our crown."

3 About Salisbury: Context, opportunities and constraints

Salisbury is a remarkable and quintessentially English Cathedral city with a market-town feel. The settlement received a city charter in 1227, set on a medieval grid system and defined by routes and watercourses, it has been attracting visitors and tourists for centuries.

It has a resident population of around 47,000 and sits in the Wiltshire countryside at the confluence of five rivers and to the north-east of Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. It is close to Stonehenge and to other sites marking the early human landscape. Iconic and internationally renowned, the Cathedral, Stonehenge and Old Sarum have ensured that the city retains a busy and vibrant atmosphere despite its relatively small size. With the population swelled by visitors all times of the year, the attractions are supported by a year-round cultural and arts programme.

Salisbury is the principal settlement in south Wiltshire. There are 17,850 Salisbury residents in employment, with about 2,200 working (out of the total 15,600) at the regionally-significant employment sites of Porton Down and Boscombe Down along the A303 corridor. Salisbury fulfils an important function in attracting and retaining employees within the sub-region, to support the growth of these sites. The Salisbury NHS Foundation Trust is a significant local employer and has ambitious plans to develop the Salisbury District Hospital site, working with education, research and technology to create a truly 21st-century healthcare centre.

The city is well connected by road and rail, being approximately 20 miles from Southampton, 30 miles from Bournemouth and 40 miles from Bath.

Salisbury City Council covers the administrative area of the city and is responsible for a number of the city's assets and green spaces, as well as running a variety of events and markets.



Strengths

Salisbury is a city with a large rural hinterland. Salisbury performs three key economic functions: being a centre in its own right, employing around 20,000 people of which around half are highly skilled; providing amenities to serve residents from elsewhere in the sub-region; and being a significant centre for the tourism industry. Within this second role, a more vibrant Salisbury would meet the needs of residents within south Wiltshire, with an improved ability of businesses to recruit personnel who would be willing to move into the sub-region.

Salisbury is a medieval city which benefits from a centrally located Market Place hosting a twice-weekly Charter Market and a variety of other events. The city's historic townscape and large number of independent businesses gives the city its high quality market town character. The landscape setting amongst surrounding rivers, water meadows and hills further add to the city's unique character and appeal.

Salisbury has a burgeoning arts and creative community that provides a strong and positive basis from which to develop and widen its appeal.

Salisbury is the largest retail centre in Wiltshire, with around 740,000 sq ft of non-food retail / service floorspace and 100,000 sq ft of food floorspace in the city centre. There is an additional 400,000 sq ft of retail floorspace in the city's out-of-centre locations.

Opportunities

Those who live and work in Salisbury's central area are twice as likely to walk to work than drive, thanks partly to the scale of the city. The whole of Salisbury is accessible within a 15-minute cycle ride and five Park and Ride facilities (with electric charging points) exist on the edge of the city. Together, this provides the opportunity to emphasise the central area's streets away from private car usage and towards an environment that encourages use of other transport modes, particularly walking and cycling. Encouraging modal change to get more people to walk, cycle and use public transport (including the existing Park and Ride) can help alleviate congestion and create a more sustainable and prosperous city centre.

Whilst compact and fine grained, the central area contains significant development opportunities at the Maltings and Central Car Park in the short to medium term, and around the railway station in the long term. These sites offer scope for new leisure and cultural facilities, modern office development and additional housing. If brought forward, these opportunities, could strengthen the local economy and enhance the character of Salisbury's central area.

*Salisbury's **water meadows and chalk streams** are a **unique environment** in the UK. Protected **Salmon** use the river in central Salisbury.*

The State of England's Chalk Streams, (WWF 2014)



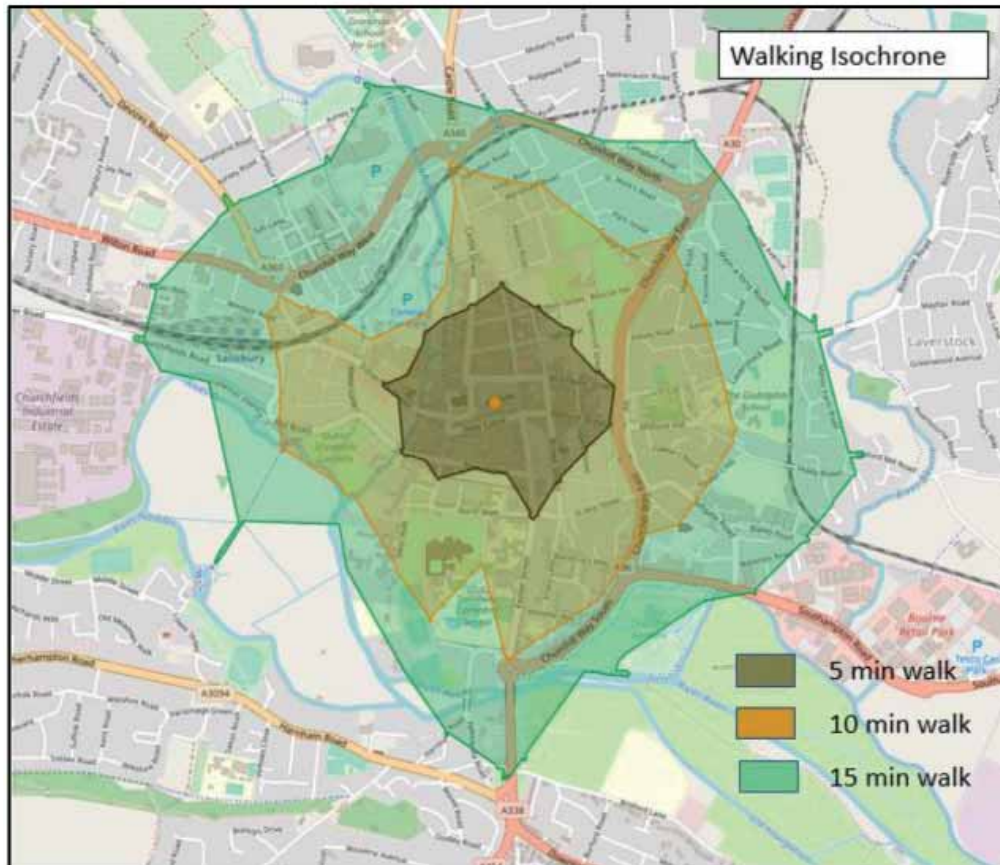
View of Salisbury Cathedral from the Water Meadows



Salisbury Christmas Fayre

Open spaces, parks and underused land within the central area provide potential opportunities to enhance biodiversity create more attractive and better connected green infrastructure. Wiltshire Council is working in partnership with The Environment Agency to improve Salisbury's flood resilience and opportunities for biodiversity in and around the River Avon that passes through the central area.

Responding appropriately and managing flood risk, and providing betterment to the ecology of the internationally designated watercourses are paramount, and the recreational, health and wellbeing advantages of waterside open space is also widely acknowledged. New development should embrace opportunities to improve access to the river environment for leisure, attractiveness and biodiversity, moving away from the historic tendency to turn its back on the rivers.



.....
Those who live and work in Central Salisbury are twice as likely to walk to work than drive.
.....

Constraints

Tourism in Salisbury tends to centre on the Cathedral and the city's proximity to Stonehenge, with less significance given to the city's other attractions. Salisbury's hotel and hospitality offer is currently limited, which serves to suppress the potential economic benefits of tourism. Many tourists only pass through Salisbury on their way to other destinations and few stay longer than a day. This is partly due to a limited range of accommodation, evening activities and restaurant choice and the lack of knowledge and provision of information on Salisbury's qualities and offer. The impacts of these shortcomings extend to both visitors and residents.

Salisbury's central area has a retail catchment area that competes with Winchester and the much larger centre of Southampton. The city retains a high proportion of expenditure from its own residents, although many of the larger floorplate retail stores are outside of the central area, in out-of-town retail parks. The hierarchy of retail streets and location of shopping centres and anchor stores are not immediately evident to shoppers through way-finding, signage and streetscape.

The Wiltshire Employment Land Review published in 2018 forecast the need for between 8,400 and 23,700 sq m of new office floorspace in Salisbury to support economic growth from 2016 to 2036 (market driven and public policy scenarios, respectively). However, it was also noted that viability of speculative office development was poor across the study area, and pre-let development was only viable in certain strategic locations (including Salisbury). Speculative development is rare and employment sites tend to only come forward where the buildings are owner-occupier driven or the developers have secured a pre-let.

Salisbury city centre only captures 31% of comparison expenditure from its wider catchment area

Experian, 2018

Up to 2018, most new residential buildings in the Central Area have been predominantly for retirement apartments, with average prices around £325,000, which is 11 times the average annual salary in Salisbury

Average spend per domestic day visit in Wiltshire is around £26, lower than Hampshire and Bath (£29) and North East Somerset (£30), and visitors are significantly less likely to stay for a meal (7% versus 20% and 13%)

ONS (2015) Sub-National Tourism: A spatial classification of areas in England and Wales, 2011 to 2013



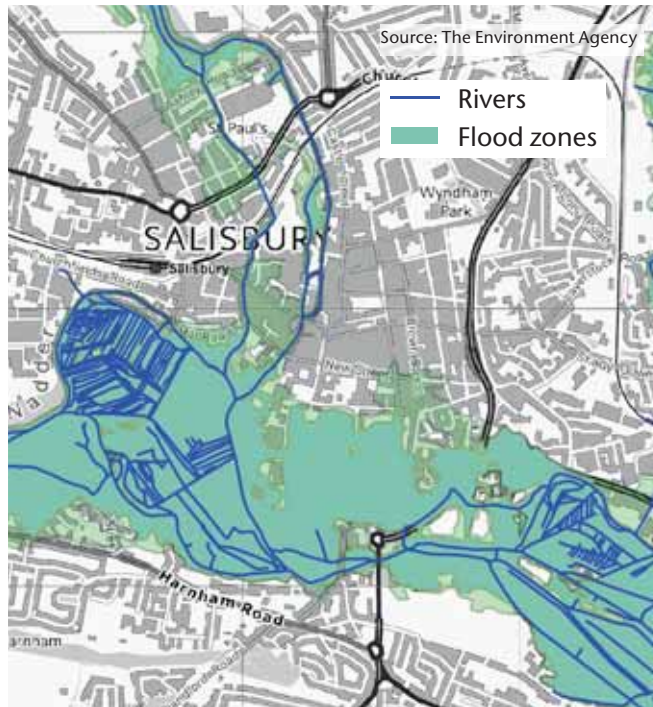
Housing remains unaffordable for many, with the ratio of earnings to house prices – at 11:1 – higher than both the national and Wiltshire average.

Salisbury's urban form presents barriers to movement, many of which have been put in place as a means of avoiding damaging the city core. Both the railway and the main through road – the A36 – skirt the central area to the north. In doing so, they create a barrier between the central area and the residential communities beyond. Existing subways, footpath bridges, roundabouts and tunnels are often not attractive to people walking and cycling. Pedestrian crossing points can be rare and the cycling and walking network is poorly integrated and way-marked. To the south, the ease of movement is somewhat restricted by the natural setting of the water meadows and rivers. Bridge crossings are limited and access on foot or by bike can be indirect. These barriers impact upon public transport services.

Physical and visual barriers make it seem as if distances are further than they actually are, while traffic discourages cyclists and pedestrians. Walking and cycling to and through the centre can be perceived as difficult because of the poor public realm, narrow footpaths and poor way-finding. Existing way-finding is often cluttered amongst uncoordinated street furniture and A-boards. There is a lack of infrastructure for people to sit, dwell, meet and spend more time in the centre.

As well as providing access to the city, the A36 is a strategic route between Bath and Southampton. It often becomes congested, and anecdotal evidence suggests that local people avoid the A36 by using detours through the city centre. This contributes to congestion, air pollution and noise pollution in the central area, and much of the city centre is located within an Air Quality Management Area.

Salisbury is a city at the confluence of rivers, and as such large parts of the city and its surroundings fall within the flood plain.



Salisbury's rivers and areas at risk of flooding.



Existing subway.



Walkway adjacent to River Avon.



Street in Chequers area dominated by cars.



Uncoordinated street furniture and signage undermine the quality of the High Street.

4 Objectives for the central area of Salisbury



4 Objectives for the central area of Salisbury

The following objectives have been identified for Salisbury's central area. These overarching objectives set the context for the recommended projects and initiatives that are set out in the following chapters.

The central area of Salisbury will:

- Page 122
- 1 Connect with Salisbury's landscape setting, create opportunities for wildlife, and enhance public engagement with the rivers and water meadows.
 - 2 Provide employment opportunities and housing choices that are affordable and particularly appeal to working age people.
 - 3 Offer an attractive built environment where historic buildings, high quality architecture and public realm complement each other – and new buildings and spaces express the city's unique character.
 - 4 Provide space for creativity and culture and encourage innovation.
 - 5 Meet the day-to-day needs of residents and workers of all ages.
 - 6 Enable a rich and varied experience for visitors so they stay for longer and return.
 - 7 Nurture businesses, entrepreneurs and artisans so that they can contribute to the city's success and vibrancy.
 - 8 Prioritise places and spaces for pedestrians, cyclists and public transport over private cars, promoting active lifestyles, healthy living and sustainable connectivity.

These objectives are united by the golden thread of tackling climate change.

“Looking to the future means, yes, addressing climate change but so much more. Salisbury city centre should support a zero carbon lifestyle for residents, workers and visitors, including energy use (and production) and transport options.”

5 Central area-wide initiatives



5 Central Area-wide Initiatives

This initiative meets the following objectives

3 8

The CAF sets out a range of recommended initiatives, which are grouped under the following themes:

- **Creating people-friendly streets:** projects and interventions that encourage walking and cycling.
- **Improving open space and the environment:** creating a River Park.
- **Creating vibrancy:** temporary or interim uses and activities in the city.
- **Bringing out Salisbury's qualities:** introducing planning guidance and direct Council action.

These recommended initiatives should be taken forward to achieve an effective recovery in the central area of Salisbury. Some can be delivered quickly whereas others may take longer. Others are dependent on funding being identified and/or sufficient resources being allocated to enable their effective delivery.

Initiative: Creating people-friendly streets

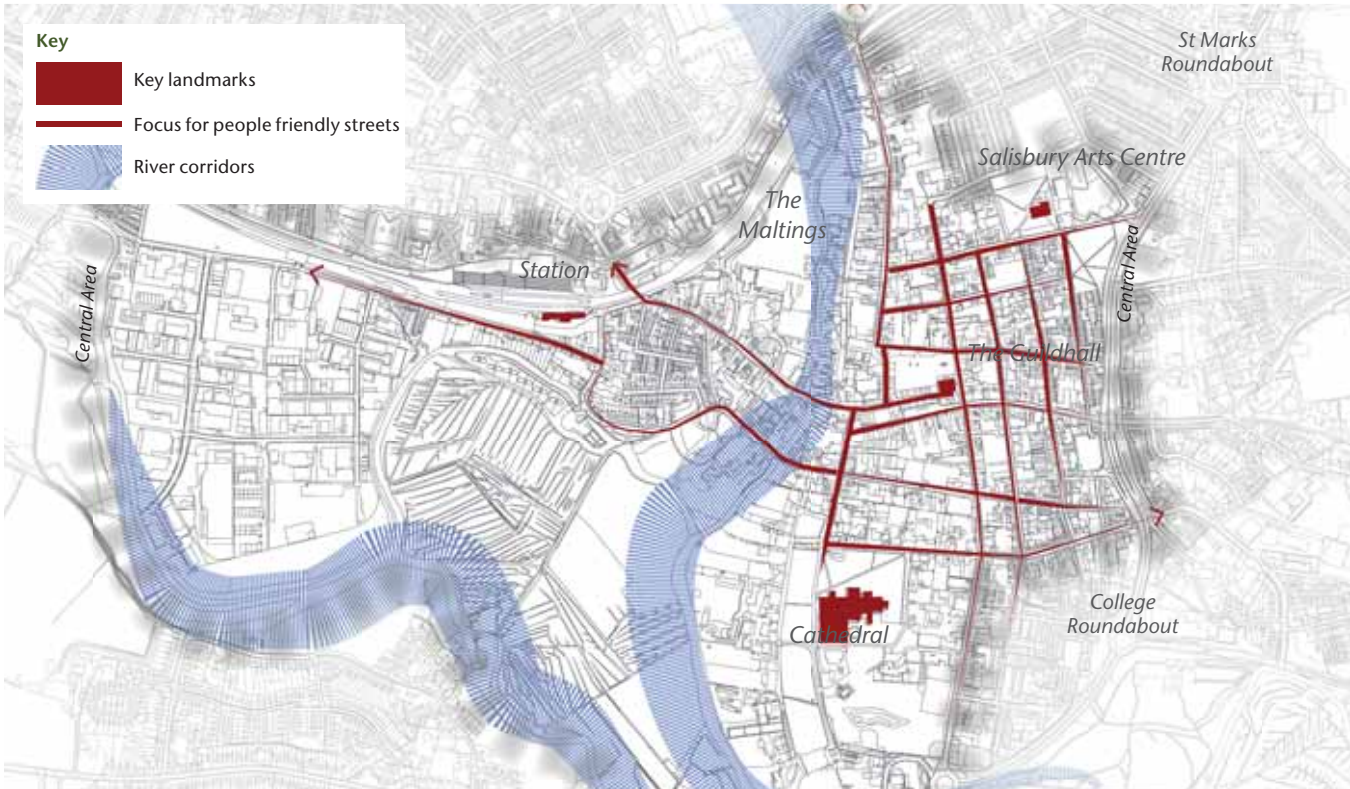
An overarching theme of the CAF is to make the central area a better place for people to move around safely, comfortably and in an environment with reduced noise and air pollution; all feeding into and supporting the golden thread of this document: responding to the climate emergency.

Creating a safer and more attractive environment for pedestrians and cyclists, while discouraging the private

car will help to support active and sustainable travel and therefore reduce emissions in the city centre.

In order to achieve this, the emphasis should be changed from vehicular movements towards supporting public transport, cycling and walking.

People-friendly streets means providing a positive, safe and comfortable environment for walking and cycling. It encourages a modal shift, allowing more people to choose modes of active, emission and pollution free modes of travel such as walking, cycling, or using public transport, rather than using a private vehicle.



The city's principal streets and routes will be the focus for creating a people-friendly city.

"As a pedestrian and cyclist in the city centre I am very intimidated by the traffic; cars dominate the city causing stress, physical hazards and air pollution."

Rebalancing the city in favour of pedestrians and cyclists has many positive benefits for the economic, cultural and environmental vitality of our urban centres:

- Improved air quality
- Improved health and wellbeing
- Improved economics and opportunity to attract business and investment from associated increases in footfall and dwell times and reduces the carbon footprint of the city.

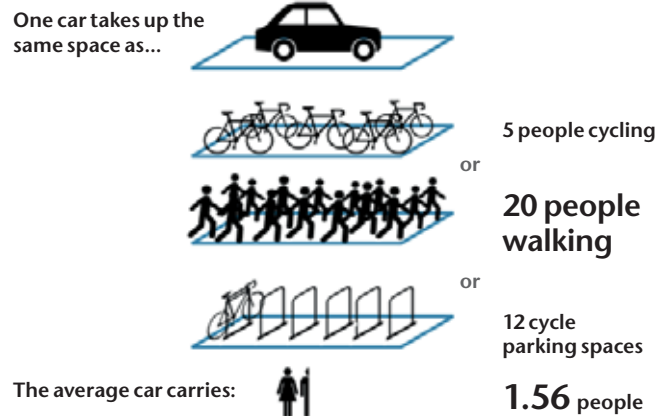
High streets and urban centres are more likely to thrive if people find it more attractive to walk and cycle to them. This applies to residents as well as visitors, who are more likely to have a positive experience and return or tell others about it, thereby bringing more people to the city. Public realm improvements which benefit walking and cycling can increase retail sales by up to 30 percent (Transport for London).

Improving the pedestrian environment and altering travel behaviour in Salisbury requires both gradual and radical changes, but it can be achieved over time and in careful consultation with residents and the business community. Introducing these changes needs to be done incrementally, allowing the community, businesses and other stakeholders to adjust and change at a pace that protects the current economy while new infrastructure is delivered and a change in culture and travel behaviours can take root.

The staged evolution of movement in the city centre needs to take careful consideration of the need to maintain access and service requirements, e.g. for buses and shop deliveries.

The overarching theme of creating people-friendly streets brings together a number of projects and initiatives. These include:

- utilising Park and Ride facilities
- consolidating car parking
- defining a street hierarchy
- improving the public realm
- improving walking and cycle routes
- working closely with public transport providers to improve services.



Utilising Park and Ride facilities

Salisbury is in the enviable position of having five Park and Ride facilities on its periphery, providing a total of 2,300 car parking spaces. Some years ago Wiltshire Council invested significant amounts of funding into these facilities, with the aim of reducing car movement within

the central area. However, the Park and Ride system is not working as intended for a number of reasons. On-street parking and surface car park provision in the city centre has not been reduced as was originally planned, making the Park and Ride sites less attractive. There is a lack of awareness that Beehive and Wilton Park and Ride services run in the early mornings and late evenings. Late-running services to London Road and Britford do not directly enter the sites, and there is no late service to Petersfinger.

More people opting to travel to the city using the Park and Ride services would result in a reduction in vehicle related emissions in the city centre. One full bus can eliminate around 75 car journeys.

Other cities such as Oxford and Cambridge have made their Park and Ride facilities work successfully. In the case of Cambridge this worked in tandem with reduced city centre parking and access measures, where the city-centre is closed to road traffic between 10am and 4pm on weekdays. Certain roads are closed to traffic other than buses and taxis and some exempted vehicles. These restrictions are controlled in places by rising bollards.

The following issues at Salisbury need to be addressed to make sure visitors and those living in the hinterland make better use of the Park and Ride and cease to drive into the central area:

- Improve signposting, so that visitors are directed towards the Park and Ride as a first choice.
- Reduce the availability of car parking within the central area and improve the comparative advantage of using the Park and Ride services.

- Improve operating hours of the Park and Ride services, to reflect working hours and extend hours into the evening, supporting the evening economy, and consider the feasibility of operating Sunday services.
- In the short term, raise awareness of the availability of Park and Ride and bus services to ensure visitors are aware of this cost-efficient, sustainable opportunity.

Current usage of the Park and Ride is low and the Salisbury Transport Strategy has identified difficulties with extending the Park and Ride bus services due to the ongoing requirement of revenue funding at current usage. There is, however, a realistic possibility that late-running and early- morning bus services become financially self-sustaining once city centre parking is reduced and private vehicle movements curtailed in certain locations or at certain times.

Consolidating car parking

One way of reducing the prominence of cars within the central area is to rationalise car parking. The historical approach of providing relatively inexpensive car parking stock to meet rising demand has three main disadvantages:

- It uses up valuable land which could be used for other purposes, e.g. housing, retail and employment.
- It encourages people to use their cars, leading to increased traffic flows, congestion and increased CO2 emissions, creating a less healthy environment for pedestrians.
- It often requires Councils to subsidise the cost of providing and managing parking facilities if taking into account business rates and alternative uses.

Existing car parks within the central area are fragmented and located in many different locations, including 154 on-street spaces with maximum stay of one hour (excluding disabled bays) and other parking spaces scattered throughout the area. This leads to drivers traversing the city centre in search of a parking space, adding to congestion and air quality issues. Consolidating parking in fewer locations in proximity to the city centre would reduce traffic within the central area.

The CAF proposes to rationalise car parking into fewer, better signposted locations, notably in the proposed Maltings development and Culver Street car parks, which are accessible from the A36 and within a 5-8 minute walk to Market Place.

Culver Street car park is currently underused, due to the perceptions that:

- it is too remote from the central shopping area
- it is unattractive and perceived to be unsafe.



Park and Ride locations.



Existing entrances to Culver Street car park require improvements to make it safer and more attractive.

In light of the above, this CAF proposes to:

- improve the approaches and entrances from Gigant Street and Culver Street, lighting and general environment within Culver Street car park to improve safety and make it more attractive for people to use
- signpost and enhance the routes between Culver Street car park and the Market Place, through public realm improvements and signage.

Following improvements to Culver Street, it is proposed that opportunities for the redevelopment of Salt Lane and Brown Street car parks are explored. These two sites are identified in the Wiltshire Core Strategy as brownfield development opportunity sites that could contribute to housing delivery in the city. As part of this process, it will be necessary to understand the extent and needs of residents' parking, and potential options including the expansion of Salisbury's car club.

For to any redevelopment of Salt Lane and Brown Street car parks a study should be undertaken to determine the city's overall parking requirement. As part of this, it is recommended that on-street parking within the central area is reduced to enable the delivery of people-friendly streets, whilst retaining sufficient spaces for Blue Badge holders and those with mobility issues.

.....
"The council should also look into building bus lanes along certain routes into the city, such as Exeter Street and Castle Street. These would make Park and Ride use more attractive, as they would cut journey times."
.....

Defining a street hierarchy

Salisbury currently lacks a clear street hierarchy. Many streets within the central area have a similar geometry, traffic volumes and function. Clearly defined street hierarchies can help manage traffic flows and speeds as well as assist people in finding their way around, and can help frame and celebrate a place.

The CAF recommends a review of the street network to identify a hierarchy that is focused on people walking and cycling within the central area as well as the needs of vulnerable road users. This street hierarchy should, where appropriate, make full use of the different types of streets identified by the Chartered Institution of Highways and Transportation, which are described in more detail on the following page.

The street hierarchy will consider important destinations, such as Market Place and Salisbury Arts Centre, main retail anchors (e.g. Old George Mall), transport nodes (e.g. Salisbury station and car parks), and cultural places (e.g. Salisbury Playhouse and City Hall) as well as the needs of public transport, pedestrians and cyclists.



What you told us:

"I think Salisbury city centre really needs to prioritise pedestrians and remove cars from key streets around the Market Place but I am concerned about retaining accessibility for those with limited mobility and maintaining a reasonable level of access for those using buses."

Our response:

Wiltshire Council has commissioned a Transport Accessibility study which will look at all transport modes, including public transport and essential parking facilities for Blue Badge holders.

Pedestrianised streets

Pedestrian-only access (potentially with the exception of cyclists).



Pedestrian prioritised streets

Pedestrians feel that they can move freely anywhere and where drivers should feel they are a guest.



Informal streets

Streets where formal traffic controls are absent or reduced (signs, markings and signals). There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street.



Enhanced streets

Where the public realm has been improved and restrictions on pedestrian movement (e.g. guard rails) have been removed but conventional traffic controls largely remain.



Improving the public realm

As part of the process of defining a clear street hierarchy, suitable streets and spaces that would benefit from public realm improvements should be identified. Investment in the public realm has capital and ongoing revenue implications, and therefore improvements are likely to be incremental in nature as and when capital funding is obtained. Public realm infrastructure improvements will also need to be low maintenance to minimise financial burden. Public realm proposals should be informed by Sport England's Active Design and other guidance and follow these high level principles:

- Reduce car dominance and reallocate carriageway and parking space.
- Create more space for pedestrians.
- Design and implement high-quality public realm proposals at key locations.
- Improve the quality and frequency of crossing facilities.
- Consider and accommodate the needs of cyclists.
- Adopt a central-area-wide material strategy to ensure consistency across the central area.
- Where applicable, prepare a design code which has a palette of materials to reinforce the sense of place.
- Integrate sustainable urban drainage and soft landscaping where appropriate.

Improving walking and cycle routes

Salisbury is of a size that would allow many of its residents and visitors to either walk or cycle into the central area. Wiltshire Council endorses the initiative to seek to introduce an electric cycle hire scheme which would encourage visitors to cycle. Unfortunately, many of the routes are currently unattractive or fragmented with inconsistent surface treatments, thereby not creating an attractive and safe alternative to car usage.

The CAF recommends Wiltshire Council should:

- implement the detailed review of the cycle network, identify a network that is convenient and safe and deliver physical improvements to the cycle environment
- provide improved cycle parking in key destinations, such as the station and throughout the central area
- upgrade and improve the pedestrian underpasses and bridges across the A36, with lighting and public art.

Particular routes to focus on are:

- north-south route alongside the River Avon, through the central area connecting the meadows in the south and the leisure centre and beyond through the Avon Valley to Old Sarum
- between the station and the central area, alongside Fisherton Street
- between Wiltshire College and the central area
- Culver Street car park to Market Place
- Market Place to Salisbury Arts Centre
- strategic routes from the surrounding residential areas into the central area.

In addition to the above routes that are directly connected with the central area, cycle and public transport routes to and from employment areas in the vicinity should be improved, to strengthen connections.

Working closely with public transport providers to improve services

The CAF recommends that as part of the package of interventions to deliver people friendly streets that Wiltshire Council should ensure that public transport providers continue to be engaged and involved in this process. This may include:

- working with local bus providers to extend services, for example delivering a more seamless bus/rail interchange at Salisbury station
- working with the rail operators to improve the experience of arriving or leaving Salisbury by train by improving the public realm around the station
- working with tour bus operators to improve the experience for tourists catching the Stonehenge tour bus from Salisbury station
- working with tour bus operators to enhance the coach park area, as part of the wider development of the River Park.

The following actions are recommended to deliver the CAF theme: People Friendly Streets	
Key Actions	Partner responsible
Deliver people-friendly streets in selected city centre locations.	Wiltshire Council
Develop the street hierarchy, detailed design code and detailed proposals	Wiltshire Council / Salisbury City Council
Consult on detailed proposals	Wiltshire Council / Salisbury City Council

Initiative:
Improving open space and the environment

This initiative meets the following objectives

- 1
- 3
- 8

Looking after the city's natural environment, restoring the river and riparian habitat and wildlife of the River Avon SAC, reducing the likelihood of flooding and ensuring the city is resilient to the effects of climate change are key considerations in the planning for the city's open spaces.

Creating and maintaining high quality open spaces also has knock-on positive impacts to health and wellbeing, and can increase footfall with benefits to the local economy.

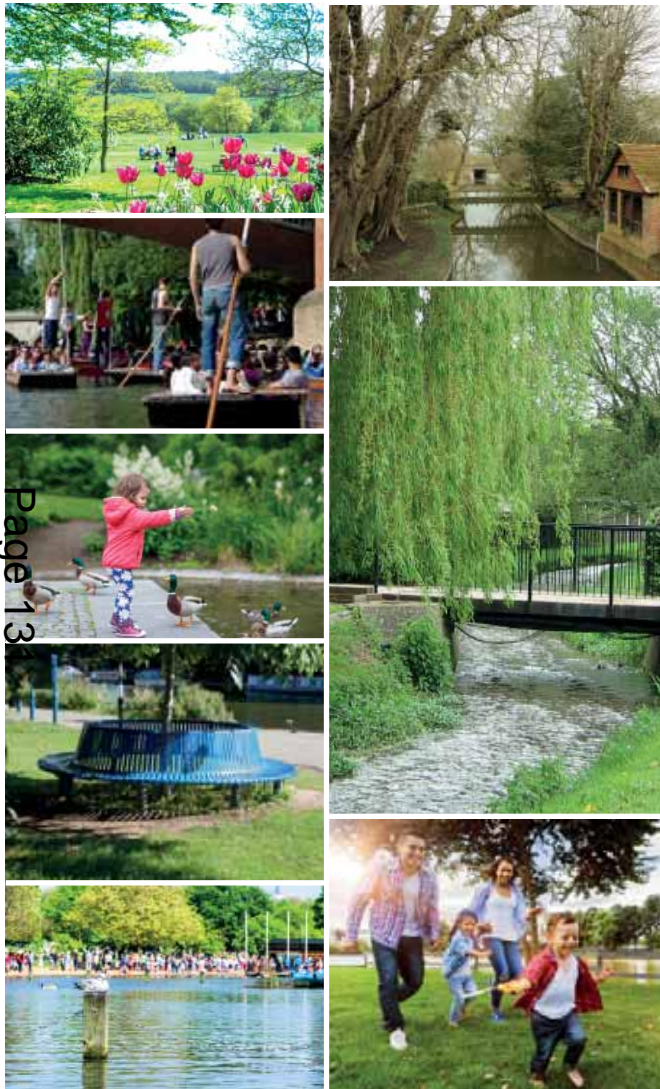
The CAF recommends a series of initiatives to enhance public engagement with the city's rivers and meadows. This includes through improvements to the footpaths and cycleways, improved way-finding to the rivers, and encouraging future developments to face and engage with the rivers edge.

The principal project under the 'Improving open space and the environment' initiative is the delivery of a River Park.

The River Park will be a connected green corridor through the city centre, improving connections between the existing green infrastructure network. A long-term aim is to be able to walk from Old Sarum to the Cathedral with no (or minimal) road crossings. The River Park will connect the Fisherton Recreation Ground north of the city to the water meadows and Queen Elizabeth Gardens in the south. This River Park will follow the River Avon channel and its margins.



The CAF seeks to establish a connected green corridor improving connections within the existing green infrastructure network.



Page 13

Photographs illustrating the type of open spaces and environment activities envisaged.

The River Park will include riverside land within the Maltings and Central Car Park, and connect this with other fragmented areas of riverside public space to the north and south.

The River Park is to become a green focus within the heart of Salisbury. It will provide a central north and south pedestrian/cycle route, a space for community activity and a place to enjoy the riverside. It will also provide an opportunity for significant biodiversity gain within the central area, including additional tree planting and space set aside for wildlife. Delivery of the River Park will present opportunities for carbon storage through tree planting and other vegetation.

Through the Maltings and Central Car Park area the River Park will deliver multiple benefits, including flood mitigation; leisure and recreational uses; and environmental improvements to benefit local ecology.

Land ownerships alongside the rivers are fragmented and delivery of the River Park will rely on collaborative working between a number of stakeholders.

The following actions are recommended to deliver the CAF theme: Improving Open Space and the Environment

Key Actions	Partner responsible
Work with the Environment Agency, Natural England and other key stakeholders on the delivery of the River Park.	Wiltshire Council / Salisbury City Council
Review land ownerships and legal titles for all land alongside the River Avon and assess mechanisms to deliver the strategy.	Wiltshire Council
Identify opportunities for increasing accessibility to the riverside.	Wiltshire Council / Environment Agency
Identify funding.	Wiltshire Council / Environment Agency
Develop a tree planting strategy alongside the river enhancement strategy.	Wiltshire Council / Salisbury City Council

Initiative:
Creating vibrancy

The role of town and city centres is changing as shopping habits evolve, and there is a need for the traditional retail focus on the city centre to adapt in response to this to avoid becoming derelict. Providing one-off experiences is a means of 'creating vibrancy' which can help draw people into the city centre for reasons other than retail, which in turn supports the livelihood of the city centre economy.

Creating vibrancy – having a range of different activities available – is an important theme, particularly in relation to attracting and retaining young people. Drawing younger people to the city will create a more resilient community and help to support a wider economy within the city, including a vibrant evening economy. This would also help support and expand the city's tourism industry.

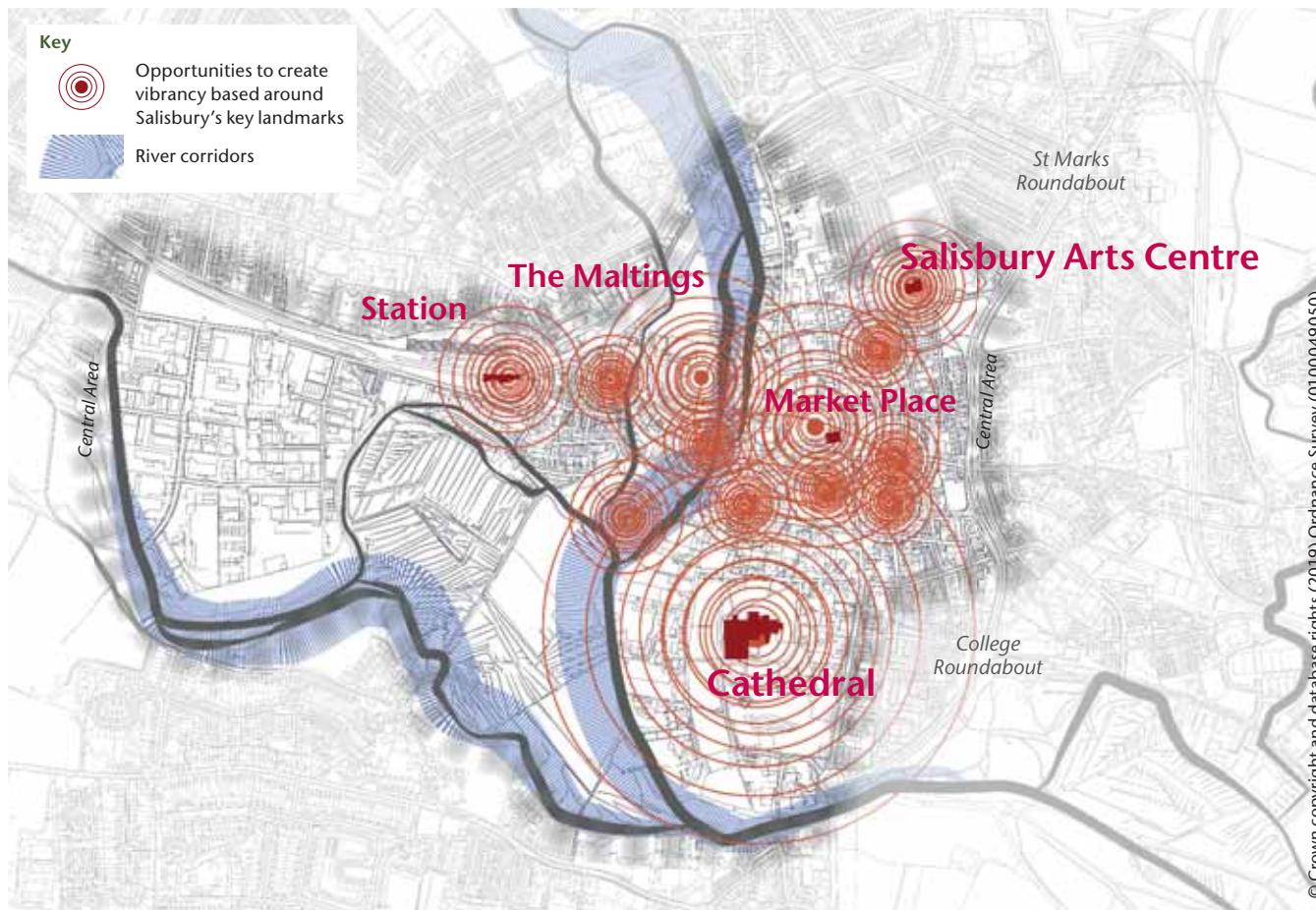
The following initiatives are proposed within the CAF to increase vibrancy within the central area:

- Improve the supply of homes for young people and households with lower incomes.
- Improve and protect the evening and night-time economy.
- Accommodate changes in retail and leisure floorspace requirements.
- Encourage 'meanwhile uses'.
- Actively seek to identify and embed low carbon solutions and renewable energy options wherever possible within the development opportunities relating to the CAF.

This initiative meets the following objectives

- 2
- 4
- 5
- 6
- 7

"Love living and working here. However it has become bland and needs a bit of an injection of fun."



The diagram above shows concentration of activities within the central area. Activities should maximise the potential of Salisbury's existing assets, including the Cathedral, the arts and the Market Place.

Improve the supply of homes for young people and households with lower incomes

In Salisbury the affordability ratio of median house prices to median workplace earnings is around 11:1, higher than the national and Wiltshire averages. This disproportionately affects younger people and those working in low paid sectors such as retail, social care and hospitality – as well as those with high commuting costs. Unless measures are taken to encourage the provision of homes for younger, economically active people within the historic core of Salisbury, the city may struggle to attract and retain a skilled workforce and develop its retail and leisure offer in future.

A large percentage of recent housing developed within the central area is positioned to appeal to older people through characteristics such as size, configuration, and specification – often with prices out of reach for younger people. Only some types of housing for older people are differentiated by the planning system (some fall under the use class “C3: General Housing”), making it difficult for the planning system to control.

The CAF identifies character areas, these are explained more fully in the next section. Some of these, such as the The Maltings and Cultural Quarter and the railway station area lend themselves for housing that appeals and caters for the needs and budgets of younger people. By building apartments to a contemporary specification, development can be directed towards the younger and economically active population. Apartments could cater for shared lettings e.g. two equally-sized double bedrooms both with an en suite but a shared lounge/kitchen area.

Where Wiltshire Council is taking an active role in delivery, it should consider opportunities to deliver homes that appeal to young people and households

with lower incomes in appropriate areas, subject to viability. When procuring partnerships with the private sector, contribution to this objective should be one of the evaluation criteria.

Improve and protect the evening and night-time economy

A vibrant evening and night time economy is essential for any successful central area. There are a wide variety of uses and activities associated with the evening and night-time economy, and to cater for a resilient and varied community a wide range of needs should be accommodated for. This may range from family restaurants to fine dining, from pubs and wine bars to nightclubs and music venues. It is recommended that Wiltshire Council, Salisbury City Council and Salisbury BID work together with stakeholders from the food, drink, arts & culture, entertainment, and public transport, night-time economy sector to develop and implement a strategy for the evening and night-time economy.

When considering planning applications for evening economy uses, potential conflicts need to be acknowledged between providing homes in the centre and the desire to cater for a vibrant central area with varied evening economy that attracts and retains a skilled working age population. The character areas that lend themselves to evening economy activities are identified in the next section.

Licensing policy has a role to play in promoting high standards of management to ensure businesses operate responsibly and provide a safe, welcoming and varied environment for all.

Accommodate changes in retail and leisure floorspace requirements

Wiltshire Council’s 2015 Town Centre and Retail Study indicates a significant retail floorspace requirement for Salisbury over the period to 2026. However, retail requirements are currently in flux as multiple retail operators attempt to refine their business models to overcome difficulties presented by changing consumer habits and logistics and distribution methods largely brought about by technological changes. The long-term impacts of Covid-19 on shopping habits and the retail economy are currently unknown, but there is an expectation that this is likely to place further pressure on existing businesses in the city centre.

Economic development policy has targeted diversification of uses within service centres, and analysis by the Office for National Statistics shows increasing demand from non-retail businesses in service centres since 2012 (in terms of units, albeit not in terms of floorspace). These non-retail businesses will inevitably have different requirements in terms of size, configuration and location. However, these requirements – and how they might be accommodated within the central area – need to be identified.

Wiltshire Council is in the process of updating its retail and leisure evidence base to take account of the trends described above, which will reflect future uncertainty, as



Armed Forces Day evening event, Salisbury.

well as taking account of the wider proposals within the CAF.

The CAF aims to strengthen the primary roles of the character areas identified in Section 6, define a street hierarchy, and deliver new movement routes across the central area – as well as delivering major opportunity sites such as the Maltings and Central Car Park and the railway station area. These changes may shift existing and future floorspace requirements geographically within the central area, irrespective of whether there is a net change in floorspace overall.

Greater sales densities may be achievable through reconfiguration of existing floorspace. Greater planning certainty and faster decisions to those wishing to subdivide or combine premises – as well as those wishing to change from retail to another non-residential use that contributes to the vibrancy of the central area – could be achieved through mechanisms such as Local Development Orders.

Where delivering new retail and leisure floorspace requires relocation of existing occupants, this may temporarily threaten business continuity. Wiltshire Council should consider measures to mitigate these impacts. Such measures may include identifying opportunities for the business to temporarily relocate while their original site is redeveloped. Working with the developers, opportunities should be explored for this process to be carried out with preferential rents and advanced leasing agreements so that risks to affected businesses are minimised.

Encourage pop-up/meanwhile uses

Pop-up/meanwhile uses can create short-term interest and vibrancy in spaces that would otherwise be vacant. This could include specialist markets, festivals and pop-up shops and bars. Pop-up/meanwhile uses can be an effective way for entrepreneurs and start-up businesses to test the local market. Such uses may be seasonally specific or tailored to Salisbury.

Pop-up/meanwhile uses can be accommodated within the existing building stock or within temporary low-cost temporary buildings such as shipping containers and portable steel-frame structures. These spaces can also be used to support the local cultural offering. For example, in recent years empty premises have been successfully used for temporary events associated with the Salisbury International Arts Festival. Low-cost temporary buildings such as shipping containers and portable steel-frame structures.

The CAF proposes that partners, including Wiltshire Council, Salisbury BID, Wiltshire Creative and cultural partners, traders’ associations and other local community-led groups work together to set up activities and events within the central area. To coordinate these efforts and establish a clear framework, the CAF proposes that a meanwhile use strategy is prepared. This should be aligned with the cultural strategy for Salisbury and empower a wide range of stakeholders to help deliver this initiative.

The following actions are recommended to deliver the CAF theme: Creating Vibrancy	
Key Actions	Partner responsible
Consider the use of Local Development Orders or Neighbourhood Development Orders to provide flexibility to city centre uses and allow them to adapt quickly.	Wiltshire Council / Salisbury City Council
Review housing strategies to encourage more homes for young people.	Wiltshire Council
Where possible take pro-active steps to deliver homes that are affordable for young people.	Wiltshire Council
Review licensing policy, to assess whether it is fit for purpose to balance the need for vibrancy with city centre living.	Wiltshire Council
In updating the Council’s retail and leisure planning policy evidence base, take account of the proposals in the CAF.	Wiltshire Council
Consider a strategy for enabling meanwhile/pop-up uses in empty or under-utilised buildings.	Wiltshire Council / Salisbury City Council / Salisbury BID
Review licensing policy, to assess whether it is fit for purpose to balance the need for vibrancy with city centre living.	Wiltshire Council
It is recommended that Wiltshire Council, Salisbury City Council and Salisbury BID work together with stakeholders from the food, drink, night-time economy sector to develop and implement a strategy for the evening and night-time economy.	Wiltshire Council / Salisbury City Council / Salisbury BID / Wiltshire Creative and cultural partners

Initiative

Bringing out Salisbury's qualities

Salisbury is an attractive historic city. Its central area includes an abundance of listed and locally-listed buildings which, together with the Cathedral and its attractive landscape setting, contribute towards defining Salisbury's unique and distinct qualities.

Unfortunately, many of the existing qualities are compromised. Many attractive building frontages are obscured by poor and uncoordinated signage, and the rivers are often enclosed by walls or have railings and blank frontages facing onto them. A poor quality public realm can detract from what might otherwise be attractive streets and spaces.

The initiatives brought together under this theme aim to unveil and champion the existing positive characteristics. The CAF recommends the following initiatives:

- Support re-purposing of heritage buildings, under-utilised rear courtyards and upper floors.
- It is recommended that Wiltshire Council and Salisbury City Council work in partnership to prepare an updated Public Realm Strategy for Salisbury city centre.
- Review and enhance a way-finding strategy to include multi-platform walking trails that reveal Salisbury's hidden heritage and history.
- Where applicable, prepare a design code which has a palette of materials to reinforce the sense of place.
- It is recommended that Wiltshire Council and Salisbury City Council work in partnership to prepare an updated Shop Front Design Guide for Salisbury city centre.

This initiative meets the following objectives

3

6



Historic housing in central Salisbury.

“Salisbury is not using its natural assets such as the river/Cathedral/heritage/culture to maximum effect, particularly the river system. All our assets are masked and marred by traffic problems, air quality, piecemeal development.”

Support re-purposing heritage buildings, under-utilised rear courtyards and upper floors

Salisbury's central area contains a high proportion of heritage buildings that contribute to making Salisbury a distinctive place. The costs and risks involved in re-purposing heritage buildings can be higher than the cost of developing new buildings, with reasons including:

- increased design and planning costs and lead-in times
- limited scope for reconfiguration of internal layouts, leading to inefficient use of space
- challenges installing modern mechanical and electrical services discreetly and achieving acceptable building performance
- uncertainty about construction and condition before beginning intrusive investigations
- additional administration requirements throughout the construction period
- requirements for more expensive materials and specialist crafts
- requirement to retain period features that may not be desirable to a contemporary market.

This presents viability challenges which are especially acute in Salisbury where values are relatively low compared to development costs and existing use values. Listed Buildings receive exemption from Empty Business Rates reducing the incentive to bringing vacant buildings back into use.

Throughout the central area, upper floors are often under-utilised, providing over-sized storage space for retail and leisure businesses. There are often challenges associated with these spaces, such as providing direct access from the street without harming the streetscape, and providing modern mechanical and electrical services efficiently – all without causing undue disruption to occupants of lower floors.

However, where redevelopment to provide new homes is possible, this could have a significant positive impacts on the availability of housing in the city centre. Re-use of the existing building stock in the city centre is a low carbon option for delivering housing. Existing buildings are inherently low-carbon as they have not had to be built from scratch so there is a reduced carbon cost in construction. Furthermore, their city centre location supports car-free lifestyles, as city centre services and facilities are available without the need to travel far.

The CAF recommends that the Council undertake further feasibility studies to fully understand the opportunities and challenges, in order to:

- assess the extent of the opportunity provided by under-utilised upper floors
- identify potential mechanisms for realising the potential
- weigh up the costs, risks and benefits
- propose an appropriate implementation strategy.

Ideas to unlock some of the vacant spaces and for Wiltshire Council to explore further are as follows:

- Empty buildings already receive Vacant Building Credit to offset against affordable housing requirements, but Wiltshire Council should encourage its usage in order to support the redevelopment of under-utilised upper floors.
- Assist owners of vacant or under-utilised buildings, especially those that are listed, by managing risk. Explore how Wiltshire Council can improve the viabilities of proposals and provide clear guidelines of what is and isn't acceptable, through for example design guides and development briefs.
- Consider acquisition (potentially using compulsory purchase powers as a last resort) and secure experienced specialist development partners to bring schemes forward where heritage buildings have the potential to contribute to the objectives of the CAF.
- Partner with or establish a development company to bring forward residential development of upper floors.
- Develop local planning policy that provides clear direction on development constraints, acceptable development (uses, sizes, scale and massing, access arrangements) and mitigation requirements that can help scheme promoters manage risks.

The following actions are recommended to deliver the CAF theme: Bringing Out Salisbury's Qualities	
Key Actions	Partner responsible
Review and update shopfront guidance.	Wiltshire Council, Salisbury City Council, BID
Develop a design guide specifically addressing issues around heritage buildings.	Wiltshire Council
To monitor and review the effectiveness of the implementation of the shopfront guidance; to provide support and help for retailers; and to take swift enforcement action where merited.	Wiltshire Council
Take a proactive approach to improve the utilisation of under-utilised or vacant buildings and the protection of heritage buildings.	Wiltshire Council
Review, update and adopt public realm strategy.	Wiltshire Council
Identify public and third sector funding sources to improve historic buildings and support applicants where appropriate.	Wiltshire Council
Consider making the use of Design Review Panels mandatory for planning applications of a certain size.	Wiltshire Council

6 Identifying character areas and their role in the City



6 Identifying character areas and their role in the City

Salisbury has a very positive and distinct overall character. The CAF seeks to strengthen the city's identity by defining distinctive character areas within it.

The character areas provide identity and purpose to the various parts of the central area. There is no hierarchy between them. From an economic and way-finding perspective it is important to identify distinct quarters within the city. This will not only help people to find their way around the city but create marketing opportunities for local businesses and promote the city's heritage and shops.

The aim for each character area is to:

strengthen policy to enhance distinctive characteristics

aid way-finding and allow visitors and locals to find, explore and make use of different parts of the central area

- define its role and function within the central area
- act as a potential marketing and branding tool.

The character areas are based around the urban form, heritage and existing and emerging land uses. An example where this is happening already is Fisherton Street, where local businesses have formed a traders' association and taken the initiative to promote a distinct destination within the city.

This CAF defines the following nine areas, each with their distinct roles and functions:

1. Chequers
2. Fisherton Street
3. Centre
4. The Maltings, Cultural Quarter and Central Car Park
5. The Meadows
6. Churchfields
7. Station
8. Cathedral Close
9. Castle Street

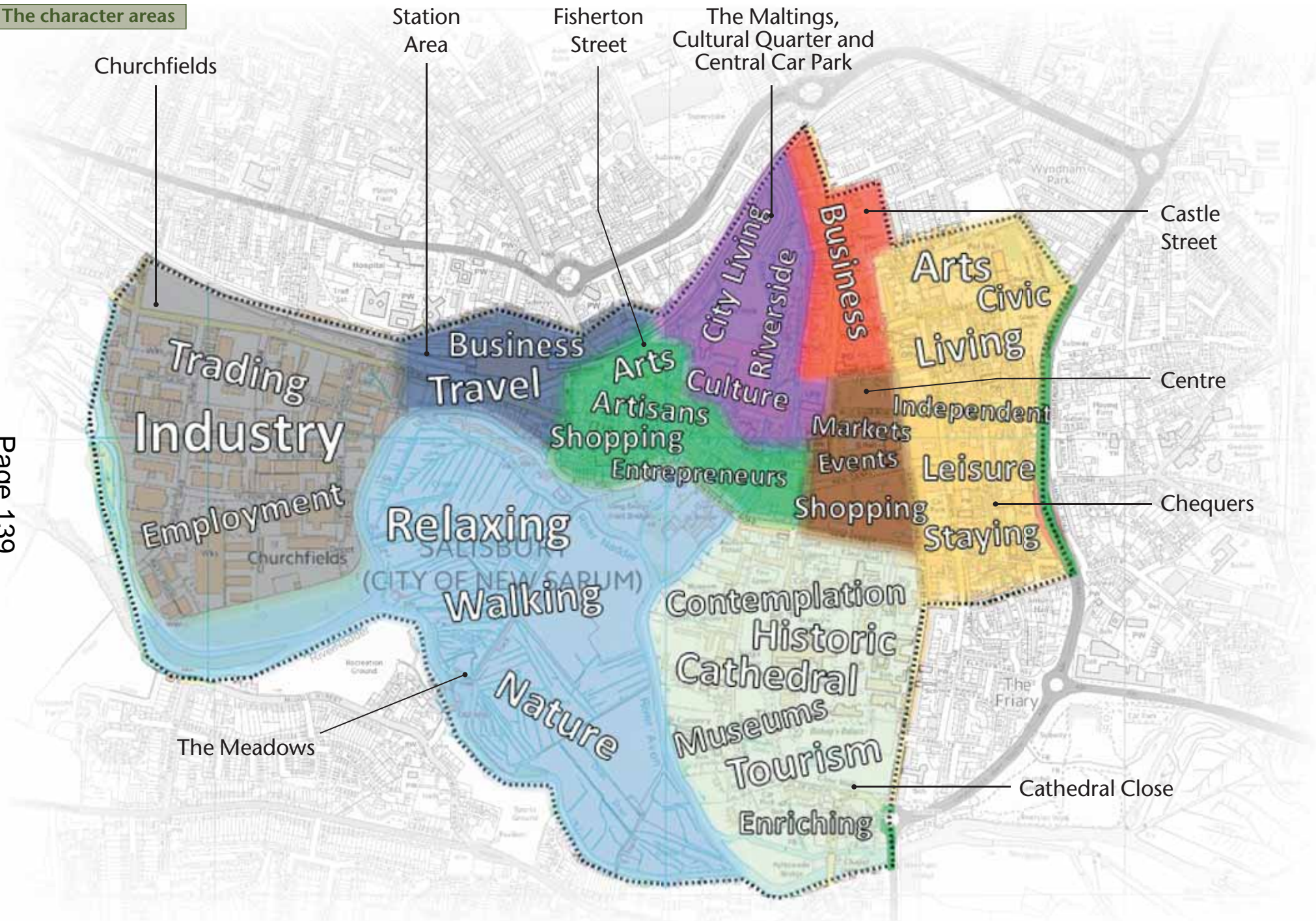
In reality, the character areas are a broad concept; boundaries will overlap and uses may not be exclusive to one particular area. Whilst most of these areas are evident on the ground, there can be a lack of clear distinction between them, meaning places can be hard to read intuitively. A higher degree of differentiation between each area will help define their purpose, role and function as well as ease navigating.

Building on existing qualities is a defining strand that runs throughout this CAF. The central area's positive characteristics have influenced every project and initiative set out within this document. To emphasise the importance of Salisbury's distinctiveness, the remainder of the CAF has been organised around the nine character areas.

The following section describes the future role for each of the character areas and sets out a series of recommendations for future policy, design and economic considerations.

The character areas

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1 Chequers



The Chequers is a distinctive part of Salisbury, laid out in a grid street pattern in the early thirteenth century. The grid was thought to reflect the demand for property or the expected size of the city. The grid is irregular because it incorporated both existing routes and watercourses. The streets, however, are similar in width and character, as plot width and building heights are fairly homogeneous. The City of Salisbury Conservation Area Appraisal and Management Plan details the characteristics of each of the blocks in the Chequers area.

The hierarchy within the Chequers is focused on the Market Place, where the scale and intensity of the built form is greatest. The eastern areas are generally quieter and more residential in character, although commercial activity stretches along Milford Street and Winchester Street from the main shopping areas. The western areas contain retail, commercial and employment uses – including hotels – reflecting their proximity to the main city core.

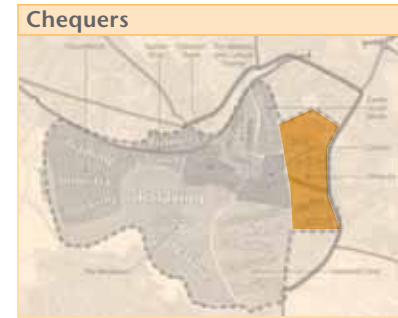
There are a number of important green spaces in the Chequers area, including the Greencroft, Bourne Hill Gardens and the area around the Salisbury Arts Centre.

The Chequers has a distinctive character derived from the grid pattern. Historically, each comprised a roughly-square perimeter block of development, with buildings lining the four edges facing onto the street.

City of Salisbury Conservation Area Appraisal and Management Plan (2014)

The CAF recommends the following Key Objective for the Chequers Character Area: To enhance the mixed-use character of the Chequers with a focus on urban living, employment, retail, leisure and culture. This should be sought by:

- considering the future redevelopment of Salt Lane car park for a mix of uses, focusing on residential, with cafés and restaurants
- considering the future redevelopment of Brown Street car park for a mix of uses, potentially including residential, retail and hotel/tourism uses
- strengthening pedestrian routes between Culver Street car park and the city centre (Brewery Lane/ Milford Street)
- creating a clear pedestrian prioritised 'stepping stone' route to Salisbury Arts Centre, without compromising the characteristics of the Chequers street pattern
- creating pedestrian-prioritised streets or spaces to allow active uses to spill out and create vibrancy in the area
- working with Winchester Street traders to support activity in this area
- enhancing the public realm.



The northern part of the the Chequers is a fine-grained area dominated by residential uses and small independent establishments like The Five Bells and The Pheasant.

A pedestrian / green corridor link between the Market Place and Salisbury Arts Centre could be identified through this part of the Chequers. Salt Lane car park could form a focal point for this, creating a distinctive public realm, that complements the existing grid patterned character. It may provide a stop-off point for those attending Salisbury Arts Centre for performances.

The central part of the the Chequers includes Milford Street which is a wide, prominent street with key city-centre uses that support and complement the main retail core to the west.

The area supports retail, residential and evening economy uses. This could be enhanced through the redevelopment of Brown Street car park, which could also help to establish an improved link between Culver Street car park and the city centre. Prior to any proposals to redevelop Salt Lane and/or Brown Street car parks a study should be undertaken to determine the city's overall parking requirement, including an assessment to determine the degree to which these car parks are used by local residents and by those attending events at Salisbury Arts Centre and other nearby venues.

Winchester street is characterised by a mixture of residential and small retail/commercial/food and drink units, a number of which are independent.

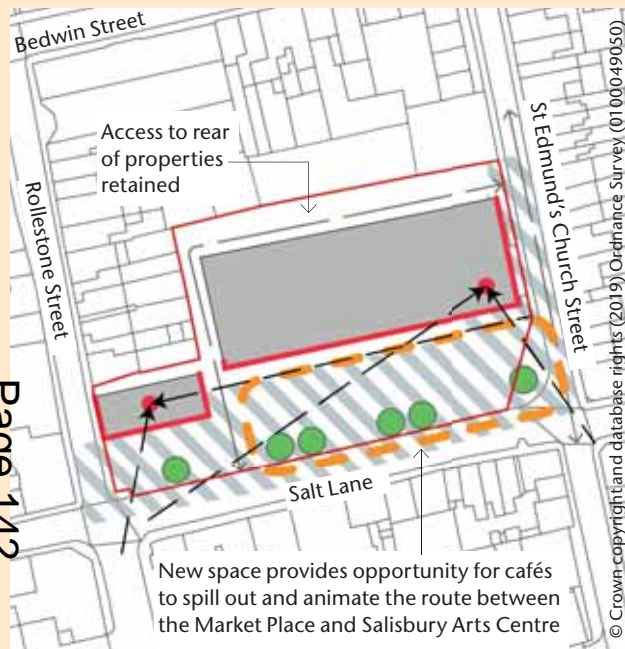
The southern part of the the Chequers contains a mix of uses and is predominantly residential in nature. A number of hotels and bars are located towards Trinity Street and Exeter Street. This part of the Chequers is some distance away from the core of the city centre and is quiet in character.

It has a strong relationship with the Cathedral East Gate at St Ann Street.

Milford Street connects Culver Street car park and Market Place and is largely characterised by its venues which support Salisbury's evening and night-time economy.

Opportunity sites	<ul style="list-style-type: none"> • Salt Lane car park. • Brown Street car park.
Design recommendations	<ul style="list-style-type: none"> • Retain fine urban grain, plot patterns and consistent building frontages in accordance with the City of Salisbury Conservation Area Appraisal and Management Plan. • Vertical rhythm of façades reflecting the predominant plot pattern. • Provide appropriate floorplates for smaller businesses. • Develop a design code which suggests a palette of building forms and materials that will be appropriate for new development within this character area. • Deliver active frontages to increase footfall and way-finding. • Subtly improve way-finding and enhance the street hierarchy through the use of pavement pattern and public art and appropriately located signage.
Economic recommendations	<ul style="list-style-type: none"> • Support active ground-floor uses to animate public realm. • Work with partners to investigate the feasibility of re-purposing under-utilised upper floors to support housing delivery and vibrancy of the central area.
Infrastructure requirements or opportunities	<ul style="list-style-type: none"> • Improve public realm between Salisbury Arts Centre and Market Place to create a definitive and clear route. • Deliver a quality public realm at Salt Lane building on the development potential of this opportunity site. • Deliver overnight parking provision for residents if Salt Lane and Brown Street car parks are to lose capacity, where evidence demonstrates this is required. • Create a more attractive link between Culver Street car park and the city centre via Milford Street and Brewery Lane.
Policy recommendations	<p>Produce design guidance based on the themes which run through the CAF including:</p> <ul style="list-style-type: none"> • Preservation and enhancement of the historic grid street pattern and historic buildings. • Retaining existing plot patterns and consistent building frontages, i.e. buildings set at back edge of pavement. • Vertical rhythm of façades reflecting the predominant plot pattern. • Delivery of active frontages to increase footfall and way-finding. • Encouraging use of upper floors. • Improvements to way-finding and enhancement of the street hierarchy.

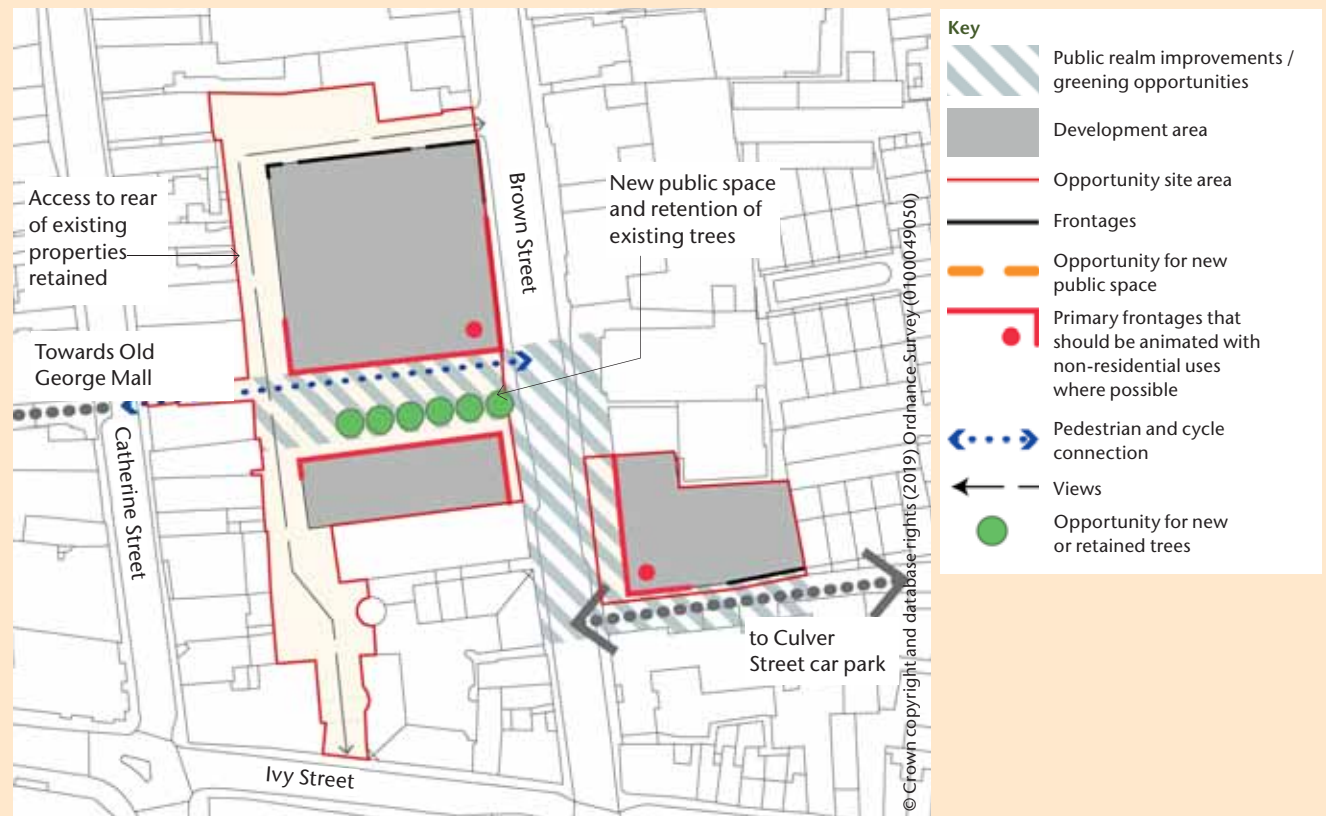
Opportunity site: Salt Lane car park



Illustrative layout of how the site could be developed.

Salt Lane car park: The site is a local authority owned surface level car park. High level viability testing shows that mixed use development of commercial and residential (including 40% affordable housing) could be achieved. The site provides an opportunity to deliver active frontages, a new public space with outdoor seating, new street trees, on site renewable energy generation to support a zero carbon development (where possible), and improved wayfinding between the city centre and Salisbury Arts Centre. Any redevelopment will be subject to satisfactorily resolving overnight parking provision for local residents.

Opportunity site: Brown Street car park



Illustrative layout of how the site could be developed.

Brown Street car park: The site is a local authority owned surface level car park. High level viability testing shows that mixed use development of commercial/leisure and residential (including 40% affordable housing) could be achieved. The site provides an opportunity to deliver active frontages, a new public space with outdoor seating, new street trees, on site renewable energy generation to support a zero

carbon development (where possible), and improved wayfinding between the city centre and Culver Street car park. Any redevelopment will be subject to satisfactorily resolving overnight parking provision for local residents.

Key	
	Public realm improvements / greening opportunities
	Development area
	Opportunity site area
	Frontages
	Opportunity for new public space
	Primary frontages that should be animated with non-residential uses where possible
	Pedestrian and cycle connection
	Views
	Opportunity for new or retained trees

2 Fisherton Street



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Fisherton Street is a key gateway and route into Salisbury's central area – by rail from the station, and by vehicle from the A36. It is a prominent route and a first impression of Salisbury for many of its visitors.

Fisherton Street is a hub of independent shops and specialist trades, establishing a distinct identity. Fisherton Street Independent Traders regard themselves as being similar to a department store along the length of the street on account of the variety of specialist and creative skills and crafts they offer.

The mini roundabout junction at Fisherton Railway Bridge is a congestion hotspot and suffers from some of the poorest air quality in the city. This is the primary HGV route in and out of the city from Churchfields Industrial Estate, and there can be conflicts between the multitude of road users who use this part of the highway network. The road layout and level of congestion can be particularly problematic and unpleasant for cyclists and pedestrians accessing the railway station.

.....
*Fisherton Street - A
Department Store in One
Street*

Fisherton Street Independent
Traders
.....

The CAF recommends the following Key Objective for the Fisherton Street Character Area: To nurture the city's creative industries, artists, small businesses and entrepreneurs. This should be sought by:

- improving the quality of the public realm along Fisherton Street
- seeking funding to upgrade / improve the quality of historic buildings and shopfronts
- protecting and maintaining the nature of existing retail and commercial uses within the characteristic fine-grained, smaller floorplates.

.....
*In 1875, Fisherton
Street had butchers,
drapers, grocers and
bakers, jewellers,
blacksmiths, tobacconists,
tailors, greengrocers
and (appropriately)
fishmongers. Today
Fisherton Street maintains
this tradition with an
eclectic mix of trades,
goods and services.*

Fisherton Festival website
.....



Improvements to the public realm and creation of additional space for pedestrians along Fisherton Street would significantly enhance the quality of experience for those traversing this part of the city on foot. This would create opportunities for increased dwell-time, helping to support the businesses that are located along Fisherton Street. There are natural stopping points at the junction with Water Lane and at the City Hall, while the United Reformed Church provides a prominent landmark at the eastern end of the street. These also provide the opportunity to better connect to adjacent character areas – to the Cultural Quarter and along Water Lane to The Meadows in particular.

Fisherton Street is characterised by active frontages at ground level with a mix of commercial and residential at upper floors. It supports secondary shopping as part of a mix of food and drink establishments. Small and medium interventions such as public realm initiatives, improved lighting, and shopfront improvements will improve the historic terraced shopfronts and elevations while showcasing the street’s diverse independent retail experience and architectural distinctiveness.

Fisherton Street already benefits from a number of independent restaurants and could nurture further specialist restaurants. Fisherton Street has the opportunity to nurture artisans, with some buildings stretching behind the frontage into burgage-like plots and yards e.g. Fisherton Mill. In keeping with the residential nature of the area to the south of Fisherton Street, there may be an opportunity to deliver further residential conversions of upper floors.

Changes in the vehicular priorities along Fisherton Street should be explored. This will need to take into consideration the access requirements for public transport, servicing and deliveries, emergency services and other groups who’s continued access is essential.

.....
Fisherton Mill’s Gallery Café has been recognised four times in the Observer’s National Food Awards, while the Daily Telegraph described their puddings as “to die for”.

Fisherton Festival website

Opportunity sites	<ul style="list-style-type: none"> • Natural stopping points around Water Lane, City Hall and the United Reformed Church.
Design recommendations	<ul style="list-style-type: none"> • Maintenance of fine grain and small footplates character aimed at supporting independent retail and commercial occupants. • Redistribution of street space towards pedestrians and cyclists to promote increased dwell time. • Improved, coherent shop signs and period architectural detail to emphasise the quality in the built environment and the visual distinctiveness of the street. • Improve connections to adjacent character areas, particularly The Maltings, Cultural Quarter and Central Car Park, railway station and Meadows. • Develop a design code which suggests a palette of building forms and materials that will be appropriate for new development within this character area.
Economic recommendations	<ul style="list-style-type: none"> • Protect and maintain existing smaller floorplates. • Encourage footfall from the east, for those who do not visit by rail. • Improve connectivity between anchor attractions of City Hall/ Salisbury Playhouse and the Maltings shopping centre. • Seek opportunities for Wiltshire Council to secure property to let to makers and sellers.
Infrastructure requirements or opportunities	<ul style="list-style-type: none"> • Improvement of traffic circulation and management at Fisherton Street mini-roundabout. • Way-finding from the station. • Key public spaces at Water Lane and City Hall and entrance to the Cultural Quarter. • Reduce dominance of the highway for vehicles. • Increase pedestrian crossing provision. • Removal or relocation of unnecessary street clutter.
Policy recommendations	<p>Produce design guidance which should be based on the themes which run through the CAF including:</p> <ul style="list-style-type: none"> • improving the appearance of the street, as a gateway location to the city • preservation and enhancement of the variety of historic buildings. • continued support for Fisherton Street as a hub for independent and specialist traders • improvements to pedestrian and cycle connectivity to other parts of the city • improvements to way-finding and enhancement of the public realm.

3 Centre



The Centre character area is Salisbury's retail core, focused on the High Street and New Canal (including Old George Mall), Fish Row, Butcher Row and Market Place. Nationally-recognised retailers tend to have a presence within this area. Old George Mall houses a number of larger national chain stores and a multi-storey parking facility accessed off New Street. In the wider Centre character area floorplates tend to be smaller on account of the historic building pattern.

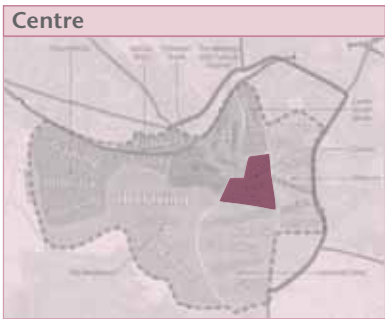
The Market Place could be strengthened as a central focal point complemented by the twice-weekly Charter Market, with places to sit, stay and watch. The distinct form and scale of Butcher Row and Fish Row, at the heart of the old city, offer a specialist / boutique retail environment, while the Old George Mall and New Canal provide a mid-range offer for residents. High Street, with its connection to the Cathedral and its smaller-scale shops, tends to serve the specialist, independent and tourist demand.

The CAF recommends the following Key Objective for the Centre Character Area: To strengthen the city's core retail area and hub of activity around Market Place. This should be sought by:

- continued support for new national comparison retailing within the centre area
- exploring opportunities for development at High Street to improve/diversify the retail offer, and create linkages to the river as well as opportunities for living and leisure
- strengthening the role of the Market Place, through a variety of events
- encouraging use of upper floors
- exploring options to enable the upgrade and improvement to historic buildings and shopfronts that have fallen into disrepair
- enhancing the public realm.



Salisbury is the largest retail centre in Wiltshire, with around 740,000 sq ft of non-food retail /service floorspace and 100,000 sq ft of food floorspace in the city centre. There is an additional 400,000 sq ft of retail floorspace in Salisbury's out-of-centre locations.



The Centre character area could benefit from a comprehensive approach to way-finding and improvements to the public realm, which would improve footfall between retail areas.

High Street is largely pedestrianised with a direct link to the Cathedral, and Butcher Road and Fish Row are pedestrianised, creating an intimate environment. New Canal, Silver Street and Minster Street form part of the central road network, and can be heavy with traffic, particularly at the various junctions. There are prominent public spaces at the Poultry Cross and Cheese Market, but these are compromised by unnecessary clutter. Connections to the Market Place from the south are typically narrow and low key.

The Centre currently has poor pedestrian connections to The Maltings, which relies on crossing the Avon via Market Walk or via Bridge Street.

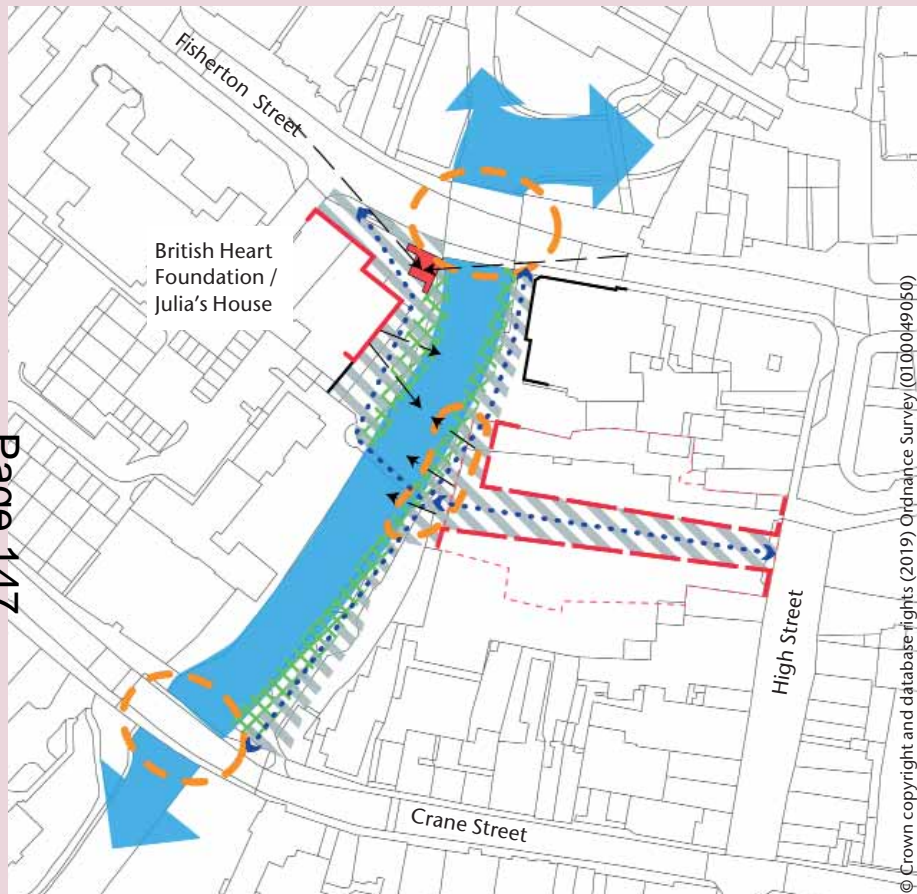
The Centre's opportunity sites have strong connections with the River Park area and need to be considered within this wider project.

On a smaller scale, the use of advertising (especially A-boards) undermines the special historic environment of the pedestrianised streets in the Centre. Similarly, the historic environment warrants a bespoke and considered approach to shopfront design. Standard corporate branding may not be appropriate within the streetscape, and the policy for dealing with this needs to be clear and enforceable. Wiltshire Council, working with Salisbury BID and Salisbury City Council, should consider the approach to managing this.

Salisbury city centre only captures 31% of comparison expenditure from its wider catchment area. (Perian, 2018)

Opportunity sites	<ul style="list-style-type: none"> • High Street / Crane Street / riverside. • British Heart Foundation / Julia's House.
Design recommendations	<ul style="list-style-type: none"> • Continue support for national retailers within the Centre area. • Develop a clear street hierarchy and a primary focus for retailing. • Use way-finding and improvements in the public realm to enhance movement and create different experiences in the Centre area to promote longer dwell times. • Use key public spaces to promote Salisbury's distinctiveness and uniqueness derived through the built environment, especially at High Street, Butcher Row / Fish Row, the Cheese Market and Poultry Cross. • Enhance the role of the Market Place through better way-finding and the greater use of the space. • Develop a design palette of building forms and materials appropriate for new development in this area.
Economic recommendations	<ul style="list-style-type: none"> • Develop a clear street hierarchy, increasing the prominence of shopping centres and anchor stores. • Capitalise upon the opportunities presented by the city's waterways to increase visitor numbers and dwell times. • Consider re-purposing of under-utilised upper floors to support housing delivery and vibrancy of the central area. • Monitor and respond positively to business accommodation requirements.
Infrastructure recommendations	<ul style="list-style-type: none"> • Reduce dominance of the highway for vehicles, especially at major junctions. • Increase pedestrian crossings to aid connectivity and calm traffic. • Reduce on-street parking capacity to minimise the number of vehicles circulating in the central area. • Improvement of way-finding and public realm to better enable movement and legibility.
Policy recommendations	<p>Produce design guidance which should be based on the themes which run through the CAF including:</p> <ul style="list-style-type: none"> • preservation and enhancement of the variety of historic buildings • improvements to public realm and way-finding. <p>Exploring redevelopment opportunities of land/buildings between High Street, Fisherton Bridge and Crane Street that would enhance the retail/leisure/residential offer of the High Street and improve pedestrian connectivity and access to the river frontage.</p>

Opportunity sites: High Street / Crane Street and British Heart Foundation / Julia's House



Key	
	Public realm improvements / greening opportunities
	Opportunity site area
	Frontages
	Opportunity for new public space
	Primary frontages that should be animated with non-residential uses where possible
	Pedestrian and cycle connection
	Views
	Opportunity for new or retained trees
	River Avon
	Opportunity to improve the natural environment
	Historic Clock Tower to remain focal point along Fisherton Street

Illustrative approach for creation of better linkages from the High Street to the river.

High Street / Crane Street: Single, large retail units on the High Street could provide an opportunity to be redeveloped as a cluster of small retail units - artisans' workshops - together with residential units above arranged around a covered arcade. This scheme could offer a transformational opportunity to increase connectivity providing improved pedestrian routes from the High Street to the River Avon as well as providing additional residential space in the city centre.

British Heart Foundation / Julia's House: The rationale for the area around the Clock Tower is to provide an active frontage to the River Avon with outdoor tables and chairs, and to create opportunities for viable retail and leisure uses in the existing building. This would improve the attractiveness and offer of Salisbury in this prominent site.

The existing buildings comprise retail space let to British Heart Foundation and Julia's House shops on the ground floor and part of the first floor, each fronting onto Fisherton Street, with a large office unit occupying the rear of the upper floor. There is also an existing car parking area.

Any development of the site should consider opportunities for on site renewable energy generation to support a zero carbon development (where possible).

Development around the ecologically sensitive River Avon would need to be designed to avoid any temporary or permanent increase in artificial light levels near the river.

4 The Maltings, Cultural Quarter and Central Car Park

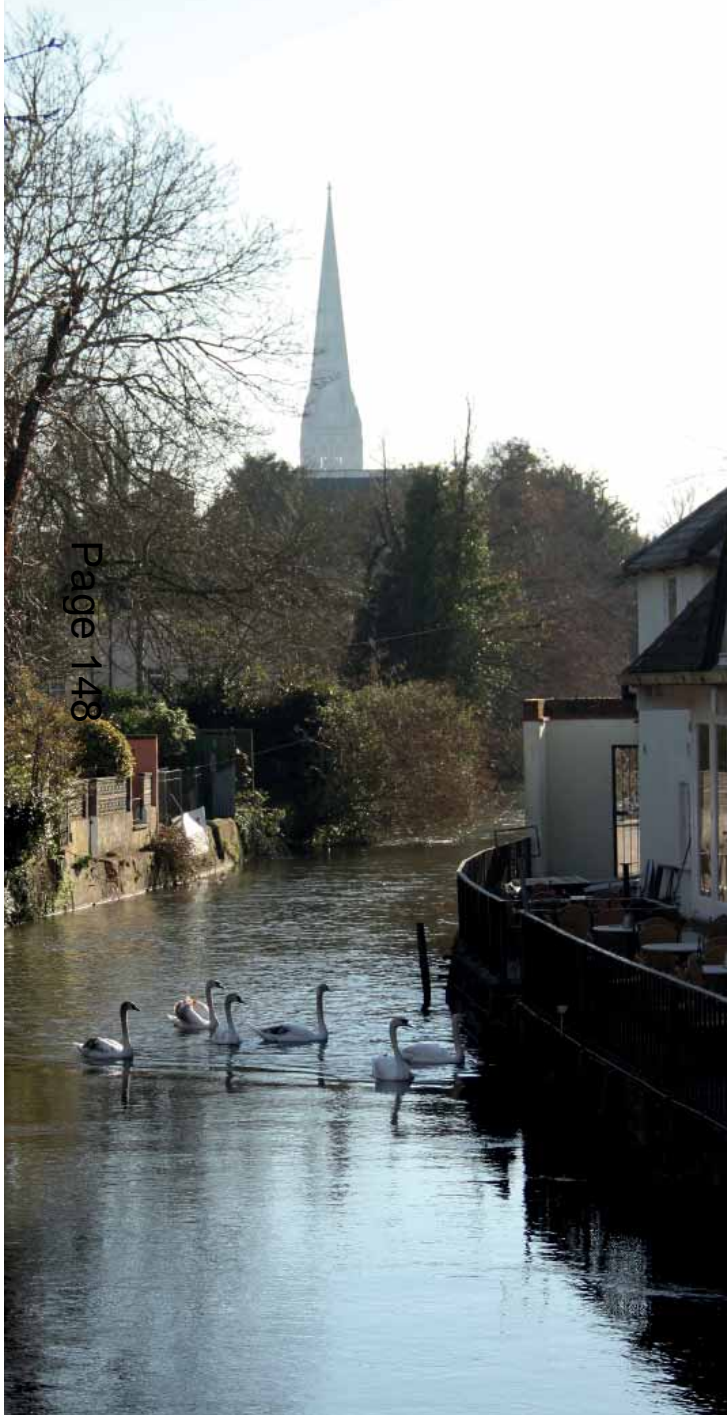
The Maltings and central car park occupy a significant area of land in Salisbury. The central car park includes a large surface level car parking and coach park and has an expansive frontage to Salisbury's rivers. The Maltings is occupied by Sainsburys supermarket along with riverside retail parades connecting to Fisherton Street and Market Place.

The Cultural Quarter centres around Salisbury Playhouse and the City Hall with a shared access route from Malthouse Lane. The City Hall has a former frontage to Fisherton Street which is no longer used, and both venues could benefit from increased prominence and wayfinding. The Playhouse has an active programme and a strong local audience, while City Hall is in need of upgrading and is more limited in its programming. Culture in the city is recognised for its role in helping to drive economic regenerating and recovery.

This character area is the subject on an endorsed masterplan (The Maltings and Central Car Park masterplan, June 2019) and is a strategically important regeneration site allocated by the Wiltshire Core Strategy. The regeneration of the site is expected to deliver a mix of housing, commercial and leisure uses as well as enhancements to the Cultural Quarter, and the delivery of a substantial portion of the River Park that intersects the site.

The CAF recommends the following Key Objective for the Maltings, Cultural Quarter and Central Car Park Character Area: To enhance the cultural offer and evening economy, alongside the provision of new urban living. This should be sought by:

- delivering regeneration in accordance with the Maltings and Central Car Park masterplan
- improving city centre vibrancy and vitality during the day and evening by establishing a re-imagined and more attractive Cultural Quarter
- strengthening connectivity between the Cultural Quarter and Fisherton Street/The Maltings
- delivering the central element of the River Park to include protection and restoration of the River Avon SAC chalk river, its wildlife and habitats.





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<p>Design recommendations</p>	<p>The Maltings and Central Car Park masterplan sets out the strategy for a new development including its general layout, scale and other aspects that will need consideration. The process of developing the masterplan has tested options and considered the most important parameters for the area such as:</p> <ul style="list-style-type: none"> • the environmental constraints/opportunities • mix of uses • requirement for open space • transport infrastructure • the amount and scale of buildings • the quality of buildings.
<p>Economic recommendations</p>	<ul style="list-style-type: none"> • Enhance the city's food and drink and hospitality offer. • Improve connectivity and visitor experience between the Station and the Centre character areas, as well as along the city's waterways to increase footfall and dwell times. • Enhance the visitor arrival experience at the coach park including way-finding into the city.
<p>Infrastructure recommendations</p>	<p>The Maltings provides the key jigsaw piece to ensure:</p> <ul style="list-style-type: none"> • renewal of, and support to, the Cultural Quarter, to support an improved evening economy • opportunities for urban living close to the central area • Riverside public realm that maximises the opportunity to enjoy and appreciate the river, to cross it and allow it to contribute to the city's wider identity • creation of a substantial part of the River Park project with walking and cycling routes into the city centre, flood mitigation and habitat enhancement • city-wide car and coach parking strategy and delivery of people-friendly streets • linkages made through the form of the buildings, the nature of the public realm and through effective way-finding • enhancing the existing cycle route entry and exit points • new visitor arrival and welcome point with enhanced walk to the city centre along the River Avon.

5 The Meadows

The Meadows character area comprises the Harnham Water Meadows and Queen Elizabeth Gardens, to the south of the city. This area has excellent views of the Cathedral, placing it in a rural setting made famous by John Constable's paintings.

The water meadows are a distinctive part of Salisbury's landscape setting that separate Harnham from the rest of the city. Much of the area is used for sheep grazing, and is of unique historical significance for its traditional meadow irrigation system, looked after by the Harnham Water Meadows Trust. Salisbury lies on five rivers (three of which flow through the city) and the water meadows – to the south of Queen Elizabeth Gardens – mark the confluence of the Nadder and the Avon. These are chalk rivers of national and international significance which are designated as Special Areas of Conservation and Sites of Special Scientific Interest.

The Harnham Water Meadows have limited publicly accessible routes namely the Town Path and the Broken Bridges route. However, the Meadows offer residents and visitors a unique environment in which to connect to nature and appreciate the special landscape and the views across to the city and the Cathedral.

An aspiration is to work with land owners to open up new paths and routes between destinations which can become part of the offer for the city as a whole, encouraging visitors and residents to explore further and foster a greater understanding of it. Such routes could offer alternatives to the private car as a means of accessing the city and assisting in meeting health and wellbeing objectives.

The Queen Elizabeth Gardens offer a more formal recreational setting within the water channels. This park is located close to the city off Crane Bridge Street, close to the Cathedral and the southern end of the High Street. Queen Elizabeth Gardens are well connected to Fisherton Street via Water Lane, and to the Station along Mill Road.

The Meadows



The CAF recommends the following Key Objective for The Meadows Character Area: To improve the city's access and connectivity to the Meadows and protect its environmental qualities and historical significance. This should be sought by:

- improving access between Salisbury central area and the water meadows by creating better walking routes and opportunities for engagement with the river
- raising awareness and promoting the positive qualities of the Meadows and improving public understanding of this heritage asset
- enhancing the water meadows as a visitor attraction, building on the existing work of Harnham Water Meadows Trust
- enabling public access to the river in appropriate locations.

Design recommendations

- Because of the sensitive environmental qualities of the chalk rivers, any proposals will need the input and advice of the Environment Agency, Natural England, Wiltshire Council and other bodies such as the Harnham Water Meadows Trust.

Economic recommendations

- Raise awareness of and improve access to the Meadows to increase the length of tourism visits.

Infrastructure recommendations

- Ensure Salisbury's flood resilience is improved and not undermined.
- Improve pedestrian and cycle links through new pedestrian / cycle bridges where possible.

The water meadows are believed to have been constructed around 1660, when the meadow system was laid out on a pre-existing marshland landscape at the confluence of the Nadder and Avon.

6 Churchfields

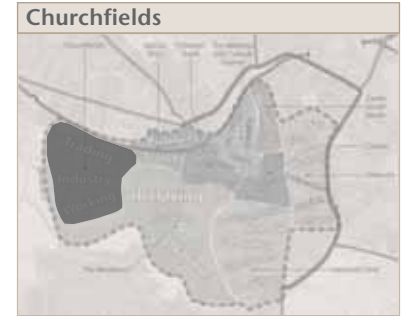


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Churchfields Industrial Estate is the main employment area in Salisbury consisting of trade counters, car showrooms, building merchants, factories and the household recycling centre. The industrial estate is constrained on three sides by a meander in the River Nadder. Vehicle access is restricted with heavy goods vehicles having to either make their way to Churchfields via Fisherton Street and under the railway bridge or through Salisbury city centre and along Mill Road. Both access routes tend to result in conflicts with other road users and have negative impacts on local levels of air and noise pollution.

Churchfields Road, which provides vehicle access to the industrial estate, is predominantly residential with a distinct Victorian character.

To the north of Churchfields Industrial Estate is the former Engine Sheds site which is currently vacant. Opportunities for development of this site should be explored, potentially as part of proposals for the Station area.



The CAF recommends the following Key Objective for the Churchfields Industrial Estate Character Area: To enhance the Churchfields Industrial Estate area and support a diversification of employment generating uses. This should be sought by:

- promoting the suitable relocation of employment uses, notably high-traffic generators
- improving the quality of place to attract start-ups and a greater variety of employment types
- supporting higher density employment uses, where appropriate
- investigating the relocation of Wiltshire Council's depot.

Churchfields Industrial Estate and the Engine Sheds site are currently allocated for a mixed-use development of strategic importance in the Wiltshire Core Strategy for 1,100 dwellings and 5 hectares of employment. To date, that change of use has not been delivered and Churchfields remains a strategic employment area providing a home for a diverse range of businesses. The long-term future of Churchfields will be determined through the review of the Local Plan.

In the meantime, opportunities to improve the area should be explored, including:

- supporting, where appropriate, the intensification of employment generating uses on Churchfields Industrial Estate
- careful consideration of the potential impacts of traffic volumes (including HVGs), noise and air pollution for any planning applications for employment generating uses on Churchfields Industrial Estate
- producing a strategy that provides alternative opportunities or sites for some of the uses which generate the heaviest vehicle movements (e.g. car transporters) to alleviate pressure on traffic pinch points in the city, in particular Fisherton Street/ Southwestern Road
- exploring opportunities to improve the pedestrian and cycle environment, in particular along Churchfields Road, to encourage non-vehicular access to the site.

Opportunity sites	<ul style="list-style-type: none"> • Engine sheds site (Churchfields Road).
Design recommendations	<ul style="list-style-type: none"> • Explore design approaches that allow for co-location of business and residential uses whilst managing bad neighbour impacts. • Produce a strategy that provides alternative opportunities or sites for some of the uses which generate the heaviest vehicle movements (e.g. car transporters) to alleviate pressure on traffic pinch points in the city.
Economic recommendations	<ul style="list-style-type: none"> • Support intensification of land use that increases job densities and reduces bad neighbour impacts.
Infrastructure recommendations	<ul style="list-style-type: none"> • Improve pedestrian facilities along Churchfields Road, including formal crossing and enhanced footways. • Traffic calming measures to reduce traffic speeds. • 20mph speed limit.



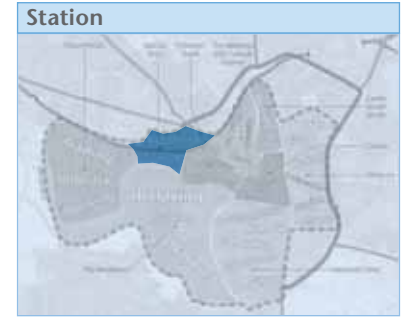
7 Station

The railway station is a major entry point into the city, located on the fringe of the central area, a ten-minute walk from the city centre. Access to the station is from the south side, via South Western Road. Access from the stations northern side is currently not in operation. The station building is an attractive red-brick Grade II Listed Victorian building. The external environment of the access and car park in combination with the blank façades of the walk towards Fisherton Street are generally poor. Buses to Stonehenge leave from the station car park, which means some visitors never see the city.

The quality of the environment in the wider railway area is also generally poor and unattractive. Heavy traffic, including traffic to and from Churchfields Industrial Estate, also compromises the quality of the station area.

Given the importance of the station and its surrounds as a first impression for many of Salisbury’s visitors, the area would benefit from major public realm improvement to create a new tourist arrival experience to the city.

The area could also provide an opportunity to deliver other benefits for the city in the longer-term, through a comprehensive masterplanning exercise. It is recognised that there may be opportunities for development on land to the north of the station, and this could deliver a potential mixed-use development of offices, retail and residential around an attractive piazza on the north and south sides of the station. This would be subject to the appropriate relocation of the Salisbury Traincare depot within the Salisbury area, and would require a collaborative partnership between Wiltshire Council, South Western Railways and Network Rail.



The CAF recommends the following Key Objective for the Station Character Area: To enhance the city’s station forecourt area, and create a new hub around the northern station area focused on business and residential uses and an improved transport hub. This should be sought by:

- delivering public realm improvements to the station forecourt area, including a much-improved Stonehenge bus stop facility, delivering people friendly streets, and reconfiguration of parking and station-related infrastructure
- developing a longer-term masterplanned proposal for the redevelopment of the wider station area, to potentially include a business hub (north of station), managed workspace, hotel/conferencing facilities, retail, and residential uses (potentially including student housing/homes for young people).

“The first impression that most people, especially tourists, will experience if they are visiting Salisbury is the train station and Fisherton Street. The station feels grubby and unloved.”

.....
Salisbury station has an annual rail passenger usage of over 2 million trips.

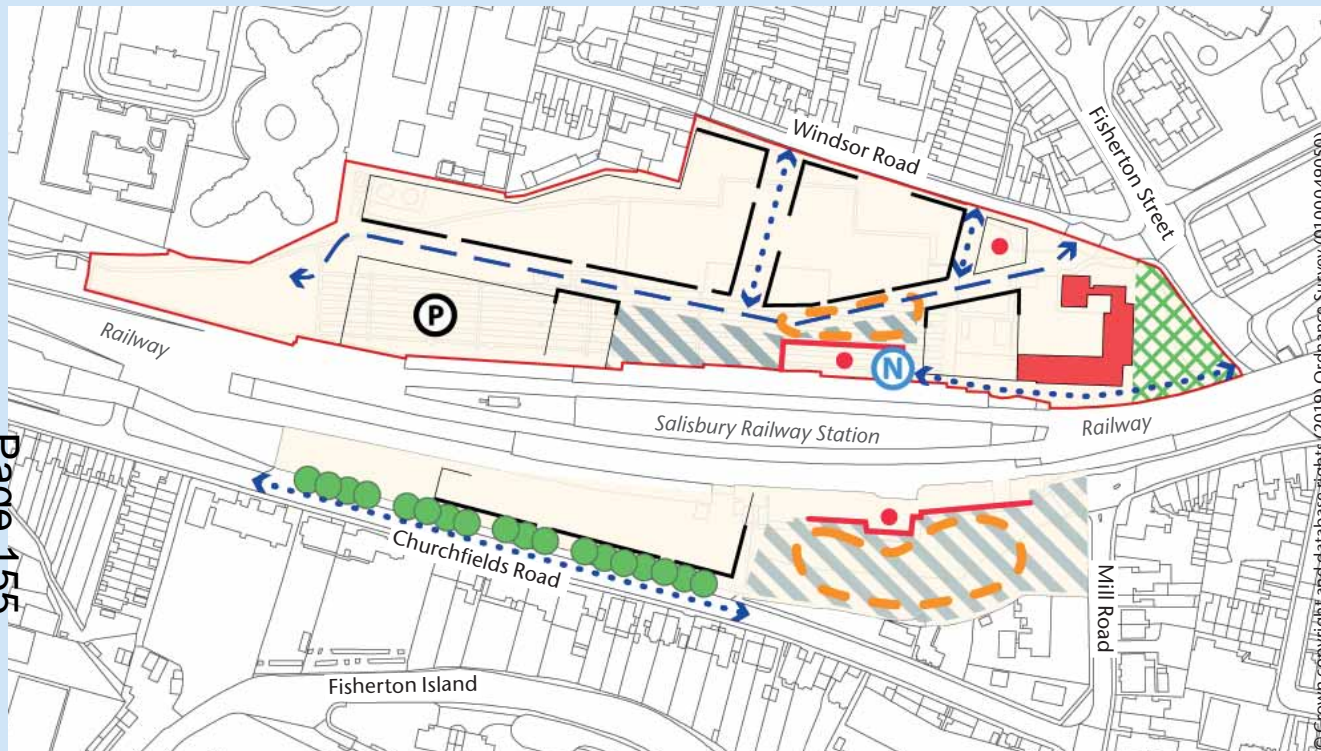
New employment provision on the current railway depot could provide a large, centrally located site that could be utilised for new office space. It would offer the potential for larger businesses to locate to Salisbury, and provide supporting infrastructure, such as hotel and business meeting facilities, to those businesses currently outside of the city (e.g. Porton Down). Businesses could establish themselves in this prime location just 80 minutes from London.

The opportunity site provides potential for residential development, including key workers and students, close to the central area in a well located position. Relocating some of the parking for the station from the south side to the north may have the combined benefit of reducing traffic having to use South Western Road and opening up the south side of the station to the potential of an improved visitor experience and a more suitable and sympathetic entrance to the city.

Small-scale convenience retailing could support new residential development and the needs of commuters and visitors, but not undermine efforts to revitalise Fisherton Street and the retail offer of the central area itself. Introducing buses to the station should be encouraged and explored in the detailed design work.

Opportunity sites	<ul style="list-style-type: none"> • Salisbury Traincare Depot. • Salisbury station car parking areas.
Design recommendations	<p>Develop and implement a plan for an improved public realm at the forecourt to the south of the station, creating a much-improved entrance and first impression of Salisbury.</p> <p>Produce a masterplan for the longer-term development of the station area, in partnership with rail authorities. This should be for a mixed-use development potentially comprising:</p> <ul style="list-style-type: none"> • a business hub, managed workspace, hotel/conferencing facilities, retail, and residential uses (potentially including student housing/homes for young people) • a reopened northern access to the station • enhanced cycling routes to the station and improved cycle parking • improved public transport/bus connectivity with the station.
Economic recommendations	<ul style="list-style-type: none"> • Ensure a high-quality built environment to raise demand and viability of residential uses. • Co-location of hotel and business meeting facilities and appropriate retail and leisure uses. To raise demand for and value of office floorspace. • Safeguard land for office development in two phases to minimise development risk in line with take-up rates.
Infrastructure recommendations	<ul style="list-style-type: none"> • Meeting increased railway operating demands with improved depot facilities including stabling. This could potentially involve use of the Engine Sheds site. • Improve station accessibility and interchange for pedestrians, cyclists and public transport users. • Work with South Western Railway to deliver the required number car parking spaces to serve the station. • Deliver junction improvements at Windsor Road / Fisherton Street to cater for trips generated from the proposed new uses.
Policy recommendations	<ul style="list-style-type: none"> • A masterplan is to be prepared by Wiltshire Council in conjunction with partner bodies, which aims to support the creation of a public plaza arrival point, improved accessibility to the station, additional commercial, retail, leisure, and residential development and reconfigured parking.

Opportunity site: Station area



Key	
	Public realm improvements / greening opportunities
	Opportunity site area
	Frontages
	Opportunity for new public space
	Primary frontages that should be animated with non-residential uses where possible
	Pedestrian and cycle connection
	Views
	Opportunity for new or retained trees
	Opportunity to improve the natural environment
	Building to be retained
	Northern station entrance
	Car parking

Illustrative layout of how the site could be developed.

Station area: The site is currently owned by Network Rail and occupied by the station buildings and a traincare depot with railway sidings to the north of the station. The station facilities are leased to the train operating company, South Western Railways, until the expiry of their franchise in 2024, with parts of the site in control of Network Rail, who also own and operate a maintenance depot on Churchfields Road and own commercial property leased to a carpet company. The

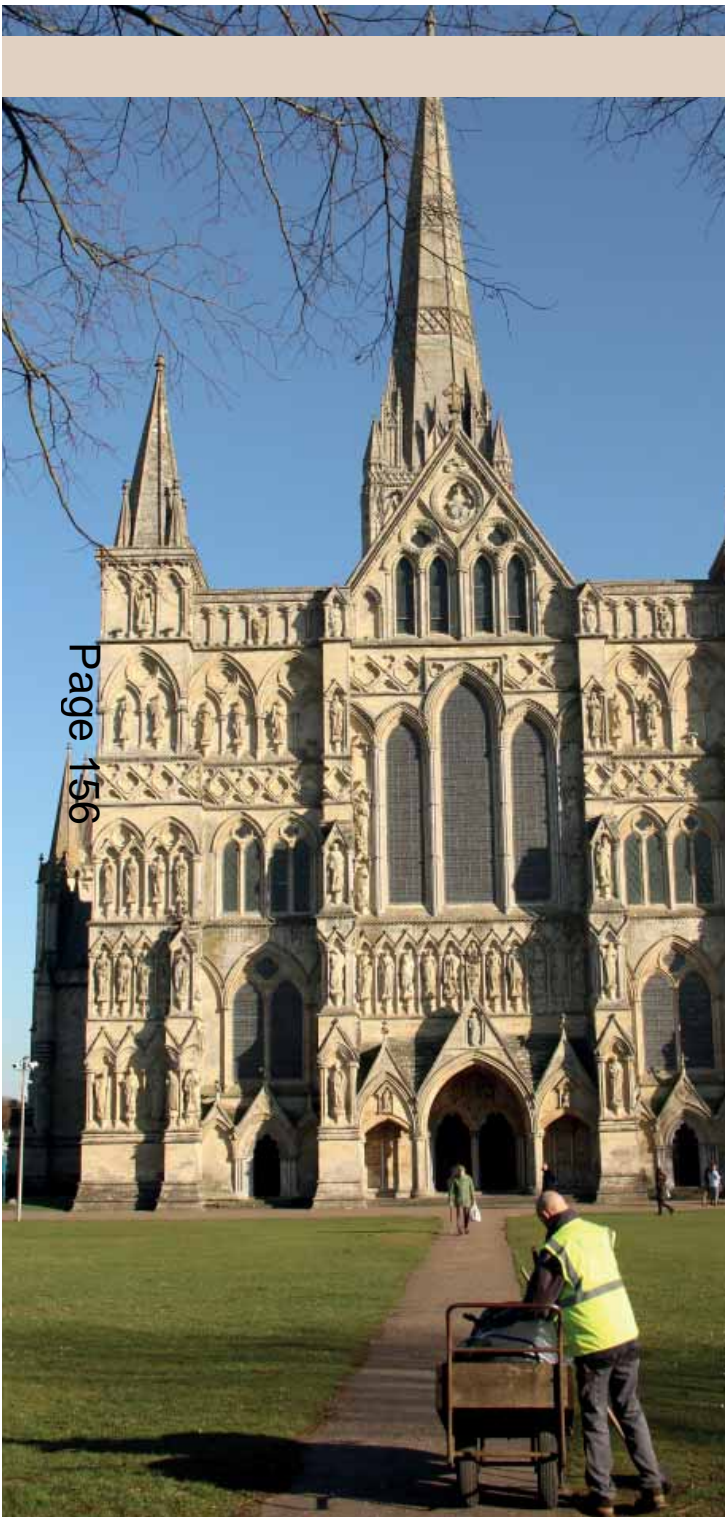
existing train depot may not be suitable for the next generation of trains and so may need to be relocated, potentially utilising the Engine Shed site owned by Wiltshire Council. The area to the south of the railway line comprises an existing surface car park situated with a frontage along Churchfields Road.

Based on historic office up-take levels within Salisbury, an initial phase of around 5,500 sq m of office floorspace may take two to four years to achieve steady state

occupation levels, subject to the point in the economic cycle and affordability for occupants.

Any development of the site should consider opportunities for on site renewable energy generation to support a zero carbon development (where possible).

8 Cathedral Close



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The Cathedral is the defining image of Salisbury. Alongside the Cathedral itself, the buildings around it within Cathedral Close comprise residential, cultural and education uses. There are other heritage attractions in Cathedral Close, many of which are engaged with the Cathedral or have close connections to it. The Close is also an important green space in the city, providing a space of tranquillity and contemplation. The Cathedral has responsibility for the maintenance and management of the property it owns and the space within Cathedral Close.

The Cathedral has set out its vision in its Masterplan – An Exceptional Place – and its current Strategic Plan 2017–2022.

A central aim of the CAF is to enhance the integration between the central area and the Cathedral. The Cathedral is the symbol of the city, and the main reason that many people will visit. The city and the Cathedral were developed together, and the city itself tells much of the story of the place through its street layout and its spaces, places that have contributed to the heritage, landscape and tradition of the city overall.

The CAF recommends the following Key Objective for the Cathedral Close Character Area: To celebrate the history and significance of the Cathedral Close by protecting it as a place for worship and contemplation, as a visitor attraction for Salisbury and providing a space for events, the arts, and other enlivening activities. This should be sought by:

- improving connections and pedestrian linkages to the centre
- supporting city-wide events and activities that bring together the city and the Cathedral
- developing access to the Cathedral's history, heritage and treasures, exploring this alongside the history of the city as a whole.

.....
John Constable visited the city from 1811, and produced a substantial body of work around the city and the Cathedral.

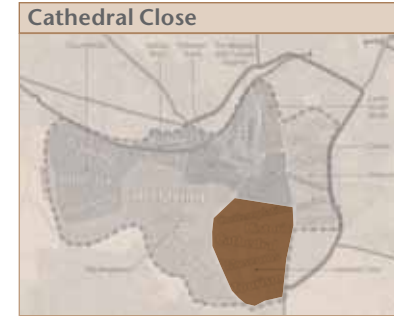
The Tate Gallery
.....

The CAF recommends building a closer relationship between the Cathedral and the city for the benefit of local residents and visitors. It is envisaged that this will be in part through the offering of more cultural and artistic events, exploring the scope for other events that will complement these, creating better linkages between the city and the Close and through effective way-finding.

The Cathedral is keen to encourage a wider, younger audience, although it is expected that it will retain its predominantly-older visitor profile. Salisbury Cathedral "An Exceptional Place" - Masterplan aspires to increase the visitor offering, to increase accessibility to the Cathedral's heritage and treasures, and to continue to conserve the building and the Close. The Cathedral has a role, with the city itself, in diversifying the visitor offer and becoming more relevant to a wider demographic both for its own sake and for that of Salisbury more widely.



Design recommendations	<ul style="list-style-type: none"> • Sympathetic use of land and buildings in a way that protects and enhances the special qualities of the Cathedral area. • Enhance existing links to and from the Cathedral grounds, particularly to the centre of the city, whilst retaining the unique characteristics of the Cathedral area and acknowledging it as an active place of worship. • Improve way-finding to and from the Cathedral Close.
Economic recommendations	<ul style="list-style-type: none"> • Enhance physical and promotional links between the Cathedral and the wider city. • Work with the Cathedral and other stakeholders to achieve the aspirations of the Salisbury Cathedral "An Exceptional Place" Masterplan.
Infrastructure recommendations	<ul style="list-style-type: none"> • Facilitate access between the Cathedral and the city centre and improve connectivity and way-finding.



9 Castle Street



Castle Street lies to the north of the core retail area and has an important role in supporting city-centre employment and residential uses. Castle Street is directly connected to the A36 a short distance to the north.

In recent years Castle Street has seen the development of a substantial complex of retirement apartments on the site of the former Friends/Aviva offices, which has shifted the character of this part of the street away from being primarily commercial. The southern end of Castle Street is physically and functionally linked to the Market Place and remains primarily as retail and office uses.

Castle Street is a key route in and out of the city, in particular for coaches accessing the coach park from Castle Street via Mill Stream Approach. Castle Street plays an important role in providing some of the key access routes to the River Park area, and also to the NHS/health centre to the south of the coach park.

.....
Castle Street was once a popular location for regional headquarters. However, much of this office floorspace has now been converted to other uses and over 40,000 sq ft remains vacant.



The CAF recommends the following Key Objective for the Castle Street Character Area: To continue its role in supporting secondary town centre, residential and healthcare uses. This should be sought by:

- promoting city-centre urban living, incorporating a mix of typologies and tenures, including homes for the elderly, family houses and start-up homes
- improving way-finding and linkages to the River Park and the Maltings and Central Car Park redevelopment site
- supporting continued healthcare provision.

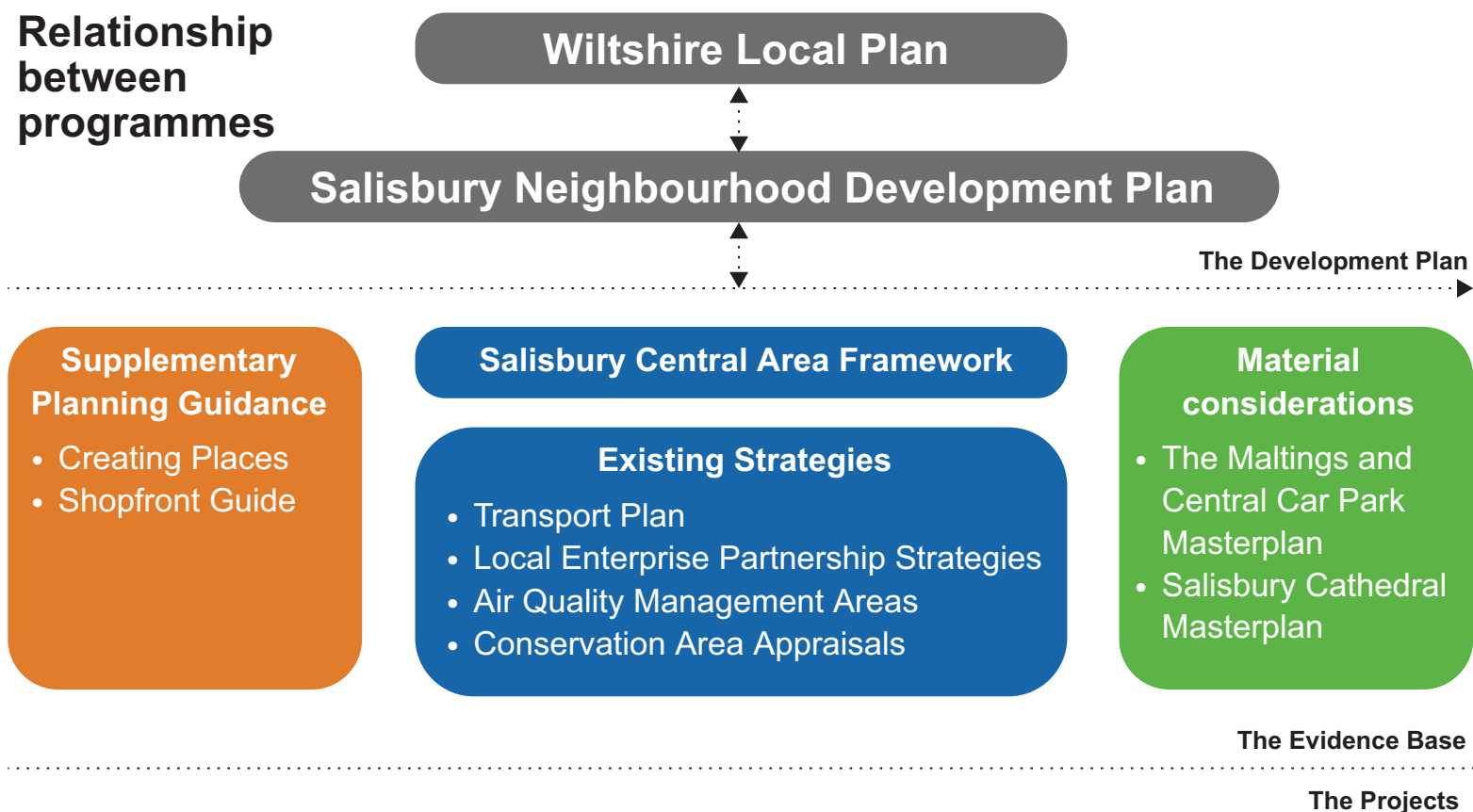
Design recommendations

- Castle Street still has some large floorplate offices and the potential to accommodate additional office-based employment. It is desirable to retain this stock for potential employment uses.
- Future development in the area needs to play its role in contributing to the river frontage, particularly in avoiding backs facing the river at any point.
- Any such development would need to ensure the enhancement of the River Avon SAC as a corridor for wildlife.

Infrastructure recommendations

- Work with healthcare providers to support their ongoing needs.

Appendix 1: How the CAF relates to other documents



The Salisbury Central Area Framework provides an umbrella for future projects in the central area. At the time of writing, Wiltshire Council has initiated a number of projects in collaboration with partner bodies, including:

- Fisherton Street urban environment improvements
- Salisbury Station Masterplan
- Salisbury Transforming Accessibility Project
- A review of the Cultural Quarter
- Partnership working with the Environment Agency to deliver a River Park and flood defenses

Appendix 2: Planning Policy Summary

This section highlights the broad planning policy context for the CAF.

National Planning Policy

The National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development, and the CAF encourages development opportunities that meet the sustainable needs of the area.

The NPPF recognises the importance of town centres at the heart of local communities, and requires Local Planning Authorities to positively support growth, management and adaptation. Town centres should be allowed to grow and diversify in response to rapid changes in market demands, and the NPPF recognises that residential development can play an important role in ensuring vitality in town centres. Development should add to the overall quality of an area and establish a strong sense of place.

The NPPF also states that Local Planning Authorities should support:

- the transition to a low-carbon future in a changing climate, incorporating mitigation and adaptation
- achieving healthy, inclusive and safe places
- facilitating and prioritising easy pedestrian and cycle connections
- active street frontages and provision of green infrastructure
- effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions

- taking opportunities to achieve net environmental gains, for example developments that would enable new habitat creation or improve public access to the countryside
- protection and enhancement of valued landscapes, sites of biodiversity or geological value, and soils
- conservation and enjoyment of the historic environment.

The NPPF also makes clear that Local Planning Authorities should support local communities in developing neighbourhood plans which underpin the delivery of strategic policies set by the Local Plan.

Local Planning Policy: Wiltshire Core Strategy

Salisbury is identified in the Wiltshire Core Strategy as a 'Principal Settlement' (Core Policy 1) because it is 'a strategically important centre and primary focus for development', alongside Trowbridge and Chippenham.

Core Policy 20 'Spatial Strategy for the Salisbury Community Area' sets out that over the Core Strategy plan period 2006 to 2026 Salisbury (and Wilton) will have provided 29ha of employment land and 6,060 new homes. As at April 2018 the remaining number to be delivered was 732¹.

Core Policy 20 identifies a number of strategic development sites contributing to Salisbury's housing and employment land requirements. Within the central area of Salisbury, this includes the Maltings and Central Car Park

site (now subject to an endorsed masterplan and in the early stages of delivery), and Churchfields Industrial Estate.

The Core Strategy also identifies several additional non-strategic potential brownfield regeneration sites, which may be brought forward subject to deliverability. Within the central area, this includes:

- Salt Lane car park
- Brown Street car park
- bus station, Endless Street (retirement home development has now been delivered)
- bus depot, Castle Street.

The strategy for Salisbury over the plan period to 2026 focusses around:

- making the city more self-contained thus reducing out-commuting
- provision of employment, retail, cultural and leisure facilities
- retaining and enhancing Salisbury's tourism role
- development of a significant number of new homes.
- protection of the city's unique character and highly valued views/roofscape.

¹ <http://www.wiltshire.gov.uk/spp-housing-land-supply-statement-2018-published.pdf>



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Salisbury Central Area Framework

Report on summer 2019 public consultation



1. Introduction

- 1.1. Wiltshire Council are embarking on the production of the Salisbury Central Area Framework (CAF), as part of the ongoing recovery work in the city following the nerve agent attack on March 2018. The CAF will inform and make recommendations for deliverable development initiatives within the city centre area. The CAF will serve as an evidence-based document to inform the Wiltshire Local Plan Review, the emerging Salisbury Neighbourhood Plan and future planning guidance documents as appropriate.
- 1.2. The council undertook a period of consultation on a series of broad themes for the CAF between **Thursday 27th June** and **Friday 9th August 2019** and invited comments from the public during that period. The purpose of this document is to explain the consultation process that was carried out; to summarise the issues arising; and to provide a response to the issues raised, and how these have shaped the emerging CAF document.

2. How to use this document

- 2.1. This Consultation Report is broken down into a series of sections and appendices, as follows:
 - Section 3 sets out the methodology that has been undertaken in carrying out the consultation.
 - Section 4 sets out a summary of the consultation responses, and the council's responses.
 - The appendices to the Consultation Report set out further details in respect of the consultation process.

3. Methodology for the consultation

- 3.1. In June 2019 the council embarked on a period of consultation on a series of objectives, outline themes and proposals that were intended for inclusion in the CAF to give members of the public and other interested parties an opportunity to have meaningful input in shaping the CAF.
- 3.2. The consultation was comprehensive and followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI)¹. The council invited consultation responses between Thursday 27th June and Friday 9th August 2019.

Who was consulted?

¹ Wiltshire Council Statement of Community Involvement (SCI), July 2015, available at: <http://www.wiltshire.gov.uk/downloads/9895>

- 3.3. Organisations, groups and individuals set out within the Regulations² and the SCI were notified of the start of the consultation period and how to comment.
- 3.4. Because the CAF relates to Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the project. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.
- 3.5. Due to the geographic location of Salisbury – being relatively close to the administrative boundaries of Dorset Council, New Forest District Council, New Forest National Park and Test Valley District Council – notifications were also sent to parish councils in these areas that were considered likely to have an interest in the CAF.

How were people consulted?

- 3.6. Consultees were made aware of the consultation through a variety of means, including direct notifications by email or post to relevant consultees on the council's consultation database. A copy of the letter and email that was sent out to consultees can be viewed at **Appendix A**.
- 3.7. Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:
 - A notice placed in the Salisbury Journal newspaper.
 - A press release during the consultation period³.
 - Announcement on local radio station Spire FM.
 - Announcements on Wiltshire Council's website.
 - Social media communications.
- 3.8. Consultees were informed that the consultation material was available to view throughout the consultation period at the following locations:
 - In electronic format on the council's website
 - In paper format at the following locations:
 - Salisbury Library (including exhibition board display)
 - Wilton Library
 - Downton Library
 - Amesbury Library
 - Durrington Library
 - Five Rivers Leisure Centre, Salisbury (including exhibition board display)
 - Wiltshire Council Bourne Hill offices in Salisbury
 - Wiltshire Council County Hall offices in Trowbridge
- 3.9. In addition, there were two public exhibitions about the CAF. The first was held on Tuesday 2nd July 2019 in the Salisbury Guildhall Square and the second was held on Tuesday 30th July 2019 in the portico of Salisbury Library. Exhibition boards were on display and Wiltshire Council officers were in attendance to answer questions from

² [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

³ <http://www.wiltshire.gov.uk/news/articles/salisbury-caf-survey>

members of the public. Both were well attended. A copy of the exhibition boards can be found at **Appendix B**.

- 3.10. Representors were offered several ways to respond to the consultation. A questionnaire could be completed and submitted via Wiltshire Council’s consultation portal⁴. Alternatively, questionnaires and other comments could be submitted by email or post or could be submitted by hand at either of the public exhibitions. A copy of the questionnaire can be viewed at **Appendix C**.
- 3.11. The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in developing the proposals for the CAF to comment.

4. Summary of responses and issues arising

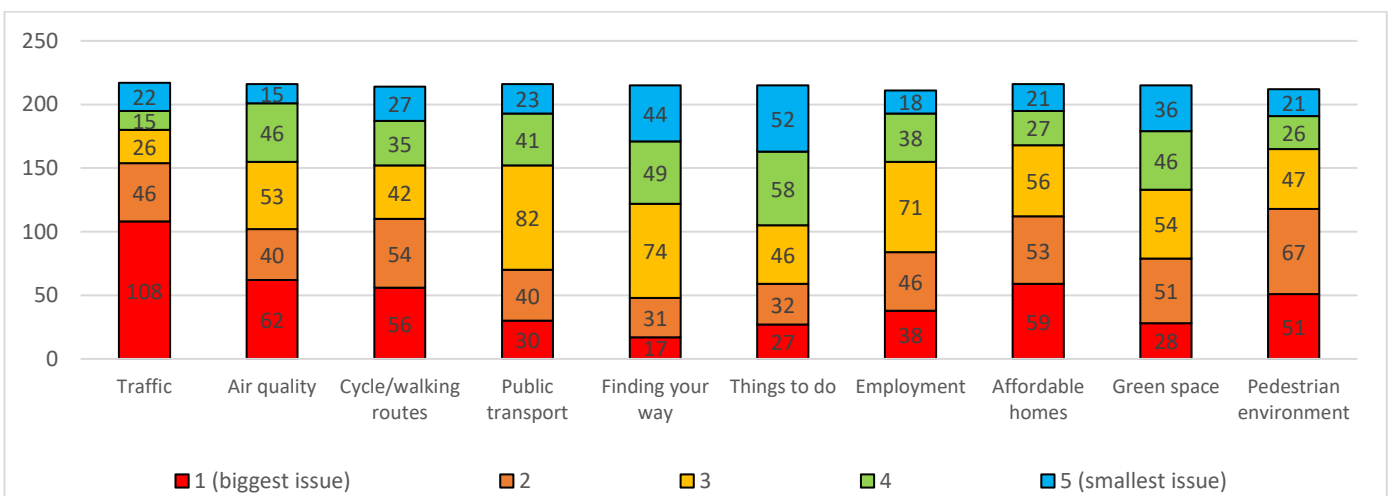
- 4.1. Over the consultation period 271 duly made representations were received.
- 4.2. The representations were processed, logged with unique ID numbers, and made anonymously available to view on the council’s consultation portal. Respondents could also log in to the council’s consultation portal to view the answers they had given to the questionnaire.

Analysis of consultation topics

- 4.3. The following section sets out an analysis of the consultation responses that were received, set out in question order as appeared in the consultation questionnaire.

Question 1

- 4.4. Question 1 asked: *What do you think are Salisbury city centre’s main issues and problems?* Of the responses received, city centre **traffic** was considered to be the biggest issue for Salisbury, with **things to do** and **finding your way around the city** considered to be the smallest issues amongst those responding to the consultation.



⁴ Consultation portal, available at <http://consult.wiltshire.gov.uk/portal/majorprojects/salisburycf>

4.5. A number of additional issues were raised. These were:

- Too many empty shops/buildings
- Poor city centre cleanliness
- Poor choice of shops
- Poor links connecting trains/buses
- Need for more independent shops
- Poor/unsafe cycle path infrastructure
- Not enough priority for pedestrians
- Poor use of river frontage
- Need for a bus station
- Uneven road surfaces
- Poor quality design of new buildings
- Need for a bypass
- Need for a police station
- Poor air quality
- Poor/cluttered signage in the city
- Lack of affordable housing
- Parking charges too high
- Public transport too expensive
- Too many HGVs in the city centre
- Insufficient disabled access
- Need to relocate industrial uses from city centre
- Lack of electric charging infrastructure
- Unpleasant route between station and city centre
- Need for a post office
- Rents/rates too high for small traders
- Too much antisocial behaviour
- Too many restaurants
- Need for improvements to rail station
- Not enough activities for young people
- Unsympathetic shopfronts
- Uncoordinated communication about events and places to visit
- Too much development for older people
- Lack of parking
- Closure of pubs and night clubs
- Inadequate Park & Ride service
- Lack of activities to keep tourists for more than one day
- Need for The Maltings to be redeveloped
- Poor appreciation of historic city centre
- Lack of speed bringing projects to fruition
- Not enough drop off/collection space
- Too many car parks
- Too much focus on visitors over residents
- Need for more greenspace
- Poor cycle links to Salisbury Hospital
- Lack of night time economy
- Not enough public toilets
- Lack of recycle bins
- Lack of bus lanes
- Better facilities needed for coach visitors
- Lack of consultation with teenagers
- Too much politically driven decision making
- Lack of strategy for tree planting
- Poor maintenance of green spaces
- Not enough renewable energy generation
- More public seating needed
- Better information about events needed
- More safe crossing points needed
- Not enough public art

4.6. The responses received indicate that levels of traffic in the city centre are considered by approximately half of residents to be a major issue, and significant numbers of respondents raising concerns over air pollution and the quality of walking/cycling routes and the pedestrian environment. This illustrates a sizeable level of support for the CAF initiatives which seek to manage traffic levels within the central area, to the benefit of pedestrians and cyclists.

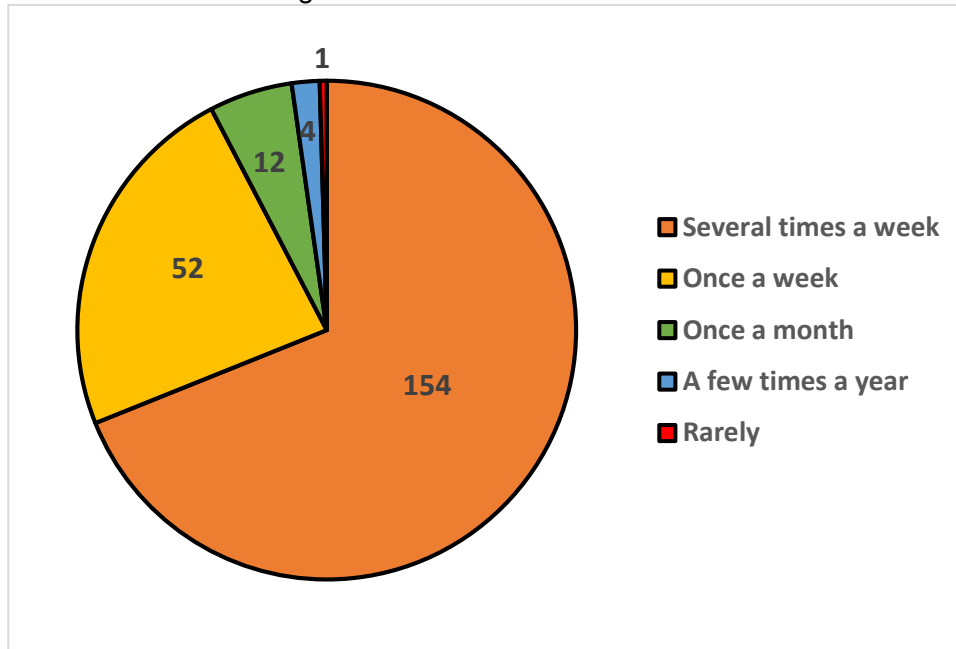
4.7. A lack of affordable housing was also highlighted as one of the major issues with the city centre. In response, the CAF will continue to recommend initiatives to boost the number of homes (including affordable) within the city centre area.

4.8. Concerns were raised by a number of respondents about the number of empty premises and a general perceived lack of cleanliness/tidiness in the city centre. While the management of street cleaning is outside of the scope of the CAF, the CAF will

seek to drive investment in the city centre area to encourage uptake of empty premises as a catalyst to wider city centre improvements.

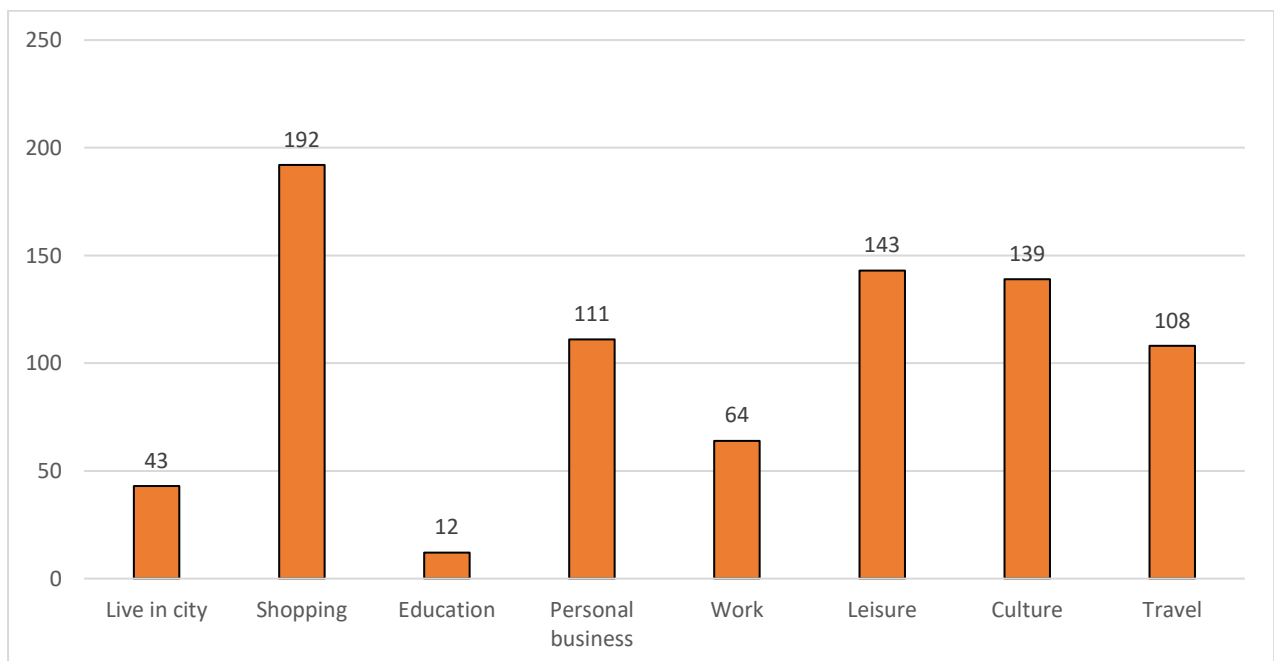
Question 2

4.9. Question 2 asked: *How often do you visit Salisbury city centre?* The responses received showed the following breakdown:



Question 3

4.10. Question 3 asked: *What do you come into Salisbury city centre for?* Among those responding to the consultation, the following data was received.



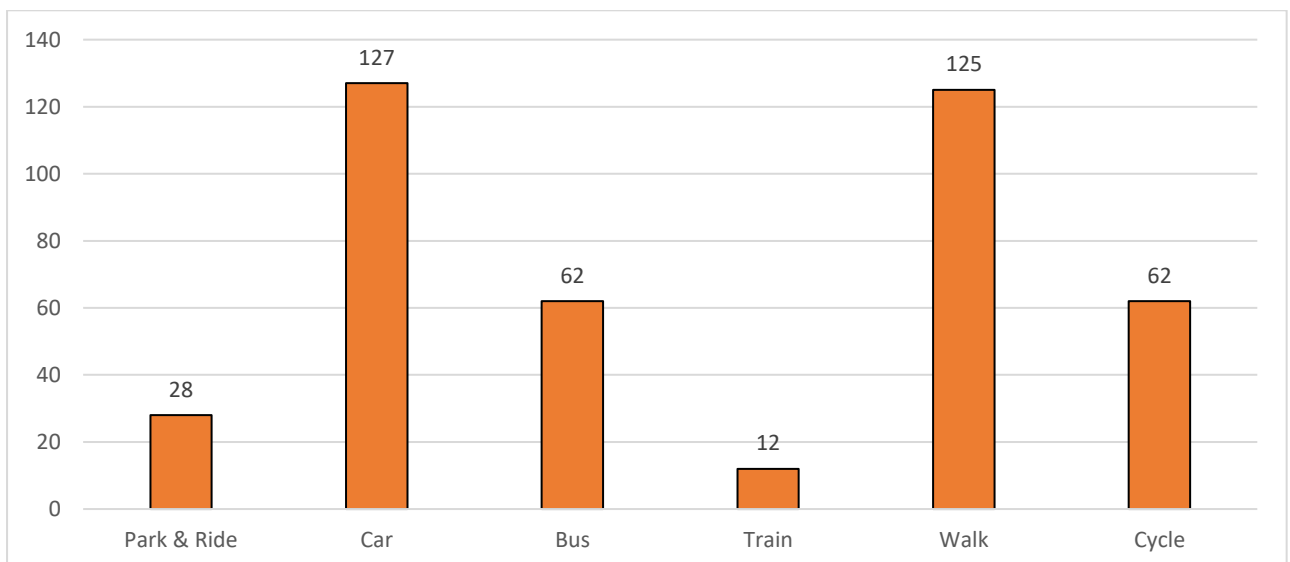
4.11. In addition, the following reasons were listed:

- Food and drink
- Use of the library
- Household waste recycling centre
- Visiting people
- Worship

4.12. Question 2 revealed that the majority of those who responded to the consultation were regular visitors to the city centre area and Question 3 shows that reasons for visiting were varied, although a large number visited for shopping, leisure and culture. Boosting the city centre as a destination for these uses will continue to be a driver behind the recommendations of the CAF.

Question 4

4.13. Question 4 asked: *How do you get to the city centre?* The following represents the responses that were received.



4.14. Additional comments were provided by a number of respondents, including:

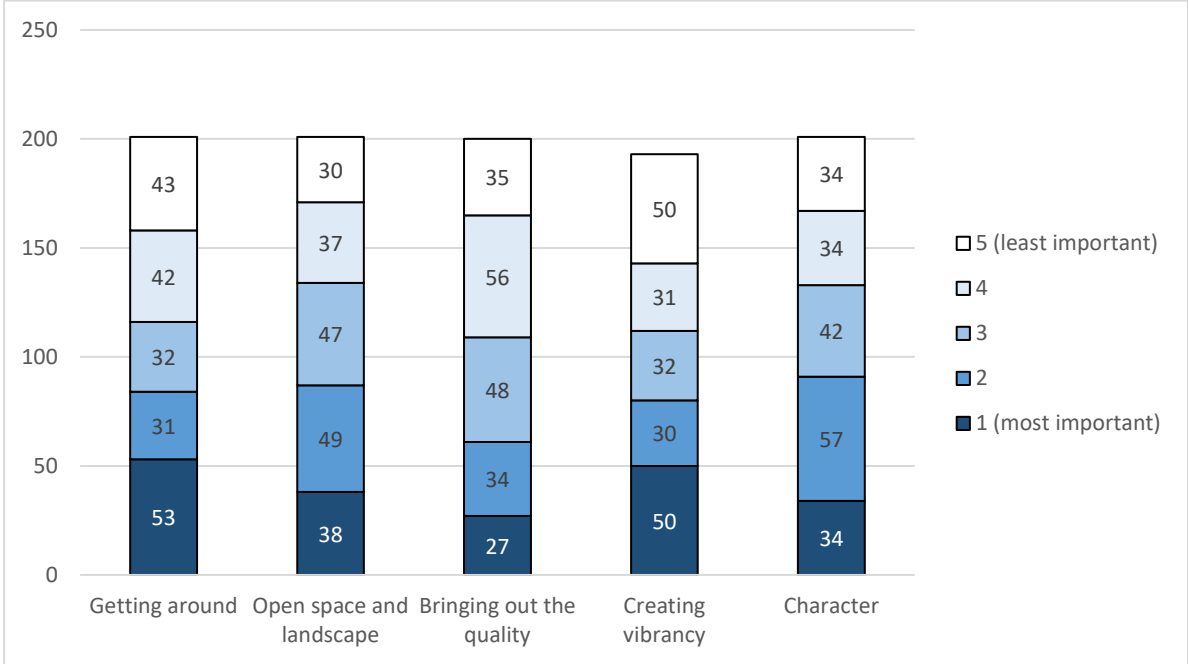
- Cycling would be the preferred mode of transport, but it is considered to be too dangerous
- Car use with easy access to parking is vital for Blue Badge holders
- It is considered that the Park & Ride services are not open late enough
- Taxis are relied upon if staying late in the city centre
- Some visitors skate to the city centre
- Car use is required if shopping for bulky items
- Some routes into the city centre are considered to be more pedestrian friendly than others
- The needs of motorcycles should also be taken into consideration

4.15. The largest share of responses indicates that walking and traveling by private car are the most common ways to access the city centre amongst those who responded to the questionnaire. Approximately twice as many respondents travel by car than by bus, and twice as many walk than cycle. From the additional comments received it is clear

that there are perceivable barriers to using more sustainable ways of accessing the city centre, such as limited bus services and unsafe cycling conditions. The recommendations of the CAF will seek to explore ways to overcome these barriers in order to encourage sustainable movement in the central area.

Question 5

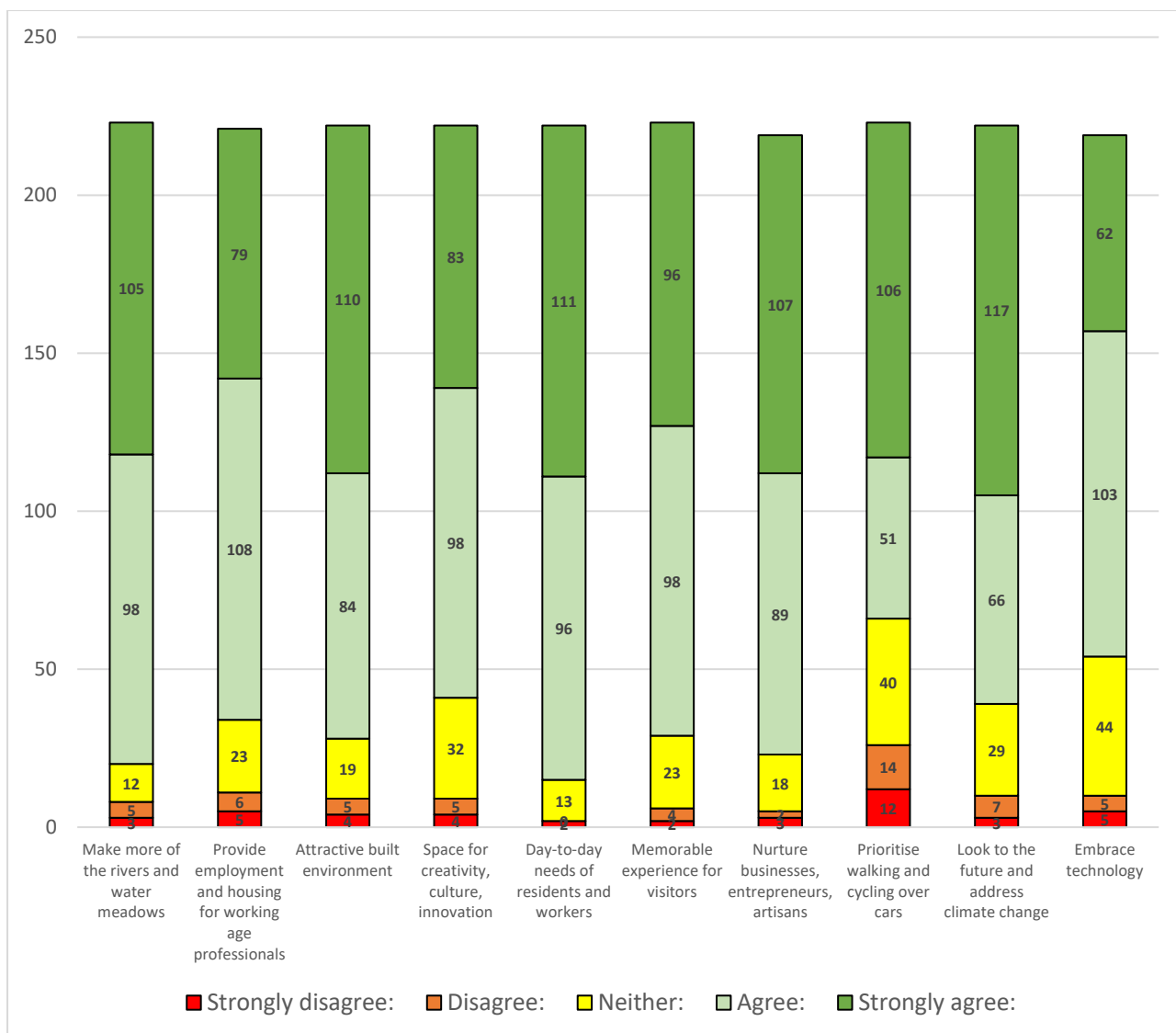
4.16. Question 5 asked respondents to rank the Themes that were presented in the CAF exhibition boards in order of preference. Those who responded ranked the themes as follows.



4.17. Of those who responded by ranking the Themes in order of preference, the most important Themes were considered to be **Getting Around** and **Creating Vibrancy**.

Question 6

4.18. Question 6 asked respondents to rate a series of statements relating to the objectives for Salisbury that were presented on the exhibition boards. The statements were to be rated depending on how strongly respondents agreed or disagreed with them. The consultations responses showed the following outcomes.



4.19. This showed there was a strong level of agreement with all the statements, although the need for Salisbury to **look to the future and address climate change** was marginally the most supported. The need for Salisbury to respond to the climate emergency will be taken forward as a golden thread to the recommendations of the CAF.

4.20. Respondents were also asked to comment if they would alter any of the Objectives. The following comments were received.

Objective 1: Connect with its landscape setting. Make more of the rivers and water meadows

- The city should be more wildlife friendly
- There should be more access to the water meadows
- More trees should be planted
- Reference to 'views' should be added to the Objective

Objective 1 has been amended to include reference to improving spaces for biodiversity.

Objective 2: Provide employment opportunities and housing choices that particularly appeal to working age professionals

- This should be for the benefit of all working people, not just professional
- Affordable housing is needed
- Salisbury should be marketed towards young professionals and families
- Consideration should also be for the needs of the student population

Objective 2 has been amended to make clear that opportunities should be affordable and should be for all working people not just professionals.

Objective 3: Offer an attractive built environment where historic buildings, high quality architecture and public realm complement each other – and new buildings and spaces express the city’s confidence and unique character

- Proposals should give more emphasis to valuing and maintaining the historic built environment
- Changes should improve the function of the city centre, not just the appearance
- Suggestion that 'design' should be added after 'high quality'

Minor wording amendments to Objective 3 have been made for the sake of clarity.

Objective 4: Provide space for creativity and culture and encourage innovation

- Suggestion that 'education' should be added to the Objective

It is not felt that amendments to Objective 4 are required.

Objective 5: Meet the day-to-day needs of residents and workers of all ages

- Any proposed changes should benefit all age groups and abilities

It is not felt that amendments to Objective 5 are required.

Objective 6: Enable a memorable and rich experience for visitors so they stay for longer and return

- Salisbury should provide more activities for residents and tourists that are not solely focused on the arts
- There should be more accommodation for overnight stays
- To be 'memorable' and 'rich', can be negative as well as positive
- Salisbury should have a wider range of indoor attractions

Minor wording amendments to Objective 6 have been made for the sake of clarity.

Objective 7: Nurture businesses, entrepreneurs, artisans so that they can contribute to the city’s success and vibrancy

- Rates should be lowered to attract small businesses
- There should be focus on community and cultural experiences, rather than retail

It is not felt that amendments to Objective 7 are required.

Objective 8: Prioritise places and spaces for pedestrians over those for cars, enabling active lifestyles and healthy living

- There should continue to be city centre parking
- The city centre should prioritise access for elderly and disabled people as well as cyclists and pedestrians
- Bus links to and from rural areas should be improved
- Concern that removing cars from the city centre would be harmful to shops
- Salisbury city centre should prioritise spaces for people walking and cycling over those for cars
- A Salisbury bypass should be built
- Churchfields should be relocated
- HGVs should be removed from the city centre
- Park & Ride operating hours should be extended
- Access to the city for motorbikes should be improved
- Salisbury needs a transport interchange
- Cycle and pedestrian routes should be segregated
- Salisbury should be made safer for cyclists
- There is a need to improve bus connectivity
- Improvements for cyclists and pedestrians shouldn't have to mean reduction in parking
- Cycling and walking should be looked at separately as patterns of movement are different
- Vehicular access to the city for healthcare workers should be maintained
- The cost of public transport, poor service and no bus station deters usage
- There needs to be better connectivity between the station and city centre
- A new bus route from the city to the leisure centre should be provided
- Central car park should be underground
- A land train should be introduced
- The Objective should be amended to include reference to cyclists as well as pedestrians

Objective 8 has been amended to make clear that prioritisation of spaces for pedestrians will also be to the benefit of cyclists and public transport users, with benefits to public health and sustainability.

Objective 9: Look to the future and address climate change

- The CAF should reflect the declaration of a climate emergency. This objective should be foremost in every aspect
- Featuring as the last objective does not give the significance required to reflect Wiltshire Council's climate emergency declaration
- Pedestrianisation would comply with the climate emergency declaration
- The city should support a zero-carbon lifestyle
- The CAF should be promoting renewable energy
- The city should promote reuse, repair and recycling of goods and materials
- There should be more electrification
- Salisbury should be a plastic free city
- Support should be given for community car schemes to reduce car ownership

In light of the comments received, together with the council's declaration of a climate emergency, a greater emphasis on responding to climate change has been threaded through the revised CAF. It is recognised that responding to the potential effects of climate change is an overarching consideration for the CAF which should not be seen in isolation through a single Objective.

Other comments on the Objectives

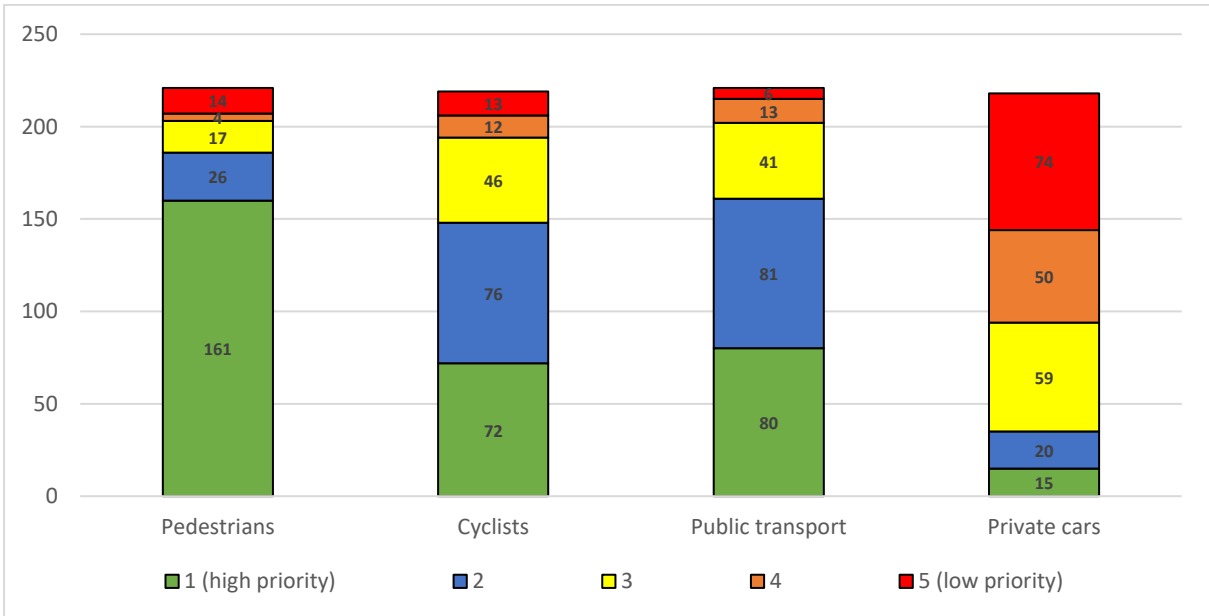
- The Objectives are too bland/too vague
- The Objectives would benefit from giving examples to suggest what is meant
- The Objectives do not reflect the city's culture
- A new Objective is required to address the problem that the city centre lacks connectivity between its cultural assets (Playhouse, Salisbury Museum, Arts Centre). The city should offer a joined-up cultural experience
- Need to prioritise reusing existing buildings rather than building new ones
- Need better policing against people parking on double yellow lines
- Salisbury would benefit from better street cleanliness
- More public seating is needed
- Need better drainage of surface water
- Exeter should be used as a case study for positive changes to improve vibrancy
- Concern that the consultation will have little influence on future proposals

The comments are noted. No further changes to the Objectives have been made.

4.21. The responses received indicate majority agreement (to varying degrees) to the objectives posed by the CAF consultation material. However, a number of comments and suggestions were received as listed above, and these have been taken into account through appropriate revision to the Objectives.

Question 7

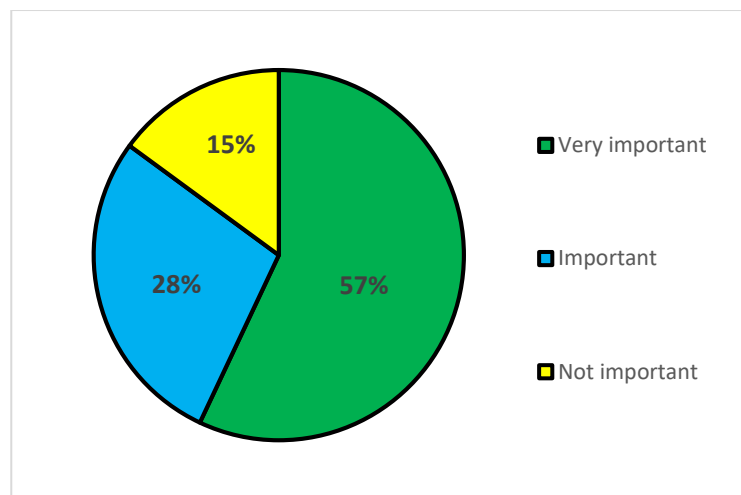
4.22. Question 7 asked respondents to identify which users of the city centre should be prioritised. The responses were as follows.



4.23. A high proportion of respondents favour the prioritisation of pedestrians in future regeneration initiatives for the central area. The lowest priority was for private cars in the central area. This has been reflected in taking forward recommendations for people-friendly streets.

Question 8

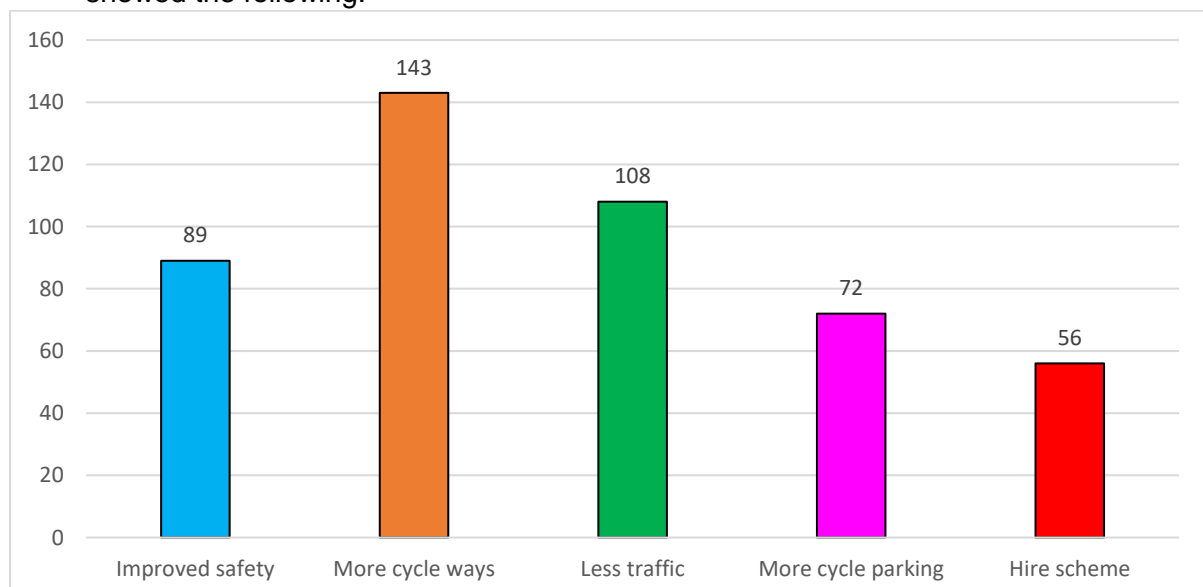
4.24. Question 8 asked *How important is it for you to see improvement to the walking and cycling routes to the city centre?* The following represents the responses that were received.



4.25. Broadly reflecting the outcome of the previous question, a majority of respondents felt that improvements to walking and cycling routes in the central area was either **important** or **very important**.

Question 9

4.26. Question 9 asked *What would encourage you to cycle more?* The responses received showed the following.



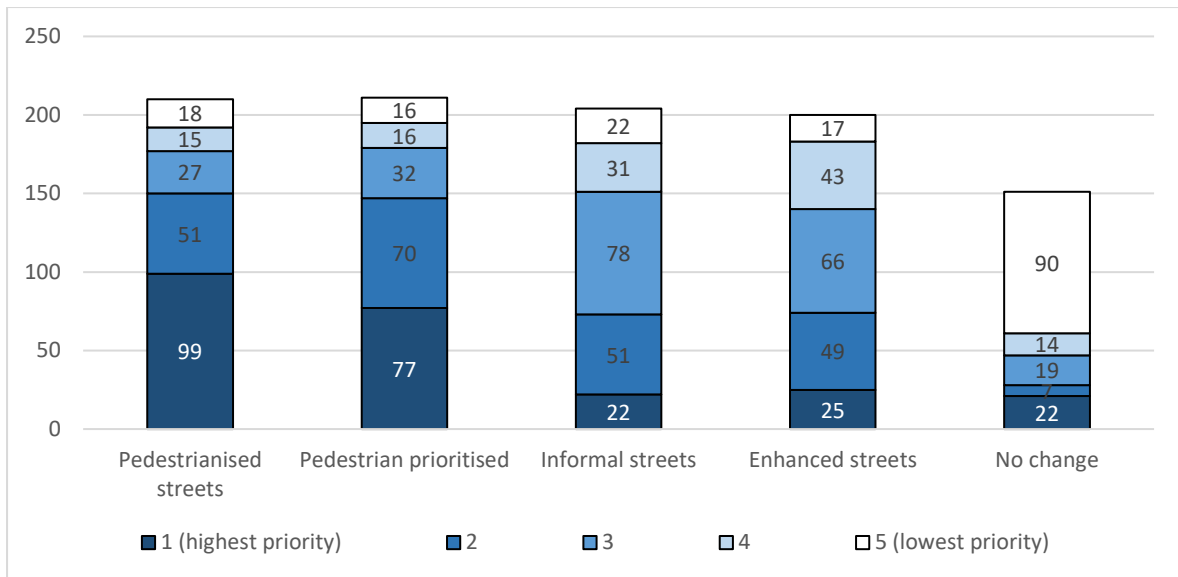
4.27. Respondents could give further details, which is summarised below.

- There should be more segregated cycle routes for pedestrians and cars
- Improved rural/out-of-centre cycle routes would benefit the city, e.g. from Downton, Alderbury, Winterbournes
- Age, health or disability is a prohibitive factor for cycling
- For some, they live too far from the city to cycle
- For safety reasons, pavements should not be shared with cyclists.
- Cycles should be allowed to share more pavements
- Cycling in the city is considered to be too dangerous
- Road surfaces are in bad condition for cycling
- Reducing traffic will encourage more cycling
- There needs to be better air quality to encourage cycling
- There should be free/discounted bike safety checks, helmets, face masks
- Some prefer walking to cycling
- Some do not own a bike
- Bike lockup in Salisbury is considered not secure enough
- The Barclay Bikes scheme is a good example
- Lower traffic speeds would improve cycling safety
- Cycles should be allowed on buses
- There should be cycle hire from the Park & Ride sites
- Scooter hire should be introduced
- Better signage to raise safety awareness would help
- Better facilities for cyclists, such as showers at work
- Cars should be banned in Cathedral Close and High Street
- Blue Boar Row should be pedestrianised
- A more coherent cycle network is needed
- One-way streets should be made two-way for cyclists
- The new cycle path along Churchill Way is too close to noise/pollution from fast moving traffic on the ring road. Trees or hedging should be planted between cycle path and highway
- Cycling proficiency lessons for adults should be introduced

4.28. There was broad agreement with all the ways suggested for encouraging cycling, albeit fewer respondents supporting a hire scheme. Specific suggestions, as listed above, were also provided. While many of these are very detailed, they will nonetheless be important matters for consideration moving forward with projects emerging from the people-friendly streets theme.

Question 10

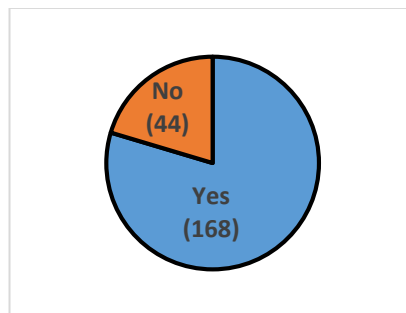
4.29. Question 10 asked respondents to consider the examples given of potential interventions relating to pedestrianisation or partial pedestrianisation in the city centre. The responses received showed the following preferences.



4.30. The highest proportion of respondents were of the view that some form of pedestrianisation in the central area would be desirable.

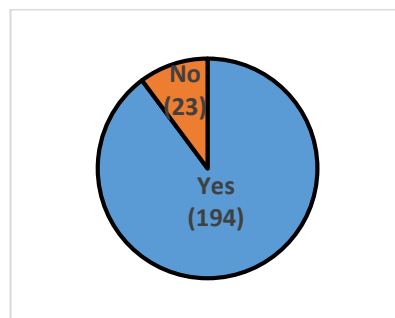
Question 11

4.31. Question 11 contained two questions. The first question was *Would you support focused consolidation of car parks and better direction finding?* The responses were as follows.



4.32. The majority of respondents to this question were supportive of the potential for consolidation of car parking within the central area, and improvement to associated wayfinding. Some comments were received that were partially in favour and partially against the question.

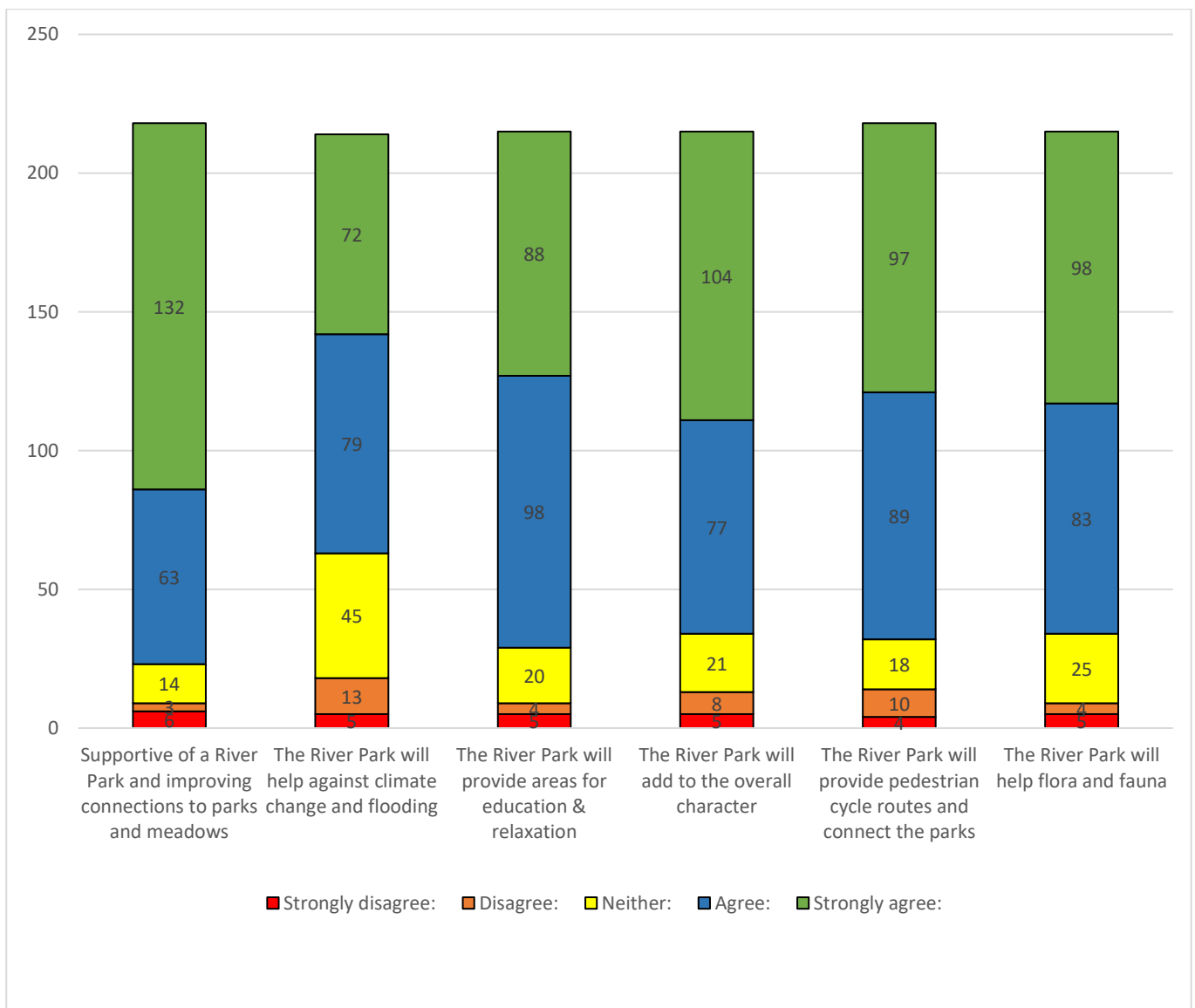
4.33. The second question was *Would you support measures to reduce through traffic (i.e. traffic that runs through Salisbury)?* The graph below shows the responses received.



4.34. A slightly higher majority of respondents were supportive of introducing measures to reduce through traffic.

Question 12

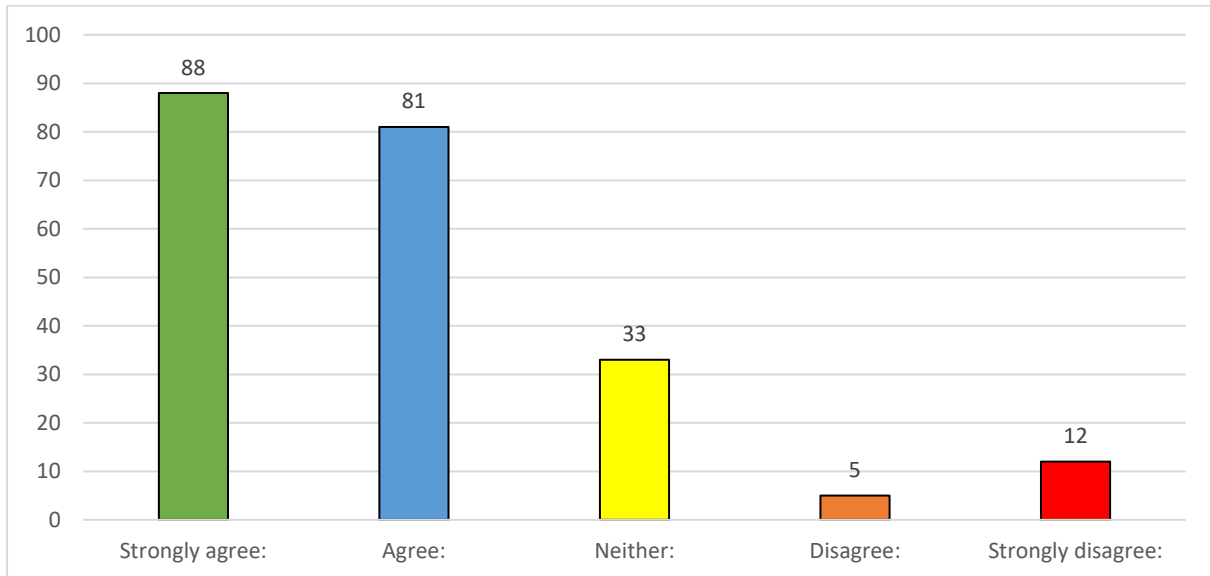
4.35. Question 12 asked respondents to consider a series of statements relating to the creation of a River Park through Salisbury, and to state to what extent they agreed or disagreed with each. The results were as follows.



4.36. The responses received indicate majority agreement (to varying degrees) to each of the statements about the River Park. This theme has been taken forward through the revised CAF.

Question 13

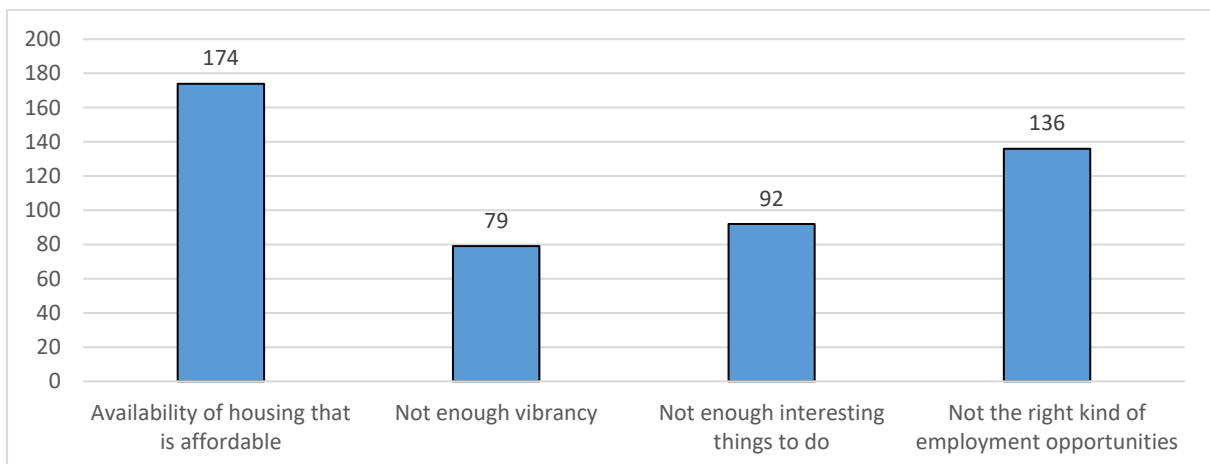
4.37. Question 13 asked *Do you agree that we should seek to enhance character areas across the city to improve distinctiveness and vibrancy?* Responses to the questionnaire show the following views.



4.38. The responses indicate that of those who responded to the consultation, there is strong agreement that the CAF should seek to enhance the character of areas within the city to help improve distinctiveness and vibrancy.

Question 14

4.39. Question 14 asked *What do you think are the main barriers for younger people to remain in Salisbury?* The responses were as follows.



4.40. In addition, the following reasons were listed.

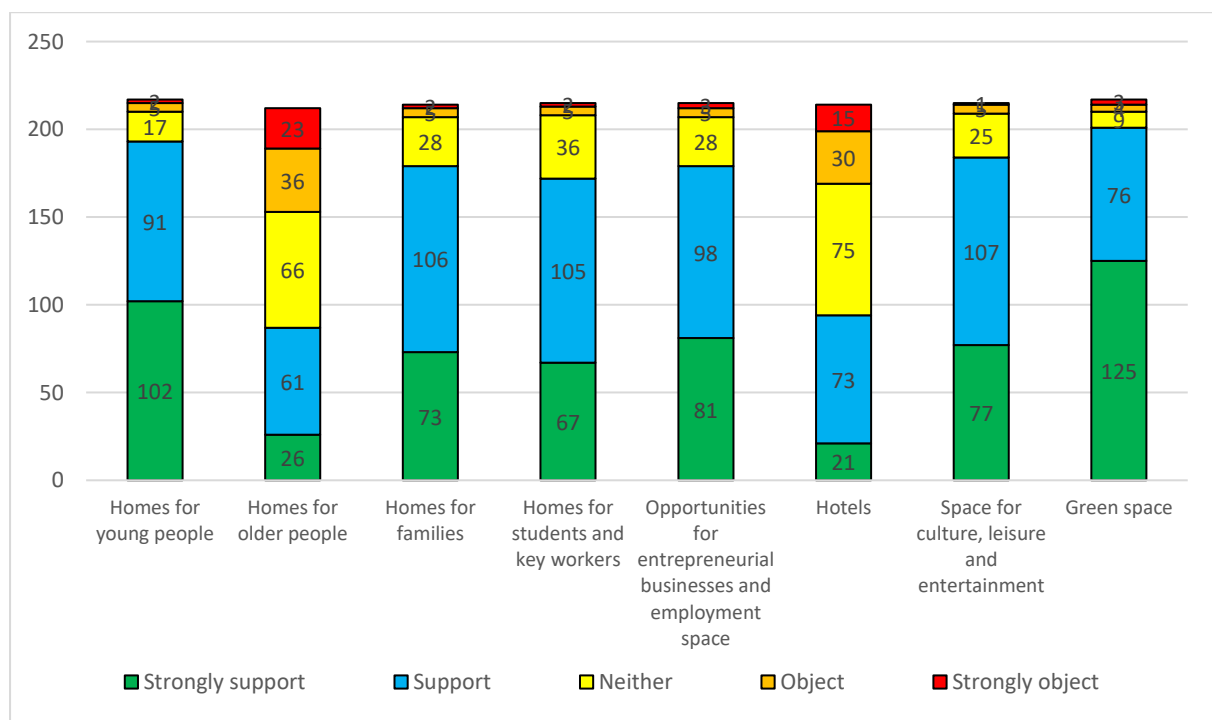
- Lack of a university
- Lack of entertainment/leisure
- Limited options for training
- Not enough music venues
- Too much focus on providing for older people

- Poor public transport options
- Too many older people objecting to activities for young people
- There is a need for a Youth Hostel
- Lack of sports facilities
- Not enough green/wild spaces
- Poor access to London
- Lack of appreciation of what Salisbury had to offer
- Lack of shops
- Cost of living too high
- Salisbury caught between south west wages and south east house prices
- Need more support for business start-ups
- Salisbury lacks scale to compete with larger university towns
- Not seen as a forward-thinking city
- Not enough residential parking space
- Lack of graduate level jobs
- Lack of diversity
- Not enough of a night time economy
- Even 'affordable' housing is too expensive

4.41. There was broad agreement with all the reasons listed, albeit with more respondents in agreement that affordable housing and employment opportunities were key barriers for young people. In addition, a number of other reasons were given, as listed above. The lack of a university was named by a significant number of people as a contributory factor to the lack of retention of young people. While this is not something the CAF can address, the intention is to set the scene for other improvements to the vibrancy and attraction of the city. For instance, another key issue was considered to be the lack of entertainment/leisure and events venues. The CAF seeks to improve the offer of Salisbury City Hall as part of the Cultural Quarter, and open conversation about using public spaces flexibly for temporary retail/leisure/entertainment uses.

Question 15

4.42. Question 15 asked respondents to consider what level of support they would give for a range of development types. The results were as follows.



4.43. Of the responses received, there was broad support for most of the development types listed. There was evidently less support for the development of housing for older people and for hotel accommodation.

Questions 16 and 17

4.44. Question 16 asked respondents to set out any additional deliverable ideas that they would like to see included in future proposals for the city; and Question 17 provided an opportunity for respondents to provide any other comments that were not covered within the scope of the questionnaire. A range of responses were received to both questions and are summarised in the following tables, along with responses to the issues raised. These have been grouped by issue.

General comments on the CAF:

Comment	Officer response
Support for the CAF.	Support is noted.
Salisbury BID support the approach of the CAF and would like to remain a key stakeholder in future discussions.	Support is noted. The council will continue to engage with the public and key stakeholders as the project progresses.
Salisbury Chamber of Commerce supports the CAF, though request there to be more collaboration with the Chamber and Salisbury BID.	Support is noted. The council will continue to engage with the public and key stakeholders as the project progresses.
Salisbury District Hospital broadly support the themes and objectives of the CAF.	Support is noted.
Concern that the CAF proposals rely on uncertain financial investment.	The CAF will provide a framework from which coherent bids for funding can be made.
The CAF should be more ambitious.	It is considered that the CAF proposals present an ambitious, yet realistic set of goals.
Request for quick progress/concern that past projects have not come to fruition.	Deliverability is key, and the council is working hard to ensure that the recommendations made are realistic and can come to fruition.
Do not support the concept of the character areas.	Comments are noted. The boundaries of the character areas are high level and illustrative, and it is not intended that particular uses should be restricted to particular character areas.
The character areas are too strict, and the CAF should be more open to flexible uses to encourage business.	
Salisbury Civic Society consider that the character areas are too simplistic.	
It is unclear where the boundaries of the character areas lie.	A revised version of the map has been produced which shows the boundaries more clearly.
Salisbury Cathedral comment that character areas have been successful in similar cities and would welcome recognition of the Cathedral's masterplan.	Comments are noted. The CAF has been prepared with recognition and consideration of the Salisbury Cathedral masterplan and the objectives for this part of the city.
Salisbury Civic Society consider that The Maltings area should be considered a separate character area.	This is agreed. An amendment has been made so that the character area better reflects the masterplan area for The Maltings and Central Car Park.

<p>Salisbury Area Greenspace Partnership (SAGP) request specific changes to the character area sections:</p> <ul style="list-style-type: none"> • Chequers: add reference to enhancing the public realm; poor maintenance of footways / poor use of materials has degraded the street scene in this area. • Centre: add reference to continued enhancement of public realm. • Castle Street North: add reference to health facilities. • Cultural Quarter: should acknowledge culture in the wider city, not just the Cultural Quarter. • Meadows: add reference to protection and enhancement of environmental qualities. • Churchfields: refer to 'rationalisation' to convey that Wiltshire Council's HGV testing station will be dealt with. • Cathedral: First sentence should be turned around to read: A focal point for contemplation & worship as well as Salisbury's main tourist attraction whilst celebrating the city's history. Also add 'enhance the tranquil setting' 	<p>This is agreed, though the issue is not unique to the Chequers character area.</p> <p>This is agreed. The CAF seeks to support enhancement of the public realm across the city.</p> <p>The character area acknowledges the health facilities in the locale.</p> <p>The boundaries of the character areas are illustrative, and it is not intended that particular uses should be restricted to particular character areas.</p> <p>The character area description acknowledges the environmental importance of the river system in this part of the city and this will be a key consideration.</p> <p>While Churchfields is included in the central area, its future will largely be led by the Local Plan Review process.</p> <p>Minor wording amendments made.</p>
<p>SAGP comment that the CAF should consider the impacts of development in the broader area of south Wiltshire.</p>	<p>The CAF has been prepared in close collaboration with key stakeholders regarding cumulative impacts and the wider spatial strategy for Salisbury and south Wiltshire.</p>
<p>Salisbury District Hospital request further discussion to ensure that health is properly represented.</p>	<p>The council will continue to engage with the District Hospital as the project progresses.</p>
<p>Wiltshire Creative support the themes and objectives, but requests clarity on where the CAF sits with other Salisbury recovery programme initiatives. The CAF needs clearer connection to the Cultural Strategy and brand re-positioning.</p>	<p>The CAF and its supporting summary explain the relationship of the CAF with other council initiatives. The effectiveness of the working arrangements will be monitored.</p>
<p>The council should work with the Neighbourhood Plan steering group and produce a combined document instead of two separate ones.</p>	<p>The council are working closely with Salisbury City Council as they develop their neighbourhood plan, and it is intended that the CAF will form part of the evidence that supports this process. The neighbourhood plan will set out planning policies that will, once made, form part of the council's development plan. The CAF</p>

	recommendations do not hold the same weight in planning decision making. The CAF recommendations also relate to initiatives that are not land-use matters. The neighbourhood plan will be concerned primarily with land use matters.
The 'themes' should not be separated.	While it is acknowledged that there is considerable overlap between the CAF themes, it is felt that separating them improves the legibility of what is being proposed.
Salisbury Cathedral agree that the five themes are appropriate for Salisbury and advocate a city interpretation strategy for bringing out the quality of Salisbury's existing heritage.	Support is noted.
Concern that the CAF proposals would make Salisbury worse not better.	This is not agreed.
The CAF should focus on Fisherton Street as an important first impression area.	Fisherton Street is identified as one of the key areas of the city for improvement, and many of the recommendations revolve around this area.
Residents of Wiltshire should have a vote on the final CAF recommendations.	This is not a requirement under Wiltshire Council's normal procedures.
Do not spend money on branding.	The work on branding is a separate initiative being led by VisitWiltshire. Its findings have fed into the work undertaken on the CAF and its projects.
Salisbury needs a brand / more effective promotion.	
The CAF should include more user-friendly diagrams.	This is noted and has been responded to where applicable.

Responses relating to the declaration of a climate emergency/sustainability:

Comment	Officer response
Addressing the climate emergency / move to zero carbon must be central to every aspect of the CAF.	This is a key objective of the CAF and there are a number of recommendations aimed at supporting sustainability and urban greening.
Salisbury should strive to be the UK's first city redesigned to manage the climate emergency.	The CAF aims to support the council's response in declaring a climate emergency.
SAGP comment that climate change and the climate emergency declaration are themes that runs through the CAF and should be prioritised as a Theme, not just an Objective.	A greater emphasis on responding to climate change has been threaded through the revised CAF. It is recognised that responding to the potential effects of climate change is an overarching consideration for the CAF which should not be seen in isolation through a single Objective.
Adopt zero carbon energy standards for all buildings.	The council's development plan and national planning policy includes building standards requirements. This may be reviewed through the Local Plan Review process.
Require development to include renewable energy generation, e.g. solar panels.	All redevelopment will be required as a minimum to meet national policy

	standards. Measures over and above will be encouraged and facilitated wherever possible.
Install solar panel lighting on main streets.	This will be sought where possible/viable.
Require development to include greywater harvesting.	All redevelopment will be required as a minimum to meet national policy standards. Measures over and above will be encouraged and facilitated wherever possible.
Existing buildings should be insulated.	Retrofitting of insulation is supported where this is practicable.
Require shops to keep doors closed when heating or air conditioning is on.	This is not something that could be enforced through the CAF.
Specific support should be given to new environmental businesses to make Salisbury unique.	The CAF supports an open and flexible approach to encouraging business in the central area, which could include environmental businesses.
Revive the water mill as a means of generating hydroelectricity.	The masterplan for The Maltings and Central Car Park supports the potential for sustainable energy generation subject to agreement with all necessary parties.
Support community electric car/shared car schemes.	It is anticipated that future development of The Maltings and Central Car Park can provide additional space for a car share scheme. Opportunities will be explored at detailed planning stage in collaboration with local service providers.
More electric car and bike charging hubs should be installed.	This is an option that can be explored at subsequent planning application stages.
Concern that electric chargers would get vandalised.	This is a risk that would have to be managed, as and when proposals are subsequently taken forward.
To reduce waste, introduce places where people can swap, share and repair their unwanted or broken items.	Such events / schemes could feasibly come forward without the need for a specific requirement in the CAF.
Salisbury Cathedral is supportive of measures to help address the impacts of climate change and flooding.	Support is noted.

Responses relating to commercial/retail development:

Comment	Officer response
The CAF should aim to reduce the number of empty premises.	It is expected that investment in the city will lead to reduction of vacancies.
Incentives should be introduced to enable reuse of existing vacant buildings.	This is something that could be explored.
The council should repair council owned properties or sell them if no longer required.	It is acknowledged that there are vacant / derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.

It should be made easier to change use of empty premises for alternative / flexible uses.	The policy position for change of use proposals is set by the local development plan and national policy guidance. Within this policy framework, the council are keen to explore options to enable flexibility to encourage active uses in the city centre.
Enforce a dilapidation / maintenance order on empty premises.	This is not supported in law.
Salisbury should support small / independent businesses.	The CAF recommends a range of measures and proposals to support small / independent businesses.
High tech business should be encouraged.	This is being delivered through the nearby Porton Science Park.
Salisbury needs a decent sized conference centre.	This would be welcomed but would rely on a business case for the private sector to deliver this. To date no such market demand has been forthcoming in the city.
Support for pop-up / temporary uses e.g. pop-up food hall as seen in Camden / Altrincham.	The CAF supports the possibility of pop-up uses in the city centre.
Develop an indoor craft market using empty premises.	
Rents should be reduced to encourage creative small/start-up businesses.	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc.
Support / subsidise commercial / retail space for new businesses / artisans.	36 High Street is an explorative project to test feasibility of support for locally-based artisan traders.
Rates and charges should be equal across the whole of Wiltshire.	Business rates are set by central government.
New businesses should be encouraged to replace Capita / Friends Providence.	The CAF considers possible options for enabling regeneration in the city centre to provide a catalyst for wider economic recovery in the city.
The retail core of Salisbury should be reduced to avoid too many empty shops.	It is expected that investment in the city will lead to reduction of vacancies.
Salisbury should have a 'leisure card' system giving residents 30 mins free parking and discounts at local attractions.	Car parking charges set by the council support a range of other council transport measures, including essential local bus services.
Prioritise avoiding empty shops in Market Place area i.e. Debenhams.	It is expected that investment in the city will lead to reduction of vacancies
Debenhams should be redeveloped and replaced with cafés making the most of sunshine on that side of the Market Place.	The future of this store is a matter for Debenhams and not the council. However, the council can assist in creating the right economic conditions to encourage commercial investment.
Divide larger premises into smaller start-up premises / units.	It is agreed that the division of larger premises offers flexibility to respond to current market trends. The CAF recommends a range of measures and proposals to support small / independent businesses.
Improve the quality of paving in and around Market Place.	The Market Place was re-paved relatively recently and is of good quality. In terms of paving elsewhere in the city, the CAF recommends the review, update and

	implementation of a public realm strategy to enhance the qualities of the city which could include improvements to paving as and where it may be needed.
Require shop and business owners to keep properties in good condition.	The council cannot require this. It is ultimately a question for the individual shop/business owner if they wish to invest in improvement of their shop.
Keep Market Place as the centre of Salisbury.	The CAF recommends encouraging more events and activities in the Market Place which will help to maintain its vibrancy as the core of the city.
Don't change the Market Place, which is one of the city's best assets.	Agreed, the Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
The Charter Market should provide more food producers.	The Charter Market already provides a wide range of goods, including food and other products.
The Market Place is underused and should be used for a greater diversity of uses through the week, i.e. space for bars and restaurants, buskers etc.	The CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
Salisbury has poor choice of shops which needs to be improved.	The CAF considers possible options for enabling regeneration in the city centre to provide a catalyst for wider economic recovery in the city.
Salisbury has enough charity shops.	The council cannot bring specific stores to the city but can assist in creating the right economic conditions to encourage commercial investment.
Salisbury has too many cafés.	
Request for specific stores; JD Sports, Primark, Wilko, Factory Shop.	
Older people's shopping needs should be considered.	
Difficult to see how the CAF will be implemented in the current economic situation and the changes to the way people use leisure time.	The CAF considers possible options for enabling regeneration in the city centre to provide a catalyst for wider economic recovery in the city.
The plan should offer contingency if major retailers in the city close their shops.	The CAF aims to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and service. By offering a range of attractions and events this avoids an over-reliance on major retailers to provide city centre vibrancy.
Entrepreneurial businesses should not be located in the city centre.	The policy position for city centre uses, which includes employment, office and commercial uses, is set by the local development plan and national policy guidance; within this policy framework, the council are keen to explore options to encourage active uses in the city centre.
Catherine Street, Winchester Street and Milford Street have a good range of independent businesses that need to be supported to reduce the risk of a shift in the	The large number of independent businesses in Salisbury is one of the city's strengths. The CAF seeks to nurture and complement these businesses through

focus of the central area towards the west as a result of the Maltings redevelopment and upgrade to Fisherton Street and the Station area.	better wayfinding to improve pedestrian flow, street enhancements and events to help enhance their trade.
Support should be given to all shops on Fisherton Street, not just independents.	The CAF considers possible options for enabling regeneration in the city centre to provide a catalyst for wider economic recovery in the city to benefit all businesses within the city.
Support for the idea of new office space to the north of the railway station.	Support is noted.

Responses relating to leisure/recreation:

Comment	Officer response
More activities needed such as pitches, running track, cycling, climbing wall, activity centre, trampolining, mini golf, soft play, water parks.	The CAF recommends strengthening leisure opportunities in Salisbury. Leisure uses will need to be appropriate to a city centre location. A central River Park along the River Avon channels will also provide improved leisure and recreation opportunities.
There should be more activities/facilities specifically for children and young people.	The CAF seeks to create vibrancy, particularly in relation to young people and ensuring that Salisbury is a place where younger people would like to remain or return to.
More events are needed for the 40-60 age range.	The CAF encourages more events and activities, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to meet the needs for different groups of people.
There should be more playgrounds.	An improved playground will be delivered as part of the redevelopment of The Maltings and Central Car Park.
The rivers should be used for water sports, leisure e.g. canoeing, boating.	Opportunities for recreational use of the rivers would be supported, provided this did not lead to the detriment of the ecological value of the watercourse.
More focus should be on sports, e.g. focus on provision at Five Rivers Leisure Centre.	Whilst specifically improving sports provision is not an objective of the CAF, recommendations are made to increase leisure activities and improve walking / cycling routes around the city.
Sport England comment that many 'active-design' concepts can be retro-fitted.	This is noted.
Salisbury needs a bigger pool/lido.	This is not considered to fall within the scope of the CAF.
Improvements to existing facilities are needed, such as bowling, cinema.	The CAF considers possible options which can assist in creating the right economic conditions to encourage commercial investment to allow improvements to existing facilities.

Provide an open-air cinema for films and sporting events in summer.	The CAF recommends more events and activities in the Market Place, which could potentially provide an opportunity for an open-air cinema.
Continue the free pop-up cinema at BHS.	The CAF encourages temporary pop-up uses to help create and maintain vibrancy.
Salisbury does not need a new cinema.	It is recognised that while the existing Odeon cinema in Salisbury is within a historic building which presents a challenge in terms of delivering a modern cinematic experience, it is nonetheless a valued local asset. This will be taken into consideration should any proposals for a new cinema be forthcoming.
The CAF should look at improved events and links to Hudson's Field, as a space for activities like the National Armed Forces Day, fireworks, etc.	The CAF focuses on the central area of Salisbury. However, it does propose measures to improve wayfinding across the city and provide opportunities for more leisure activities.
Salisbury needs something unique to encourage visitors & social media postings.	Salisbury has unique and distinctive qualities such as its cathedral, natural setting, heritage assets. The CAF seeks to enhance these to attract more visitors. Projects such as Illuminating Salisbury will help to enhance the city's appeal.
Improved leisure/entertainment/culture offer needed.	The CAF considers possible options which can assist in creating the right economic conditions to encourage commercial investment to allow improvements to existing facilities.
The city needs more museums, art galleries, open-air concerts, street art & performance spaces.	The CAF recommends encouraging more events and activities in the Market Place. It aims to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and service.
More cultural events/community-led activities needed.	The CAF recommends broadening activities in the city in addition to day-to-day retail, leisure and services. It also recommends enhancement of the Cultural Quarter to provide improved leisure and leisure opportunities.
More music events / festivals with local bands.	The CAF proposes the enhancement of the Cultural Quarter which will provide cultural opportunities and improved leisure and recreational opportunities.
More activities needed in the Arts Centre, Playhouse & museums.	The CAF proposes the enhancement of the Cultural Quarter which will provide cultural opportunities and improved leisure and recreational opportunities through, for example, the enhancement of the City Hall, strengthened links with the Playhouse and enhancement of public spaces.
Healthier options needed on the high street, such as fitness/gyms/nature areas.	The CAF proposes the delivery of the River Park which will provide enhanced nature areas. The council cannot bring specific businesses to the city but can assist in

	creating the right economic conditions to encourage commercial investment.
A hub should be created for young people.	The CAF recommends broadening the range activities to meet the needs of different age groups.
Craft / play sessions, language classes, etc should be provided in the centre.	The CAF recommends encouraging more events and activities in the Market Place and broadening activities in the wider city in addition to the day-to-day retail, leisure and services.
Introduce community notice boards for information on events, courses, etc.	This is noted and could be delivered.
The city should offer a better range of inexpensive places to eat/drink.	The CAF proposes to broaden the attraction of the city by enhancing the cultural, food and drink sectors to attract a diverse range of visitors.

Responses relating to pedestrian accessibility:

Comment	Officer response
Support pedestrianisation, together with measures to reduce traffic.	Support is noted.
Support for people-friendly streets concept.	Support is noted.
Pedestrianisation should be introduced incrementally to allow people and businesses to adapt.	It is acknowledged that changes to the pedestrian environment need to be transitional, allowing the community, businesses and other stakeholders to adjust at a pace that protects the economy.
Specific parts of the city centre should be pedestrianised, e.g. Silver Street, Minster Street, Fisherton Street, Blue Boar Row, New Canal.	The CAF recommends defining and implementing a street hierarchy which shows which roads may be suitable for pedestrianisation or enhanced pedestrian spaces.
Oppose 'shared space' concept, which can be dangerous.	Any proposals for pedestrianisation or part-pedestrianisation will be delivered with the highest consideration for road safety.
Connectivity for pedestrians is currently very poor.	The CAF recommends measures that will create people-friendly streets, including the delivery of a coordinated wayfinding strategy to improve ease of movement.
Prioritise safe routes for walking and cycling to schools, colleges, station.	The CAF recommends measures that will improve safety and accessibility of walking and cycling routes within the central area.
Need more pedestrian crossings at all junctions in the city centre.	The CAF recommends measures to create people-friendly streets, which could incorporate new crossing points.
Take out pedestrian crossings and add bridges or underpasses with better lighting/drainage/security.	The CAF recommends improvement in the quality and frequency of crossing facilities and the upgrading and improvement of the pedestrian underpasses and bridges.
Pavements should be widened, and streets narrowed.	The CAF recommends measures to create people-friendly streets which may include pavement widening in some areas.
Request that cycle and pedestrian routes be kept separated for safety.	This is noted and will be considered where appropriate.

The banks of the River Avon provide key opportunities for connectivity.	This is agreed. The CAF proposals for the River Park seek to enhance connectivity through the city, following the banks of the River Avon.
People-friendly streets should not hinder necessary access for retail servicing.	This is agreed.
Accessibility for the disabled/elderly should be improved.	The CAF recommends measures that will improve pedestrian safety and accessibility, which will include all groups.
Link the railway station to city centre via a covered walkway or interesting route.	The CAF proposes enhancement around the train station and Fisherton Street to improve the public realm from the station to the centre of Salisbury.
The path from Milford Mill Road under railway line to A36 should be improved.	The CAF recommends various measures that will create people-friendly streets, and improve the public realm, including walking and cycling routes. However, its focus is on central Salisbury.
The crossing next to Wiltshire College roundabout should be replaced with a bridge.	The route between the College and the central area has been highlighted for improvement.
The road surface on High Street/New Street/Crane Street crossing needs to be changed to make it clearer that it is not pedestrianised.	The CAF proposes the definition and implementation of a clear street hierarchy which shows which roads may be suitable for pedestrianisation or enhanced pedestrian spaces. This will include the consideration of the High Street / New Street / Crane Street area.
Salisbury Civic Society consider that all streets in central Salisbury should be subject to whatever format brings about the urgency of pedestrian priority (and, with caveats, to that of cyclists). Changes should be incremental.	The CAF seeks to reduce the dominance of the car within the city centre and proposes the definition and implementation of a street hierarchy to show which roads may be suitable for pedestrianisation or enhanced pedestrian spaces. It is agreed that changes should be incremental.
Salisbury Cathedral comment it is mindful of its responsibility for managing shared vehicle and pedestrian access to the Close and that prospective changes to street types, with their various benefits and challenges, will affect and be affected by the Close environment.	Comments are noted.
Salisbury Chamber of Commerce would like to see plans that focus on the city centre, the Market Place and its potential to fully pedestrianise.	The CAF encourages more events in the Market Place and broadening activities in the wider city in addition to the day-to-day retail, leisure and service. The CAF also recommends the implementation of a street hierarchy to show which roads may be suitable for pedestrianisation or enhanced pedestrian spaces.
Wiltshire Creative supports proposals to improve connectivity in the city, and requests more detail on how and where this will be achieved.	Support is noted. Stakeholders will be engaged and kept informed of progress.

Responses relating to cycling accessibility:

Comment	Officer response
Cyclists should be prioritised over vehicles.	The CAF seeks to reduce the dominance of cars in the city centre and improve the safety and accessibility of walking and cycling routes.
Introduce more cycle routes.	The CAF recommends an accessibility study which will review cycle routes.
Improve/increase rural and out-of-centre cycle routes into Salisbury.	Whilst the CAF recommends improvement to cycle routes, it is a central area project so its remit does not extend to rural and out-of-centre cycle routes.
Cycle routes are disconnected and unsafe for users.	The CAF recommends improvement to the safety and accessibility of cycle routes within the central area.
Not enough is being done to help cyclists.	The CAF recommends improvement to the safety and accessibility of cycle routes within the central area.
Develop the Golden Way cycle/wheelchair route.	The CAF recommends an accessibility study which will review cycle routes.
Better cycle signage needed.	The CAF recommends an accessibility study which will review cycle routes, as well as a new wayfinding strategy.
Add advanced cycle stop lines at all junctions.	The CAF recommends improvement to the safety and accessibility of cycle routes within the central area.
Every set of traffic-lights should have a cycle box.	The CAF recommends improvement to the safety and accessibility of cycle routes within the central area.
Introduce more cycle parking in the centre.	The CAF recommends improved cycle parking in key destinations, such as the station, and throughout the central area.
Supply charging points for electric bikes.	The CAF does not specify detailed proposals, but it does seek to encourage sustainable transport modes rather than private car use.
The CAF needs to aspire to provide an east/west cycle route.	The CAF recommends an accessibility study which will review cycle routes.
Critical north/south internal city cycle on High Street, and Fisherton Street to Crane Street Bridge, must remain and not be further eroded.	The CAF recommends improvement to existing cycle routes and not erosion of them.
Require cycle ways for new developments such as Longhedge.	Wiltshire Core Strategy requires new development to encourage the use of sustainable transport alternatives such as cycling (Core Policy 61).
Request for a cycle path from the rail station to the River Park via Mill Road.	The CAF recommends an accessibility study which will review cycle routes.
Relocate lamppost at northern end of Long Bridge which is hazardous to cyclists turning to/from the station.	The CAF recommends improvement to the safety and accessibility of cycle routes within the central area. It is not within the CAF's remit to set out detailed proposals.
Align the dropped kerb in Mill Road with the eastern end of the Town Path and clearly delineate the cycle route in High Street.	The CAF recommends an accessibility study which will review cycle routes. It is not within the CAF's remit to set out detailed proposals.

Allow cycle contraflow access to make it easier to cycle through the city centre.	The CAF recommends an accessibility study which will review cycle routes.
Salisbury District Hospital comments that it would be beneficial to see enhanced cycle routes to the hospital to support the hospital's green transport plan.	The CAF proposes that cycle and public transport routes to and from strategic employment areas in the vicinity of the central area of Salisbury should be investigated and improved, to strengthen connections.
The council should work with partners to encourage cycling and walking.	Wiltshire Council are working towards a Transforming Accessibility Project for Salisbury that will consider ways to improve the appeal of walking and cycling.

Responses relating to bus services:

Comment	Officer response
There is a need to improve bus services.	The CAF recommends improving and raising awareness of Park & Ride and bus services. More use of the bus services will enable further improvements/increases to existing bus services.
Salisbury needs a bus station.	It was a commercial decision by the bus operators in Salisbury to sell the bus station for redevelopment. There are no current plans to reintroduce a bus station.
Electrification of buses.	The CAF seeks to promote sustainable transport modes and will work with the bus operators to support electrification of the bus fleet wherever possible, and alongside Salisbury Reds have secured funding to introduce electric buses for the Park & Ride services.
Need to introduce better bus access to and from the rail station forecourt.	Improvements to the bus/transport interchange at the station are being considered as part of the redevelopment around Salisbury train station.
An electric shuttle bus or tram should be provided from the station to city centre.	
Better bus access to city centre attractions needed.	Improved bus services into Salisbury is subject to discussions with the bus company.
Need to improve rural/out-of-town bus services into Salisbury.	
Bus lanes should be introduced, such as Exeter St, Castle St, Brown Street.	Wiltshire Council are working towards a Transforming Accessibility Project for Salisbury that will consider bus routes.
Bus lanes could also be used by cyclists.	The CAF recommends an accessibility study which will review cycle routes.
Bus ticket prices should be reduced.	Wiltshire Council do not operate the local bus service and budgetary constraints are a major factor in the council's ability to influence fare prices.
Bus passes from 60 years of age.	The issuing of bus passes is outside the remit of the CAF.
Any works in the city centre needs to retain access for those using buses.	This is agreed. The CAF seeks to promote more sustainable transport modes.
Consider a bus service travelling the ring road via the Park & Ride sites.	Bus service routes are the responsibility of the bus company.

Salisbury District Hospital comment that it would be beneficial to see enhanced bus links to the hospital to support the hospitals's green transport plan.	This is noted. The CAF promotes a strategy that discourages car use in order to encourage the use of more sustainable modes of transport.
All out-of-town bus routes should go through the Five Park & Rides and station.	Wiltshire Council do not operate the local bus service. However, transport solutions will be considered as part of the redevelopment around Salisbury station, and is seeking to improve this as a public transport interchange.
Guided buses should be introduced.	Wiltshire Council do not operate the local bus service.
Bus/Park & Ride services should be improved for when theatre/cinema performances finish.	The CAF recognises that the operating hours of the Park & Ride service need to be improved to reflect working hours and to support the evening economy.
The Park & Rides close too early at weekends/evenings.	
Park & Ride services need to be improved e.g. to include school travel.	
The Park & Ride should be kept free.	Park & Ride services were temporarily free of charge as part of the Salisbury recovery programme. It would be financially unviable to keep the service permanently free.
Better event signage to direct visitors to use Park & Ride rather than city car parks.	The CAF recommends improving and raising awareness of Park & Ride services.
Go South Coast comment that the CAF needs to acknowledge the important role played by buses, and their importance to the economy. Careful consideration is needed to ensure any proposed changes to the operation of the highways network will not affect ability of buses to efficiently access and navigate the central area.	This is agreed. The CAF recognises the need to improve and raise awareness of Park & Ride and bus services. If changes are proposed to the highway network bus services will need to continue to have unhindered access. The local bus company will be part of any ongoing discussions.

Responses relating to rail transport/Salisbury railway station:

Comment	Officer response
Public realm improvements are needed to the railway station area.	This is agreed. The CAF proposes redevelopment around the railway station, including better wayfinding infrastructure and public realm improvements.
Better signage is needed at the railway station.	
Open the north entrance to the station.	The CAF proposals include consideration of a northern entrance to the station.
Develop cycle-hire facilities at the south entrance of the rail station.	Transport solutions at the station will be considered as part of the redevelopment around Salisbury train station.
Develop an elevated monorail linking key locations in the Salisbury area.	This would be beyond the scope of the CAF.
There is a need for a transport interchange at the Maltings.	The redevelopment around Salisbury train station seeks to improve it as a public transport interchange, within a short walking distance of the Maltings.
Train services need to be improved, to be more reliable and affordable.	Wiltshire Council do not operate the railway services.
Wilton Parkway Station should be delivered.	

Responses relating to highways and traffic:

Comment	Officer response
Highways England request continued collaboration to develop transport evidence and support development that encourages sustainable travel. Support measures to improve walking/cycling routes and public transport provision. Request consideration of parking availability and pricing policies as this could influence take-up of alternative transport modes e.g. Park & Ride.	Support is noted, and the council will continue to collaborate with all stakeholders and statutory consultees. The comments about parking charges are noted.
Salisbury District Hospital comments it is essential that transport links across the city are maintained and improved so staff can access the hospital.	The CAF recommends that sustainable transport routes to and from strategic employment areas in the vicinity of the central area should be investigated and improved to strengthen connections.
Salisbury Area Greenspace Partnership state that the CAF should refer to other significant local issues such as employment and traffic at Southampton Road and the A36 trunk road. There should also be reference to the hospital as this is the largest employer and traffic generator in the area.	The geographic scope of the CAF is the central area of Salisbury. However, it proposes that cycle and public transport routes to and from strategic employment areas in the vicinity of the central area of Salisbury, such as the hospital, should be investigated and improved.
Air pollution, traffic congestion and excess noise are concerns in the city centre.	This is agreed. The CAF recommends an accessibility study to include a review of cycle routes, public transport accessibility and opportunities to limit vehicular traffic within the centre.
Salisbury Chamber of Commerce are seeking to secure funding and Department for Transport support for a Southern Bypass for Salisbury and request reference to this in the CAF.	A bypass option was considered through the Salisbury Transport Strategy and was discounted on the grounds of viability. Access to through traffic is being explored.
Salisbury needs a bypass.	
Bypass the Tesco roundabout.	
Allow no through-traffic except for public transport, businesses and residents.	
Traders need continued delivery access.	This is agreed.
Restrict hours of deliveries.	The restriction of delivery vehicles access to certain times could be secured through a Loading Restriction and a Traffic Regulation Order.
Initiatives for the city centre must be supported by coordinated efforts to improve the ring road and access to outer areas such as Southampton Road.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36.
City traffic needs to be resolved in order to accommodate new development.	The Salisbury Transport Strategy sets out a variety of measures that address congestion. A Transforming Accessibility Project is also underway.
Addressing traffic on larger roads would resolve issues on smaller roads.	

Increase capacity at all junctions and roundabouts.	
A filter system should be considered.	
Introduce a congestion charge.	
More traffic calming should be introduced.	If there is less traffic in the central area of Salisbury, then further traffic calming may be unnecessary.
Divert/ban HGVs from accessing the city centre.	The decant of heavy industry uses from Churchfields Industrial Estate continues to be a policy position that the council are exploring.
Query over how the council will deal with industrial traffic going past the train station.	
Dual Salisbury's ring road, including Netherhampton Road, Wilton Road, Southampton Road.	Such proposals fall outside of the geographic scope of the CAF. However, Wiltshire Council continues to work with Highways England to address these issues.
Car/bus access should remain on Minster Street and other key roads in the centre.	This will be further explored.
Electric vehicles/bikes are the future and should be given more consideration.	The CAF seeks to promote sustainable transport modes, and opportunities to support electric vehicle infrastructure will be given consideration.
The CAF should encourage shared car ownership e.g. Co-Cars.	Opportunities will be explored in collaboration with local service providers.
Build a tram system.	It would be unfeasible to implement an entire tram system.
Support for continued access for motorcycles.	Support is noted.
Request for off-street taxi ranks.	This can be considered through a more detailed planning exercise.
Entrances and exits from car parks should be only via Churchill Way; city centre routes should be closed off.	To be considered as part of the delivery of the Maltings and Central Car Park scheme.
Need more 20mph speed restriction reminders, e.g. on Brown St and Castle St.	Implementation of 20mph zone should be delivered but in tandem with the objective of de-cluttering the streetscapes, not adding to it.
The Exeter St 20mph speed restriction area should include the entrances to both the Cathedral School and Bishop Wordsworth School as a cyclist and pupil safety measure.	The request is noted.
Money should not be spent on the Stonehenge tunnel. Plant trees and build a dual carriageway all along.	This is a central government scheme.
The A36 and the A303 should be addressed by the CAF.	The CAF's geographical remit is the central area of Salisbury.
The city's easy access by train and road - even taking traffic problems into account - is an asset.	This is agreed.

Responses relating to city centre parking:

Comment	Officer response
Keep availability of city centre car parking.	By increasing the use of Park & Ride services it may be possible to rationalise the car parking space in the central area
Need to retain city centre parking options for those with less mobility.	

	thus freeing it up for redevelopment of alternative uses. The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
Reduce parking charges in the city.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
Change parking payment to pay on exit.	
Car parking should be duration focused, tiered parking arrangements which allow for long stay parking in different areas of the city.	
Need to keep free evening parking.	
A 3-storey car park that is subsidised/free should be developed.	A decked car parking solution is being considered for the Maltings and Central Car Park site. Parking charges will be set by the council's Parking Services team and are not within the scope of the CAF.
The council's parking standards should be changed so cars do not dominate.	The council's parking standards are reviewed periodically.
Regenerate Culver Street car park.	The CAF proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
Having a range of smaller car parks is valued for those who can't walk far e.g. Salt Lane for the Arts Centre and Lush House car park for the High Street.	Consolidating parking in fewer locations in proximity to the city centre would reduce traffic within the central area, congestion, air pollution, and the cost of providing and managing parking facilities. Essential parking will remain for those who need it, e.g. disabled people.
Current diversity of parking prevents monopolistic revenue generation, i.e. businesses needing to be near a main car park entrance.	
Car parking is important to shoppers. Concern that consolidation of parking would make quick trips to the city centre harder.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities. The CAF recommendations complement this agreed approach.
Reduce space in the city centre taken up by car parks.	The CAF recommends the consolidation of car parking, partly because car parking uses up valuable land which could be used for other purposes.
Improve car parking at railway station.	The council is examining options to improve Salisbury railway station, including improvement of current parking facilities.
Remove 3-hour parking restriction from car parks.	This would encourage long-stay parking, particularly by workers, which is what the Salisbury Transport Strategy is trying to discourage to alleviate city centre traffic.
Remove coach parking from Exeter Street and restrict coaches to coach station.	This is a drop off zone, not for coach parking.
Extend opening hours of multi-storey car park and link it with footbridge to cinema.	A vision and strategy will be developed and implemented by a partnership of planning and regulatory authorities, operators, entrepreneurs, landowners, residents and users to drive and realise the vision. This will consider issues such as parking for leisure/evening uses.

Remove daytime on-street parking from Exeter Street and Brown Street.	The CAF seeks to reduce availability of general on-street car parking within the central area.
An underground car park should be considered.	There is no requirement for an additional car park.
City centre parking should be discouraged by raising prices, restricting parking in the centre, regular leave-your-car-at-home days, 'walking buses' to schools.	The CAF seeks to promote more sustainable transport modes, such as increased use of the Park & Ride facilities and improve cycling and walking routes to reduce vehicular traffic in the central area.
Commuter/long stay parking should be focused at Park & Ride sites with short-stay/shopper's parking in the city centre.	This is agreed and could be achieved by making better use of the city's Park & Ride sites.
Car parking areas need to be made more attractive, e.g. with cafés.	The CAF recommends public realm improvements in key locations which could include the car parking sites.
Residential roads should be for residential parking only.	The CAF seeks to reduce availability of general on-street car parking in the central area. Residential parking will be retained.
Salisbury Civic Society comment that reference to 'additional parking' is jarring as Salisbury is not currently short of parking spaces, apart from at the railway station.	The CAF recommends rationalising car parking in the central area. Car parking availability at the station is a separate consideration.
Salisbury Chamber of Commerce request focus on how coach & car parking can be used to target movement of people to give the best return for Salisbury businesses whilst reducing the volume of through traffic and carbon emissions.	The CAF seeks to reduce the prominence of cars within the central area, encourage better use of Park & Ride facilities and to create more people-friendly streets. Increased pedestrianisation will increase footfall, which is expected to benefit businesses.
Wiltshire Creative comment that convenient parking is important for the evening economy e.g. cultural activities taking place in the evening.	The CAF does not seek to prevent parking in the central area but to encourage a shift towards more sustainable transport modes. This includes improving operating hours of the Park & Ride to extend hours into the evening.

Responses relating to city centre development and design:

Comment	Officer response
The council should insist on high quality design for new developments.	Policies in the Wiltshire Core Strategy require new development to be of high-quality design and to be sympathetic to existing architecture and heritage (e.g. CP57 "Ensuring High Quality Design and Place Shaping").
Provide iconic, inspirational, original buildings to draw visitors.	
New developments should be sympathetic to existing architecture/style/heritage.	
Developments should use local and historic materials.	
Salisbury should be a modern medieval city/should embrace contemporary design.	
Interventions should improve the function of the city centre, not just its appearance.	The CAF recommendations are intended to improve the function and appearance of the city.
Focus on improving existing properties before proposing new development.	The CAF will provide a platform for city improvements to stimulate investment.

Introduce Article 4 direction removing permitted development rights for conversion from employment to residential.	The promotion of residential city centre living can add vibrancy and bring vacant buildings into a viable use.
The Old George Mall should be redeveloped to improve its appearance and entice smaller stores and cafes.	The CAF seeks to support opportunities for small businesses. The Old George Mall is not specifically identified.
Art pieces should be commissioned to enhance the city centre, e.g. by local artists.	The CAF recommends introducing new public art within the city, which will be developed in collaboration with the community.
Reduce signage clutter.	An aspiration of the CAF is to develop a coordinated approach to wayfinding and to reduce unnecessary street clutter.
Salisbury's charm is in its mixture of buildings and facilities.	This is noted.
A Design Review Panel should be put together comprising local architects, planners, heritage consultants and landscape designers.	This has been delivered previously and will be considered in the future.
Shopfronts in the city are of poor quality – need stronger guidance.	This is acknowledged. The CAF seeks to encourage review and update of existing shopfront planning guidance.
Grants should be provided to fund shopfront decoration.	This is being investigated.
The design examples given for the consultation are not suitable for Salisbury.	The examples given are intended to be illustrative. Design proposals for subsequent planning applications will be subject to detailed public consultation.
Development must take place in accordance with the 40ft height policy.	Any planning applications will be made in accordance with Wiltshire Core Strategy CP22 (Salisbury Skyline).
Redevelop Grosvenor House in Churchfields Road.	The council will continue to keep under review the best options for land and property in the council's ownership.
There needs to be a direct incentive to convert first-floor space to residential.	The CAF seeks to support this, in appropriate locations.
There should be scope for redevelopment of premises along the river to improve connections with the river setting.	The CAF seeks to support this, in appropriate locations.
Salisbury should provide space for creativity and culture to encourage innovation.	The CAF seeks to support this.
Redevelop New Look as a glass-roofed indoor market with a walkway between High Street and the River Avon to the rear.	The principle for this type of development is broadly suggested as an opportunity.
Owners of 22-30 High Street (New Look) comment that their site provides an opportunity for strategic riverside/town centre development. They would support proposals for more flexible uses in this location.	Support is noted.

Responses relating to the historic environment:

Comment	Officer response
Improve facades of deteriorating buildings e.g. Crane Street, Catherine Street.	While many shopfronts are outside the council's control, the CAF is seeking a

	range of measures to generate uplift in the central area, such as recommending an update to the Shopfront Supplementary Planning Guidance.
Make more of heritage assets in the city e.g. buildings, heritage, surrounding water meadows, rivers, proximity to Stonehenge, Old Sarum cultural offering.	The CAF includes recommendations to bring out the qualities of the existing townscape and heritage.
Important historic buildings should be protected.	Policies in the Wiltshire Core Strategy require new development to be of high-quality design and to be sympathetic to existing architecture and heritage (e.g. CP58)
More signs/references on buildings/areas of historic note, phone apps etc.	The CAF recommends developing a wayfinding strategy which could include improved referencing of lesser known historic sites and buildings. A heritage app is also being developed.
The Cathedral Close should be protected as a quiet, peaceful space.	The CAF recognises the importance of the Cathedral Close and seeks to ensure it remains a place of calm and sanctuary, while protecting its essential role in the city's tourism industry.
Green space around the city is part of the city's heritage and should be protected.	Policies in the Wiltshire Core Strategy require new development to protect and enhance important landscapes and green infrastructure (e.g. CP51 and CP52).
Provide a trail through the town highlighting historic features.	A heritage trail app is already under development by the council.
Historic England recommends that it should be illustrated how specific initiatives relate e.g. consideration of desirable pedestrian movements.	This is agreed.
Historic England request more information on constraints and barriers.	It is considered that this has been covered by the CAF.

Responses relating to tourism:

Comment	Officer response
More hotels are needed/Salisbury has enough hotels.	There is documented evidence of need for additional hotel space in the city centre to support Salisbury's tourism industry.
Small B&Bs and family hostels are needed, not commercial hotels.	The CAF would not preclude the development of B&B, hostel or budget hotel accommodation, should proposals of this nature come forward.
Develop more budget hotel accommodation.	
Salisbury needs a Youth Hostel.	
Build a large conference and hotel facility – there are not enough in the south west.	This would be welcomed, and the masterplan cites this as a possible use. There would need to be a business case for the private sector to deliver this use. It remains a possibility but until now no such market demand has been forthcoming for such a development in the city.

Existing planning permissions for hotels should be implemented, e.g. site of the old Post Office.	It is recognised that there are historic and recent permissions for hotel uses in city centre locations. However, there is little evidence to indicate these will be delivered within a reasonable timeframe and there remains a need for city centre hotel accommodation to support Salisbury's tourism economy.
Create a new Salisbury Interpretation Centre.	Salisbury benefits from a Tourist Information Centre.
The CAF should ensure tourists stay to see more than the Cathedral.	This is one of the key aims of the CAF.
Build a visitor hub close to rail and coach stations e.g. station and central car park.	The delivery of a welcome centre/point of arrival is proposed as part of the Maltings and Central Car Park masterplan.
Toilets in the coach station need to be improved.	This forms part of the masterplan for the Maltings and Central Car Park.
The CAF should deliver benefits for residents ahead of tourists.	The CAF has been prepared to generate benefits for both residents and visitors.
Salisbury Cathedral comments there is currently poor wayfinding, poor arrival points to the city, poor pedestrian routes to the city, and poor connections between the Cathedral Close and the rest of the city.	Improving wayfinding around the city is a key aim of the CAF and is being pursued through a specific wayfinding strategy.

Responses relating to the proposed River Park:

Comment	Officer response
Support the River Park/improvement of river corridors.	Support is noted.
Quality parks and open spaces should be provided.	Part of the redevelopment of the Maltings and Central Car Park will include delivery of an improved children's play park. Other areas of important open space will be retained.
Ensure the River Park includes areas for rewilding.	The delivery of spaces for rewilding is captured within the masterplan for The Maltings and Central Car Park and is expected to be delivered as part of the River Park.
Introduce more river-based activities e.g. punting, boating, canoeing.	This would be supported, provided such uses would not undermine the ecology of the river system.
A community café should be provided in the River Park.	The Maltings and Central Car Park masterplan indicates that kiosks may be introduced alongside the river, which may be appropriate for café uses.
Provide spaces for older people to sit in parks.	It will be ensured that there is adequate seating and spaces to enjoy the environment.
The water meadows should be protected.	The CAF recognises the importance of the water meadows as part of Salisbury's unique landscape setting and seeks to ensure this remains protected.

There is a lack of access to the meadows.	This is agreed and being assessed but needs to be balanced with ecological protection of the environment and land owner consent.
The riverside path parallel to High Street (Fisherton Street to Crane Street) should be enhanced.	It is agreed that the riverside path in this location would benefit from improvement. The CAF recognises that there may be an opportunity to improve this area through a redevelopment from the High Street that would see improved pedestrian access to the riverside location.
The River Park should have footpaths/cycle links from Elizabeth Gardens to The Maltings.	The intention of the River Park is to provide an uninterrupted green infrastructure link through the centre of the city. Wherever possible, opportunities to achieve this will be considered.
Concern that the northern pedestrian route deviates away from its existing route and into an environmentally sensitive area/allotments	The River Park map is intended to be illustrative.
Create connections to river walk at the edge of Churchfield.	The CAF recognises the importance of the water meadows as part of Salisbury's unique landscape setting and seeks to ensure this remains protected.
Salisbury Civic Society comments that the River Park concept is admirable (subject to further detail) and should be at the heart of attempts to improve the city and should in many cases be the driver for other initiatives.	Support is noted.
Wiltshire Creative comments that the CAF needs to explain how the proposed River Park fits in with the proposed cultural quarter.	Agreed. Detailed plans for the interaction will be produced in due course.

Responses relating to ecology/biodiversity:

Comment	Officer response
The CAF should maximise contributions to biodiversity.	While the CAF is a high-level document, it sets out a range of recommendations such as the River Park that will help improve opportunities for wildlife in the central area.
Need to plant more trees / acknowledge the value of trees the urban area.	Agreed. The CAF provides a positive environment for enhancement of the city including the planting of many new trees.
Turn car parks into green parks with trees.	There is a need to balance the greening of the city while ensuring it remains attractive for business and for visitors.
Development should be required to install swift bricks and bat boxes.	Where appropriate, this would be supported, to be considered at planning application stage.

Responses relating to housing:

Comment	Officer response
More affordable housing needed, e.g. for young people.	The CAF has been prepared to support the development of much needed housing in

Affordable live/work units should be built to encourage city centre vibrancy.	the central area, with a focus on delivering homes suitable/affordable for younger people.
The council should commit to building quality homes for those who need them.	
Private housing developers should commit half of those built for council tenants.	
Younger people need to be attracted to live in Salisbury.	
No more old people's/retirement homes.	Any housing proposed will be required to adhere to Wiltshire Core Strategy CP45 (Meeting Wiltshire's Housing Needs) and CP46 (Meeting the needs of Wiltshire's vulnerable and older people).
Housing should be delivered to enable older people to downsize into smaller homes/ bungalows.	
New high-quality residences, apartments.	Agreed and planned, but for all types of housing need.
The Right to Buy council houses should be held back.	Right to Buy is controlled by national legislation and is not in the scope of the CAF.
Empty shops and pubs should be converted to housing for young people.	The Use Class order currently allows a Permitted change from A1 (shops) to mixed use - A1 & up to 2 flats.
Housing development should be well built with open spaces and lots of trees.	The CAF seeks to improve open spaces and the environment.
Consider housing on Southampton Road in waterside locations.	Southampton Road is outside of the CAF area.
Request to know whether student accommodation will be proposed.	It is not yet known if student accommodation will be proposed on sites identified within the CAF.

Responses relating to employment:

Comment	Officer response
Focus on creating well paid jobs.	The CAF, through its support of the redevelopment of the Maltings and Central Car Park site, seeks to increase visitor numbers, footfall and dwell time in the central area. In additional, supporting new dwellings for sustainable city-centre living, thereby encouraging more spending, business and investment. The masterplan for the Maltings and Central Car Park remains flexible to residential and commercial uses to ensure that commercial space can be delivered where needed.
Create employment opportunities to encourage young people to stay in the area.	
Focus on delivering well-paid employment opportunities, for young/local people.	
Salisbury doesn't have enough well-known employers, leading to out-commuting.	
Encourage jobs at Boscombe Down.	Noted. Jobs at Boscombe Down are outside of the scope of the CAF.

Responses relating to city centre facilities:

Comment	Officer response
Ensure GP surgeries and council offices stay centrally located.	The CAF makes no recommendations that would result in the relocation of either types of service.

Salisbury needs a central post office.	This does not form part of the CAF.
Salisbury needs a police station/custody suite.	This does not form part of the CAF.
Install more water fountains and recycling bins.	A second public drinking fountain has recently been installed on High Street.
Request greater reference to health and social care. Need to be informed by understanding of public perspective on health and social care in the city centre. Some health care buildings require urgent renovation / consolidation. The hospital campus project is not in the central area but is closely linked to the CAF area. The two schemes should be consistent/supportive.	Although health and social care is not specifically addressed within the CAF, many of the workstreams will assist in improving well-being of residents including improving walking and cycling links, reducing the dominance of the car, and delivering the River Park.

Responses relating to education:

Comment	Officer response
Salisbury needs better higher education facilities/a university.	The Wiltshire College & University Centre site on Southampton Road is undergoing redevelopment to provide better higher education facilities.
Develop educational establishment/science park with links with Porton Down.	This does not form part of the CAF.
Grammar schools should be converted to alternatives that encourage all pupils.	The status of the grammar schools is outside of the CAF's remit.

Responses relating to The Maltings and Central Car Park:

Comment	Officer response
Keep the library/gallery in its current location.	The relocation of the Library forms part of the overall masterplan approach to redeveloping the Maltings and Central Car Park site.
The library's local studies collection needs to be retained.	There is no intention to remove any collection.
Investment should be spent on improving the existing library.	There is a need to ensure continuity of library provision within the city centre whilst the long-planned regeneration of The Maltings and Central Car Park takes place, which necessitates the relocation of the library to a new location nearby. The existing library building cannot be redeveloped with the library service in-situ.
Need to be clear about the permanent location for the library.	
Redevelopment of the existing library should not result in the loss of its façade.	There is no intention to lose the façade of the existing library.
Redevelop the City Hall and library into new landmark buildings.	Any redevelopment proposals will be required to be of high-quality design and sympathetic to existing architecture and heritage.
The library must include activities for adults and children as well as core services.	Wiltshire Council will continue to provide library services.
Query over whether the new library will be privately owned and whether the council will be able to ensure it is not be closed.	The library will not be closed.

Concern about lack of transparency regarding the finances for the planning application for the library/hotel in Fisherton Street.	Noted, however some areas are commercially sensitive.
Redevelop The Maltings with affordable housing, small scale business, open space.	This can be considered through a more detailed master planning exercise.
The Maltings redevelopment should include an education centre for observation of Hampshire Avon wildlife.	This could be considered through a more detailed planning exercise.
The CAF should reference the relocated library in the Cultural Quarter. Support rejuvenation of Fisherton Street – this should be in parallel with the Cultural Strategy, given its proximity. The CAF should address how the cultural quarter will be made visible.	The CAF now references the relocated library within the Cultural Quarter and how the Cultural Quarter will be made more visible. This will be through modernisation of City Hall and improved links with the Playhouse, enhancement of the public spaces, and delivery of a new library.
City Hall is no longer fit for purpose as it is too small to attract high level artists.	The CAF supports the modernisation of City Hall.
The Cultural Quarter omits provision of a concert venue.	The Cultural Quarter already benefits from existing concert venues.
Support creating vibrancy in the city by developing a cultural strategy.	A draft cultural strategy has recently been developed.
Redevelopment of The Maltings is needed urgently.	This is agreed.
Support for the redevelopment of the central car park.	Support is noted.
The deadline for spending funds earmarked for the early phases of the MCCP development should be suspended to allow more time to hone the proposals.	Noted.

Responses relating to Churchfields Industrial Estate:

Comment	Officer response
Redevelopment of Churchfields is needed urgently.	<p>The future of Churchfields Industrial Estate will be re-considered through the Local Plan Review. The CAF recommends that the following should be considered in any future policy:</p> <ul style="list-style-type: none"> • Improvement to the public realm • Intensified employment sites to provide higher job densities • Improved pedestrian facilities along Churchfields Road, including formal crossing points and enhanced footways • Traffic calming measures • Enhancing and protecting the riverside setting <p>The CAF also acknowledges the issue of HGVs accessing Churchfields.</p>
Businesses on Churchfields Industrial Estate should be relocated.	
Redevelop Churchfields with affordable housing.	
Churchfields should be redeveloped for residential/employment with green parks.	
Redevelop Churchfields into a technology park, hotel, conference hall, with transport links.	
Relocate businesses on Churchfields away from the centre.	
Issue of traffic from Churchfields HGVs needs to be resolved.	
Build a connecting road from Churchfields to Netherhampton Road.	
Object to any proposal for an access between Churchfields and the water meadows.	
Concern that there is too much focus on Churchfields as the main employment area,	

where workers are unlikely to spend their money in the city centre.	
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Responses relating to management and maintenance of the city centre:

Comment	Officer response
Improve street cleanliness.	Salisbury City Council is responsible for street cleaning and litter bins in Salisbury. The City Council have environmental enforcement policies.
More litter bins needed.	
Better enforcement needed in prosecuting litter droppers.	
Rivers need to be kept clear of litter.	This is noted and agreed.
Arrange volunteer litter picks to keep the public realm litter free.	Wiltshire Council supports community litter picks that can be organised by local groups. Groups can contact their local Community Engagement Manager with details who can provide specialist litter picking equipment and advice to support the event.
Conceal large refuse bins, away from food outlets.	This is agreed, where possible. Refuse bins are sometimes hard to conceal within a historic city environment.
Safer lighting needed on quieter streets.	Enhancement of the public realm is being promoted through the CAF.
Reduce number of A-frames on the streets.	
Signage, street furniture and railings in public spaces needs to be rationalised.	
Install more seats/benches.	
More flowers displays in public areas.	
Streets/paving need to be of safe, high quality.	
Wayfinding around the city needs to be improved.	A wayfinding project is recommended through the CAF.
Paving repairs need to match the original material.	The CAF promotes a review and update of the previous city-wide strategy for the public realm. This could include the need for repairs to match the existing.
Need to address homelessness and drug use.	This falls outside the scope of the CAF.
Pubs should be encouraged to keep their gardens in good order.	Problematic to enforce. However, it is in a business's interest to maintain a tidy outdoor area.
Need to provide well signposted WCs with extended opening e.g. bank holidays, Sundays, evenings.	Wayfinding should improve with the wayfinding strategy proposed as part of the CAF.
Salisbury needs more/improved public toilets.	This is agreed.
Ban smoking and vaping in public spaces.	This is addressed through national legislation.
Wiltshire Creative comments that the CAF should address the need to clean and refurbish the city's heritage architecture and buildings.	The CAF supports re-purposing of heritage buildings and under-utilised rear courtyards/upper floors as well as enhancing the appeal of shop fronts and to the public realm to address the need to refurbish the city's heritage and architecture.

Responses relating to strategic matters:

Comment	Officer response
Salisbury Area Greenspace Partnership comments that there is a lack of local strategic planning framework for this part of south-east Wiltshire. There are weak strategic policies for environment and green infrastructure, lack of a forward thinking and sustainable Transport Strategy for Salisbury, lack of Design Guidance, lack of effective public engagement as standard practice, Wiltshire Council's increasing remoteness.	Wiltshire Council have commenced a review of the Wiltshire Core Strategy (known as the Local Plan Review). This will review all policies including for the environment, green infrastructure, sustainable transport and design, and be subject to community consultation to inform its content. The CAF is focused on Salisbury city centre only and is therefore a non-strategic document. However, its recommendations will form a source of evidence to inform the Local Plan Review.

Responses relating to the consultation process:

Comment	Officer response
Wiltshire Council needs better community engagement, including a Local Nature Partnership working on matters like housing, transport, green infrastructure etc.	The consultation was comprehensive and followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI) ⁵ . Details are provided at the beginning of this report.
Historic England request that the CAF include a communications plan.	
The CAF proposals should be consulted on with sports clubs in and around Salisbury.	
Use social media for better engagement with the younger generation.	
Better consultation needed with students aged 11-18.	The council uses a range of techniques to ensure breadth of outreach, and this includes social media outreach.

⁵ Wiltshire Council Statement of Community Involvement (SCI), July 2015, available at: <http://www.wiltshire.gov.uk/downloads/9895>

Wiltshire Council
Bourne Hill
Salisbury
Wiltshire
SP1 3UZ

[ADDRESS]

25 June 2019

Dear Sir/Madam

Notice of consultation on the Salisbury Central Area Framework

Wiltshire Council is consulting on developing proposals for an exciting future for Salisbury, which we're calling the Salisbury Central Area Framework. This consultation will inform development proposals for the city centre and we're asking for your feedback on what you'd like the city centre to look like in the future.

When completed, the Salisbury Central Area Framework will set out a strategy that will be deliverable and will bring positive change to create a more vibrant city centre. As part of this, we want to ensure that the traditional aspects of heritage, green space and community are enhanced and encouraged. The Salisbury Central Area Framework will build upon previous consultations and bring together many different projects and initiatives under one single document. This will form an important part of the evidence base to inform the emerging Wiltshire Local Plan Review and Salisbury Neighbourhood Plan.

Consultation documents

Information about the Salisbury Central Area Framework will be published on Thursday 27 June 2019 via the Wiltshire Council website at:
www.wiltshire.gov.uk/salisbury-future

Paper copies of these documents and response forms will also be available during normal opening hours at:

- Salisbury Library
- Wilton Library
- Downton Library
- Amesbury Library
- Durrington Library
- Five Rivers Leisure Centre, Salisbury
- Wiltshire Council offices in Salisbury (Bourne Hill)
- Wiltshire Council offices in Trowbridge (County Hall)

How to comment

Comments are invited on the Salisbury Central Area Framework from **9:00am Thursday 27 June** until **5:00pm Friday 9 August 2019**. Comments can be made:

- Online via the Council's consultation portal:
www.wiltshire.gov.uk/salisbury-future
- By email to **FutureSalisbury@wiltshire.gov.uk**
- Visiting the venues above and filling out a paper survey to be sent by post to:

**Major Projects
Wiltshire Council
The Council House
Bourne Hill
Salisbury
SP1 3UZ**

Public exhibition

A public exhibition will be held on **Tuesday 2 July 2019** from **9:30am – 6:45pm** in the Salisbury Guildhall Square. Wiltshire Council officers and members of the consultant team will be available during this time to answer questions about the Salisbury Central Area Framework.

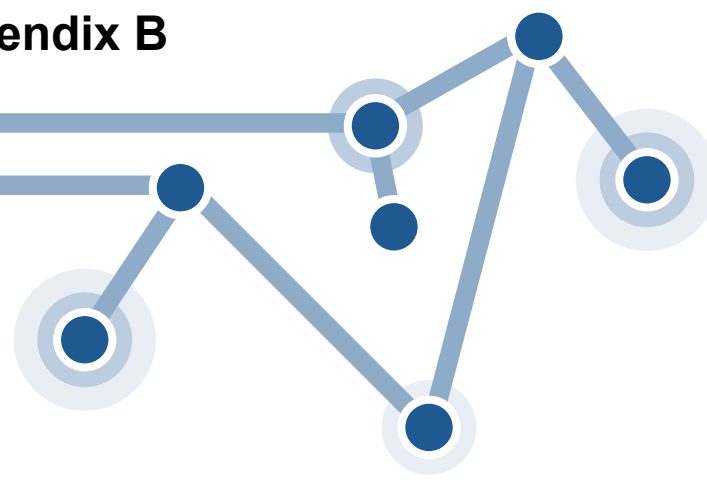
Next steps and further information

All comments received during the consultation period will be taken into consideration before a final version of the Salisbury Central Area Framework is produced.

Should you require further information on the consultation, please email:
FutureSalisbury@wiltshire.gov.uk or telephone 01225 718430.

Yours sincerely

Tom Dobrashian
Interim Director for Economic Recovery
Wiltshire Council



1 Salisbury Central Area Framework

Have your say on the future of Salisbury

We're planning an exciting future for Salisbury, and we'd like your feedback on what you'd like the city centre to look like. We are calling this the Salisbury Central Area Framework (CAF) and the purpose of this consultations are to inform the future development of the city centre. This work is still at an early stage and when completed it will set out an outline plan that will be deliverable and will bring positive change creating a more vibrant and attractive city centre. The CAF will bring together many different projects and initiatives within one single document that, crucially, will be deliverable. It will also help to inform the emerging Salisbury Neighbourhood Plan and Wiltshire Local Plan Review. The work is at an early stage and our thoughts are still developing.



Why is this project necessary?

Salisbury is an historic, characterful and successful place in many ways. However, in recent years, a combination of the economic downturn, the changing role of small cities, and the incident in 2018 have threatened its vibrancy.

Some retail units have been left empty, parts of the public realm are tired and dated and new development has sometimes failed to deliver the best for Salisbury. So, we recognise that there is a need to reinvigorate the city centre. We need to make sure Salisbury city centre is as successful and resilient as it can be to make it a better place to live, work and visit for both local people and visitors.

We want your views

We are looking for your views and ideas, and we want to know what you think about some of the suggestions and ideas we have. This will help us define the best possible strategy for the way forward so that we can make positive improvements to Salisbury city centre and deliver a strategy that:

- is widely supported
- is based on commercial reality
- sets out a way towards delivery
- promotes better design quality
- helps attract inward investment

Salisbury is your city – please let us know what you think!

Please complete our survey after you have viewed the display boards as they provide the background to the framework. Once the consultation has been completed, the framework will be developed during the summer for publication in autumn. For more information and to take the survey, see:

www.wiltshire.gov.uk/salisbury-future

Why is this important?

The framework will guide several different projects and initiatives in the city, which will be delivered by Wiltshire Council, private and public sector partners and prospective developers. The CAF will ensure all these stakeholders are pulling in the same direction and will set out the ambition for the city centre.

What's the focus?

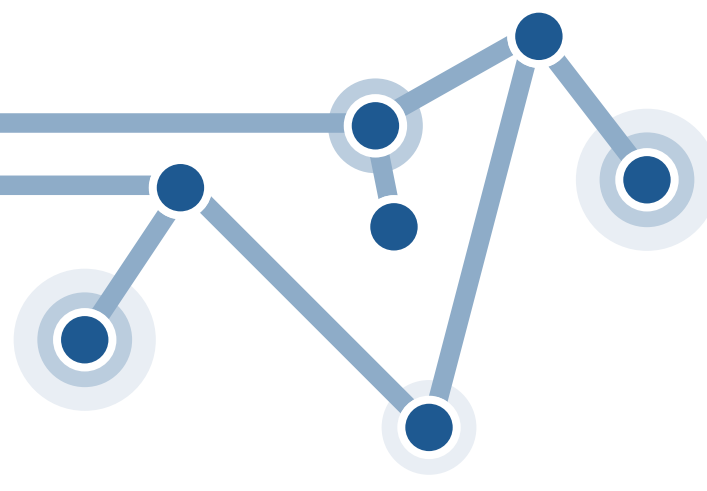
The CAF focuses on Salisbury city centre but to ensure the city centre's success we need to look at it in the context of the wider regional area. Salisbury is the main centre of south Wiltshire, acting as a focal point for a wide rural catchment. The train station serves the city and is the crossing point between the west of England main line and the Wessex main line making it a regional interchange. The presence of the Cathedral and the city proximity to Stonehenge make Salisbury an international tourist destination and brings significant revenue to the city.



Illustrating focus of CAF

- Central area boundary (CAF)
- ← Ring road
- Railway line
- ← River corridors
- - - Key routes
- Key landmarks

2 Salisbury Central Area Framework Background and Baseline



Strengths

<p>Heritage and strong identity derived from the Cathedral and the built heritage</p>	<p>Rich urban fabric and character</p>	<p>Proximity to heritage sites, including Stonehenge and Old Sarum</p>	<p>Compact central city area and walkability</p>
<p>Landscape setting (e.g. water meadows and rivers)</p>	<p>Strong arts and cultural programme and civic / cultural traditions (e.g. market)</p>	<p>Variety of independent shops, businesses and pubs</p>	<p>Diverse economy with specialised industries located close by (Porton Science Park)</p>
		<p>Accessible by a range of forms of transport</p>	

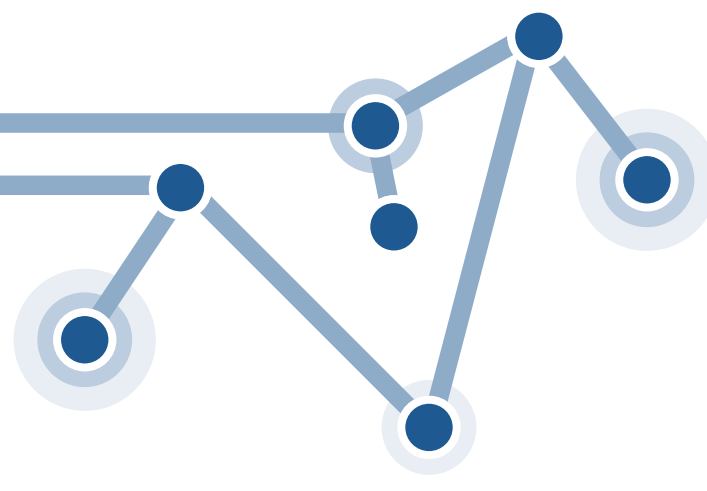
Weaknesses

<p>Streets traffic-dominated and cluttered</p>	<p>No clear street hierarchy / poor legibility</p>	<p>Scattered parking provision - need to rationalise</p>	<p>Poor pedestrian and cycling facilities / routes</p>	<p>Arrival points project poor quality</p>
<p>Physical and psychological barriers formed by railway, A36 and rivers</p>	<p>Full city centre offer not visible</p>	<p>Limited links between the Cathedral and the city</p>	<p>Decentralised sub-regional facilities</p>	<p>Uncoordinated shop signs, wayfinding and street furniture</p>

Opportunities

<p>Independent trading in Fisherton Street</p>	<p>Arts and cultural offer, development of Cultural Quarter within the Maltings and Central Car Park site.</p>	<p>Conservation Areas protection can ensure quality development</p>	<p>Rivers and natural environment</p>	<p>Existing P&R infrastructure</p>
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The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future



3 Salisbury Central Area Framework Themes

At the heart of the framework we are prioritising five themes. We believe these themes will transform Salisbury city centre and ensure that the Central Area Framework is unique to Salisbury.

Themes

Getting around

Improving access to the city centre, improving the environment for walking and cycling and reducing physical and perceived barriers to make the city centre more accessible.

Existing Salisbury



Future precedents

Photos below are used as good examples from other locations to illustrate the opportunities.



Open space and landscape

Using the natural environment to bring all destinations together to form an attractive network of places - including the river corridors.



Bringing out the quality

Improving the public realm and improving the quality / maintenance of historic buildings in order to emphasis the quality of the existing heritage and ensure it shines.



Creating vibrancy

Implementing pop up shops and temporary uses, bringing under-utilised sites back into use and promoting activities.

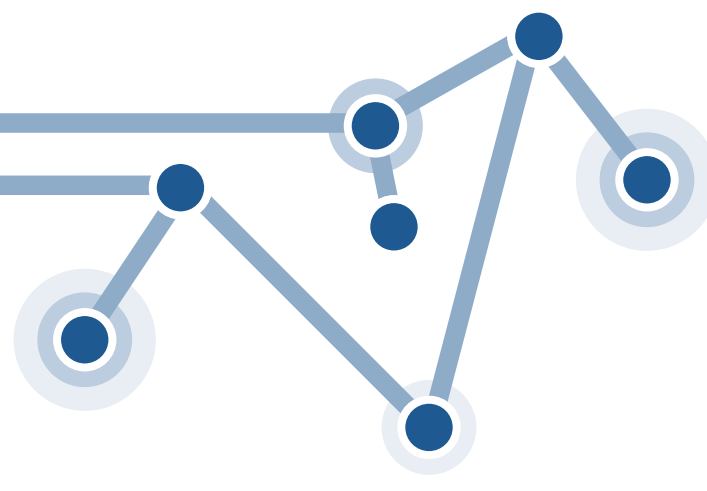


Character and distinctiveness

Using Salisbury's built form and structure to make it easier for people to find their way around and make Salisbury memorable.



The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future



4 Salisbury Central Area Framework Objectives

From our analysis and discussion with stakeholders, we have identified these draft objectives. We are proposing the city adopts these objectives to transform the city.

The objectives below support the overarching themes on board 3 and will be used to assess and guide the projects, initiatives and future actions identified in the framework. Please let us know what you think by filling out the survey.

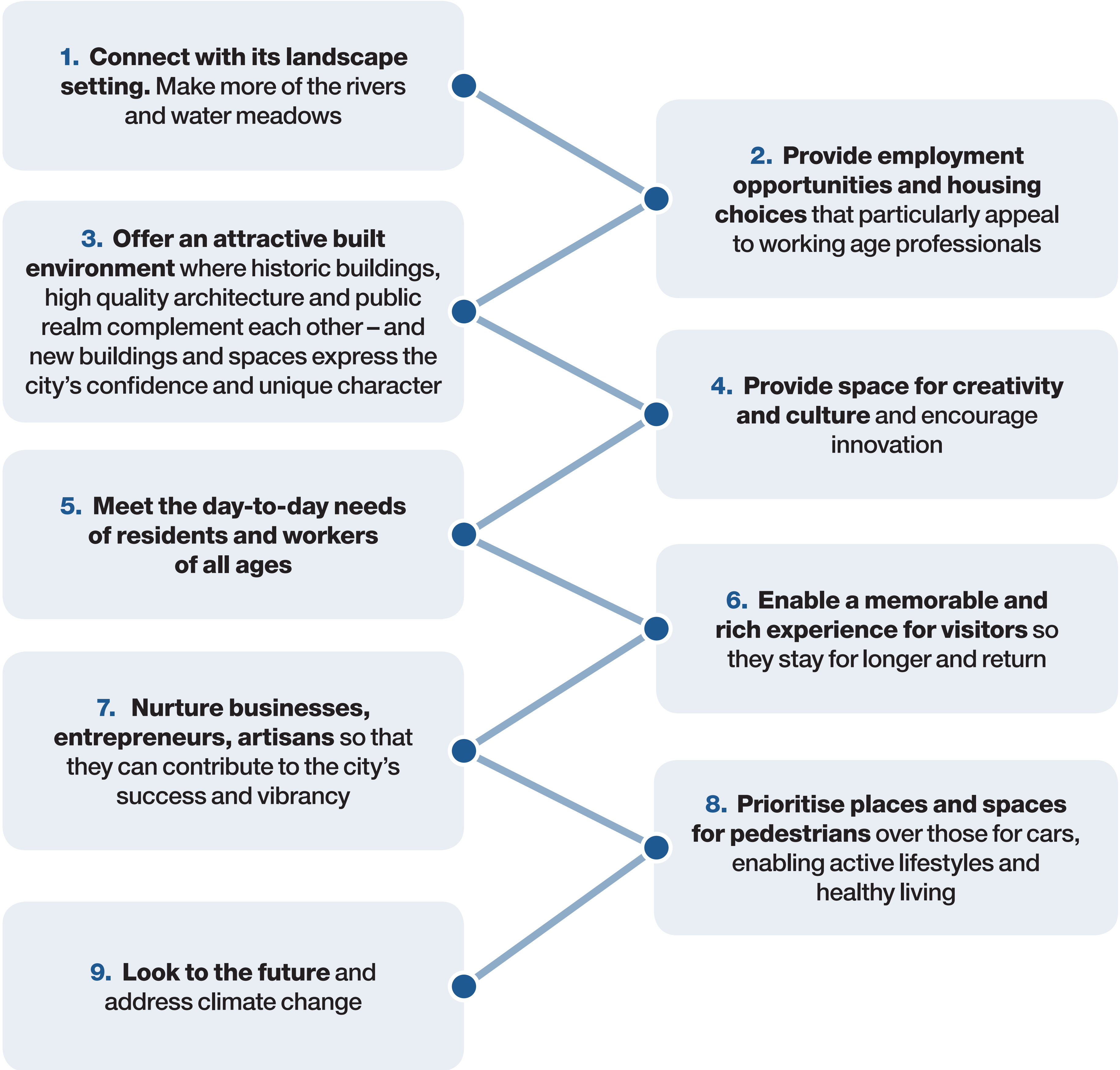
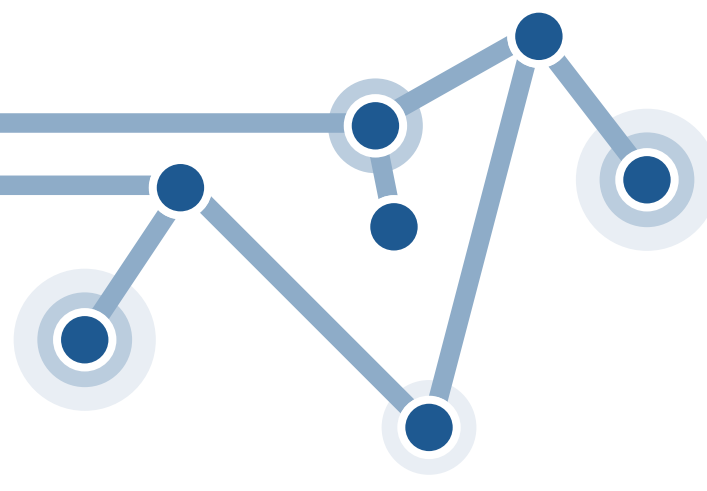


Image taken from Future High Street Fund Submission © Atkins

The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future

5 Salisbury Central Area Framework

People Friendly Streets



One of the key recommendations of the framework is the prioritisation of 'people-friendly' streets in the city centre. Delivering change needs to occur incrementally, in a staged and coordinated way. It will need support from the Council and its partners. Changes will need to be monitored and lessons learned over time.

What does 'people-friendly' mean?

People-friendly streets means providing a positive, safe and comfortable environment for walking and cycling. It encourages more people to walk, cycle or take public transport.

Rebalancing our city in favour of pedestrians and cyclists has many positive benefits for the economic, cultural and environmental vitality of our urban centres:

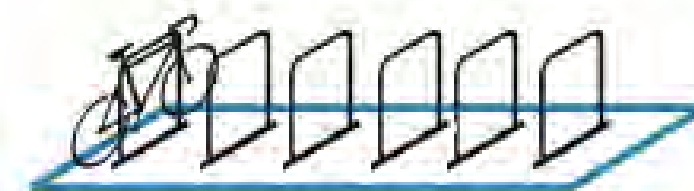
- Improved air quality
- Improved health and wellbeing
- Improved economics and opportunity to attract business and investment

High streets and urban centres are more likely to thrive when people find it more attractive to walk and cycle.

Introducing these changes needs to be well planned and incremental, allowing the community, businesses and council of Salisbury to adjust and change at a pace that protects the current economy while a change in culture can take root.

Keeping streets moving

One car takes up the same space as...



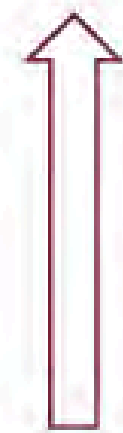
5 people cycling
or
20 people walking
or
12 cycle parking spaces

The average car carries:



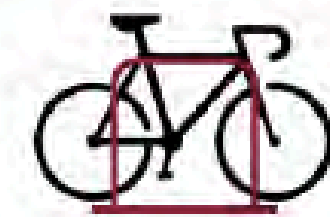
1.56 people

Higher spends



High street walking, cycling and public realm improvements can **increase** retail sales by up to **30%**

Cycle parking delivers



5x the retail spend per square metre than the same area of car parking

People who walk and cycle take more trips to the high street over the course of a month

Average number of visits to local town centre each month, by mode



16 visits



12 visits



8 visits

Over a month, people who walk to the high street spend up to

40% more



than people who drive to the high street

Social value

Walking and cycling helps create **thriving high streets**



As well as more customers, this brings benefits to the local community



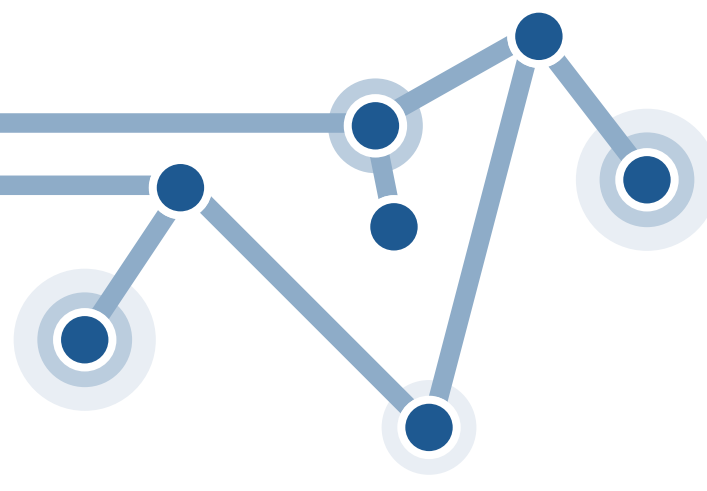
Making it easy to walk and cycle to high streets means that more people can enjoy these opportunities

Diagrams sourced from TfL, Lawlor and Rafe and Saffrey

The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future

6 Salisbury Central Area Framework

Getting Around



Over the next few months we will be investigating how to make our streets more people-friendly. This is an initial consultation to seek your views and inform further studies.

Improving the pedestrian environment in Salisbury requires radical change but can be achieved in a number of different ways. Below we have illustrated a number of street types, their benefits and challenges.

Pedestrianised Streets



Pedestrianised Streets: Pedestrian-only access (potentially with an exception for cyclists).

Benefits

- Public realm that is solely for the use of pedestrians and cyclists.
- Improve air quality
- Limits through traffic
- Creates a pedestrian focussed city centre.

Challenges

- May require major bus rerouting.
- Potential to impact on narrow chequers streets due to bus and traffic rerouting.
- Requires access for servicing, access and emergency vehicles.

Pedestrian Prioritised



Pedestrian Prioritised Streets: Pedestrians feel that they can move freely anywhere and where drivers should feel they are a guest.

Benefits

- No change to current bus access to city centre.
- Potential for bus prioritisation on the Pedestrian Prioritised Streets.
- Opportunity to limit through traffic.
- Restrict to servicing and access only.
- Creates a pedestrian focused city centre with the flexibility of allowing managed vehicular access.
- Allows similar volume of traffic at slower speed.

Challenges

- Under current legislation, this does not give formal priority to pedestrians.

Informal Streets



Informal Streets: Streets where formal traffic controls (signs, markings and signals) are absent or reduced. There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street.

Benefits

- Lower Speeds
- Tighter vehicle geometry means more space for pedestrians and trees
- More opportunity for SuDS, bringing with it more amenity and biodiversity as well as climate change adaptation

Challenges

- Ensuring needs of sensory or physically impaired pedestrians are properly integrated into the landscape
- Culture change for motorists, ensuring that the benefits of why are properly explained so that they don't feel targeted

Enhanced Streets



Enhanced Streets: Where the public realm has been improved and restrictions on pedestrian movement (e.g. guardrail) have been removed but conventional traffic controls largely remain.

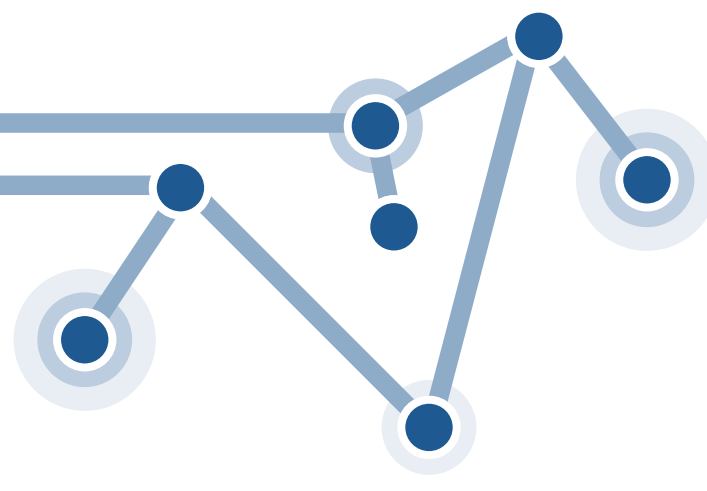
Benefits

- Clearer more direct routes for pedestrians
- Incorporation of SuDS and trees
- Remains conventionally available for motorists

Challenges

- Traffic can still dominate in these spaces
- Crossing the street can be limited to set piece intersections

The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future



7 Salisbury Central Area Framework

Open Space and Landscape

The framework is proposing to enhance the linkages and use of Salisbury's unique green space and rivers and putting at its heart a 'River Park'. The River Park provides an opportunity to create a positive environment within the city centre that brings together areas of natural landscape, spaces for recreation and contemplation, public squares and areas of activity.


Three watercourses run through the city centre. Currently these are sometimes hidden and often ignored. They could become a positive focal point for Salisbury as a whole.

The Maltings is a key site to deliver this park, and the endorsed masterplan for the Maltings and Central Car Park already safeguards the space alongside the river.

This River Park would bring together existing and new spaces and provide numerous potential benefits:

- stitch together fragmented spaces, routes and developments;
- address the impacts of climate change – prevent future flooding;
- reconnect the city with its riverfront and landscape setting;
- provide access and amenity– areas for education, relaxation and recuperation within the city centre;
- add to the city's overall distinctiveness and character;
- provide better pedestrian cycle routes from and to the city centre and connect the parks and natural spaces north and south of the centre; and
- provide a suitable environment for the flora and fauna and explore opportunities for rewilding and habitat enhancement.

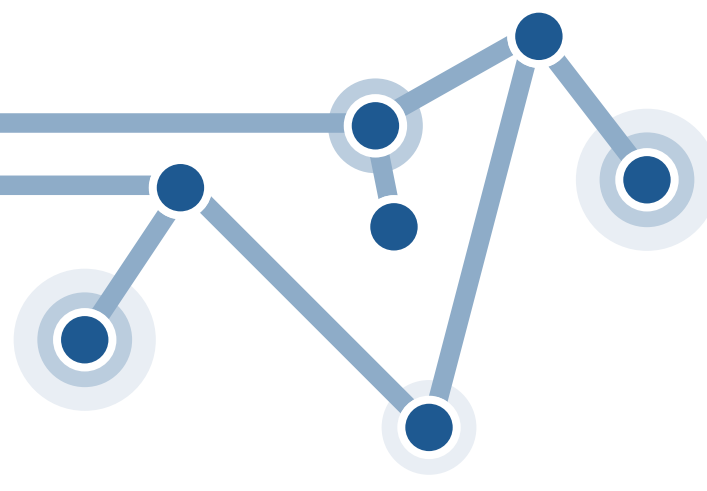


 The Maltings Masterplan Area	 Proposed River Park; landscape and environmental improvements	 Landmarks	 Key pedestrian / cycle routes
			 Improved pedestrian routes

The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future

8 Salisbury Central Area Framework

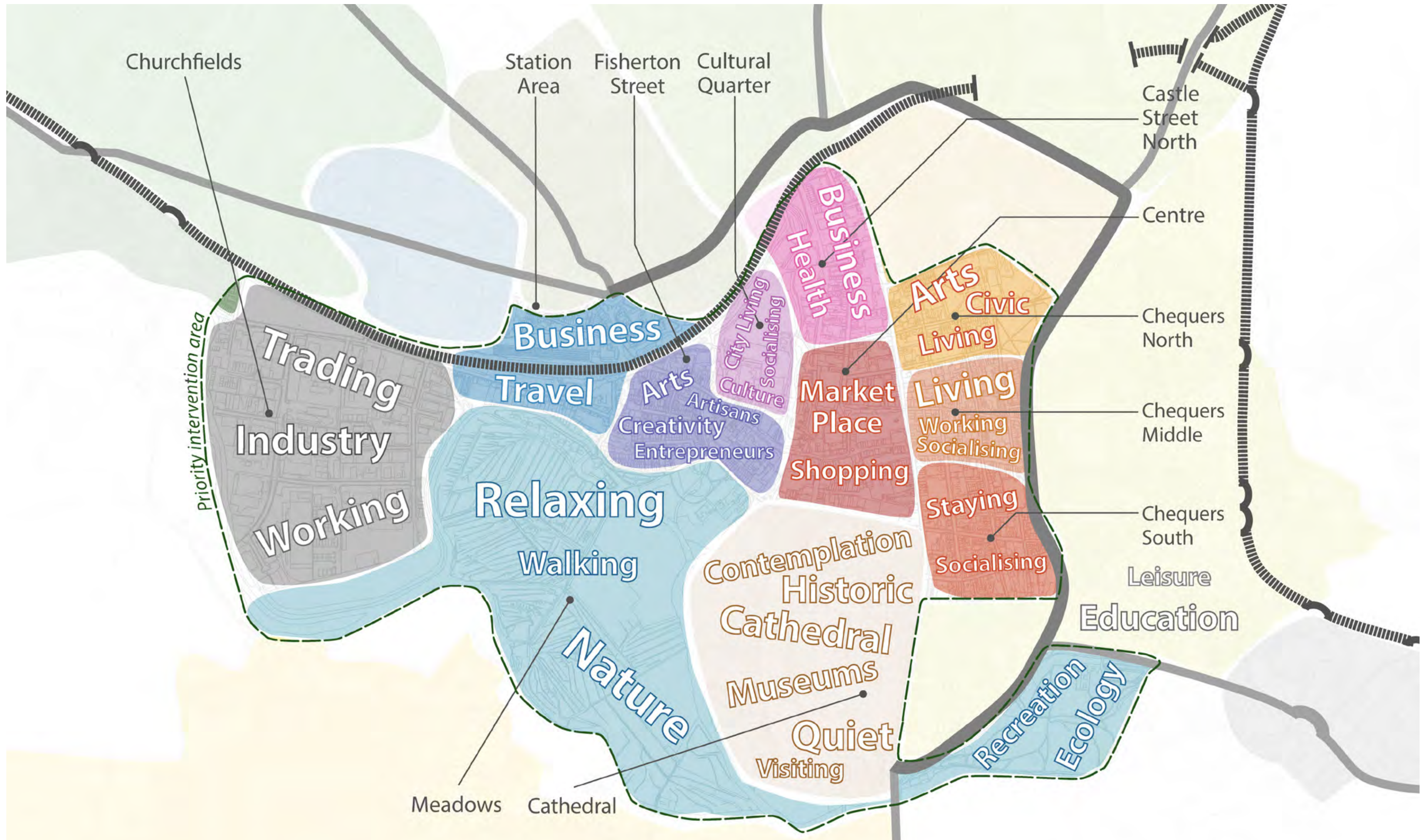
Bringing out the quality



The framework is proposing to define 'Character Areas' with specific roles. Making recommendations on policy and other interventions, we could encourage particular uses within character areas and strengthen their role and distinctiveness. This will allow visitors and locals to find, explore and make use of different parts of the city centre.

While boundaries will overlap and uses may not be exclusive to one particular area, their townscape characteristics will set the areas apart.

We will develop specific proposals for each area. We have included some early thoughts on the future role for each area.

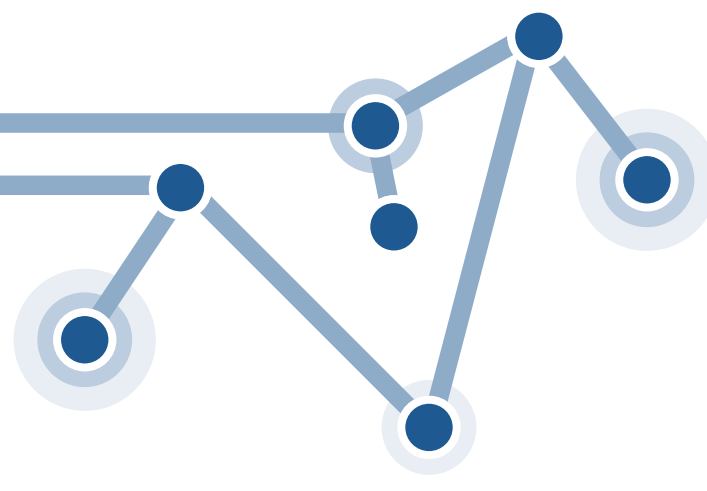


Character Areas

- Chequers**
Future role: Enhancing the city's rich mix of use and characteristics with a focus around urban living, working and socialising.
- Fisherton Street**
Future role: Nurturing the city's creative industries, artists and small businesses and entrepreneurs. Enhance public realm quality and protect retail and maintain smaller floorplates
- Centre**
Future role: Strengthening of the city's core retail area and hub of activity around Market Place.
- Castle Street North**
Future role: Supporting the city centre with work and living.
- Cultural Quarter (incorporating the Maltings)**
Future role: Focussing on city centre's cultural offer, urban living and evening economy, located adjacent to high quality public realm and riverside space.

- Meadows**
Future role: Improving the city centre's access and connectivity to the meadows and surrounding areas and protect its environmental qualities.
- Churchfields**
Future role: Upgrading the city's employment area, with view to diversify and increase intensity of land use.
- Station**
Future role: Enhancing the city's gateway into Salisbury and focus on business activity and new office space around a northern station entrance and an improved transport hub.
- Cathedral**
Future role: Celebrating the city's history and place for contemplation and worship while acknowledging it as the main tourist attraction for Salisbury. Protect the area, enhancing connections and support the ambitious Cathedral masterplan.

The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future



9 Salisbury Central Area Framework Creating Vibrancy

The station area and The Maltings are the largest opportunities within the city centre. Neither of these will be quick or easy to develop as many stakeholders need to come together and existing constraints need to be overcome. These opportunities, together with some smaller sites and existing vacant buildings, can help address existing shortcomings and add to the vibrancy of the city centre.

The framework is considering how to facilitate the delivery of these sites. Opportunity sites could deliver a range of uses, subject to viability, including:

- new built managed workspace offering a variety of sizes and ways of working
- hotel and conference facilities to support businesses within the sub-region
- a mix of homes for a variety of people
- additional parking
- space for culture and leisure

Vibrancy can also be created through events, food festivals, pop up shops and restaurants. The framework proposes to encourage these kind of uses and activate some of the under-used spaces within the city centre.

Marketing is an important aspect of this and the CAF is developing in parallel with a cultural strategy and a branding exercise.



Image taken from Future High Street Fund Submission © Atkins



Photo © Kilian O'Sullivan - architect © Bell Phillips Architects



PCKO Architects



DLA Architecture



DLA Architecture

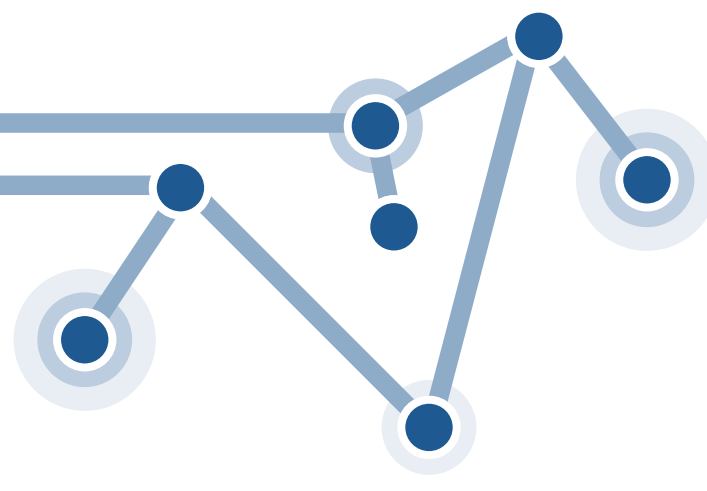


Tibbalds, Metropolitan Workshop Architects, Gross Max Landscape Architects, Zac Monro Architects, Foster Wilson Architects, Mæ Architects and Haworth Tompkins Architects.



Duggan Morris Architects

The information on the boards and the survey can be found at: www.wiltshire.gov.uk/salisbury-future



10 Salisbury Central Area Framework

Making your Comments / Next Steps

Next steps

Over the summer we will take on board your views and develop the projects and initiatives for the Central Area Framework. This will involve further engagement with technical stakeholders. We hope to complete the draft framework in the autumn, at which point you will have another opportunity to let us know what you think.

Salisbury is your city – please let us know what you think!

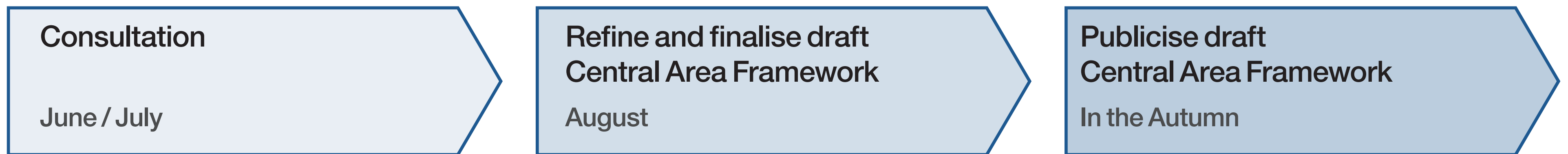
Please complete our survey after you have viewed the display boards as they provide the background to the framework.

Once the consultation has been completed, the framework will be developed during the summer for publication in autumn.

For more information and to take the survey, see:

www.wiltshire.gov.uk/salisbury-future

Our programme for the Central Area Framework is as follows:



Consultation on the Salisbury Central Area Framework
Response form for comments

Ref:	(For official use only)
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Wiltshire Council is working with partners to plan an exciting future for Salisbury, and we would like your feedback on what you would like the city centre to look like in the future. We're calling this the Salisbury Central Area Framework (CAF) and the purpose of this consultation is to inform the future development of the city centre. When completed it will set out an outline plan that will be deliverable and enhance Salisbury as a place to live, work and visit.

Please complete this survey after you have viewed the display boards or website pages dedicated to the CAF, as they provide the background to the CAF and its progress and themes to date. With your assistance through filling in this survey the CAF will be further developed during the summer for publication in September.

Please return to Wiltshire Council by 5pm on Friday 9th August 2019

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

By e-mail to: futuresalisbury@wiltshire.gov.uk

Online at: www.wiltshire.gov.uk/salisbury-future

Part A – Personal details

*if an agent is appointed, please fill in your Title, Name and Organisation but the full contact details of the agent must be completed.

	1. Personal details	2. Agent's details (if applicable)
Title		
First name		
Last name		
Job title (where relevant)		
Organisation (where relevant)		
Address Line 1		
Address Line 2		
Address Line 3		
Address Line 4		
Postcode		
Telephone Number		
Email Address		

Part B - Questions

1. What do you think are Salisbury city centre's main issues and problems? Please rate from 1 to 5 with:

1 = Bigger issue for the city centre
5 = Smaller issue for the city centre

	5	4	3	2	1
Traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not enough cycle/walking routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor public transport provision	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Finding your way around the city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of things to do and see	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of employment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of affordable homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of attractive green space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor quality pedestrian environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other – please specify below					

2. How often do you visit Salisbury city centre?

- Several times a week
- Once a week
- Once a month
- Few times a year
- Rarely
- Never

3. What do you come into Salisbury city centre for? Please tick all that apply.

- I live in the city centre
- Shopping
- Education
- Personal business e.g. health care
- Work
- Leisure (sight-seeing, fitness, etc.)
- Culture
- Travel (using transport interchanges like the train station or buses to go elsewhere)
- Other (please specify below)

4. How do you get to the city centre? Please tick all that apply.

- Via the park and ride
- By car
- By bus
- By train
- Walk
- Cycle
- Other (please specify below)

5. Please refer to Salisbury Central Area Framework Exhibition Board 3, which is about 'Themes'. Please rank the themes in the order you think are most important for the city centre with:

- 1 = Bigger issue for the city centre
- 5 = Smaller issue for the city centre

- Getting around
- Open space and landscape
- Bringing out the quality
- Creating vibrancy
- Character and distinctiveness

6. Please refer to Salisbury Central Area Framework Exhibition Board 4, which is all about 'Objectives'. Please rate the following objectives.

	Strongly Disagree	Disagree	Neither	Agree	Strongly Agree
Salisbury city centre should connect with its landscape setting, making more of the rivers and water meadows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salisbury city centre should provide employment opportunities and housing choices that appeal to working age professionals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salisbury city centre should offer an attractive built environment where historic buildings, high quality architecture and public realm complement each other and new buildings and spaces express the city's confidence and personality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salisbury city centre should provide space for creativity and culture and encourage innovation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salisbury city centre should meet the day-to-day needs of residents and workers of all ages	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salisbury city centre should meet the day-to-day needs of residents and workers of all ages	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salisbury city centre should enable a memorable and rich experience for visitors so they stay for longer and return	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Salisbury city centre should nurture businesses, entrepreneurs, artisans so they can contribute to the city's success and vibrancy

Salisbury city centre should prioritise places and spaces for people walking and cycling over those for cars, enabling active lifestyles and healthy living

Salisbury city centre should look to the future and address climate change

Salisbury city centre should embrace technology that can improve the quality of life of its residents and visitors

Would you modify any of the objectives?
(Please comment below including why and how.)

7. It is important that Salisbury is accessible for all. Which users do you think should be prioritised in Salisbury city centre?

1 = Higher priority
5 = Lower priority

	5	4	3	2	1
Pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Private cars	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. How important is it for you to see improvement to the walking and cycling routes to the city centre? Tick the one that applies.

Very important

Important

Not important

9. What would encourage you to cycle more? Please tick all that apply.

- Improved safety for cyclists (for example better signage)
- More cycle ways or traffic-free routes
- Less traffic in the city centre
- More cycle parking and other facilities in the city centre
- A cycle or electric hire scheme in Salisbury
- Other reason (please specify below)

10. Please refer to Salisbury Central Area Framework Exhibition Board 5, which is all about 'Getting Around'. Please rate your desire for the following street types with:

1 = Higher priority
5 = Lower priority

	5	4	3	2	1
Pedestrianised streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian prioritised	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Informal streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enhanced streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I prefer no change	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. A significant amount of traffic in the city centre is caused by people looking for somewhere to park their cars, or people driving through Salisbury as a short cut to avoid the ring road.

Would you support focused consolidation of car parks and better direction finding? Circle or tick the one that applies **Yes/No**

Would you support measures to reduce through traffic (i.e. traffic that runs through Salisbury)? Circle or tick the one that applies **Yes/No**

12. Please refer to Salisbury Central Area Framework Exhibition Board 6, which is all about creating a ‘River Park’. Please rate the following statements with:

	Strongly Disagree	Disagree	Neither	Agree	Strongly Agree
I am supportive of creating a River Park and improving connections to the parks and meadows in Salisbury	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The River Park will help address the impacts of climate change – prevent future flooding;	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The River Park will help provide access and amenity – areas for education, relaxation and recuperation within the city centre;	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The River Park will help add to the city’s overall distinctiveness and character;	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The River Park will help provide pedestrian and cycle routes to and from the city centre and connect the parks and natural spaces north and south of the centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The River Park will help provide a suitable environment for the flora and fauna using the chalk stream environment.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Do you agree that we should seek to enhance character areas across the city to improve distinctiveness and vibrancy?

	Strongly Disagree	Disagree	Neither	Agree	Strongly Agree
Please note your answer:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. We want to make it easier for young people to stay in the city. What do you think are the main barriers for younger people to remain in Salisbury? Please tick all that apply:

Availability of housing that is affordable	<input type="checkbox"/>
Not enough vibrancy	<input type="checkbox"/>
Not enough interesting things to do	<input type="checkbox"/>

Not the right kind of employment opportunities

Other (please specify below)

15. Please refer to Salisbury Central Area Framework Exhibition Board 8, which is all about 'Creating Distinctiveness'. Where Wiltshire Council has an opportunity to influence development proposals, how much would you encourage the Council to prioritise the following with:

	Strongly Object	Object	Neither	Support	Strongly Support
Homes for young people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Homes for older people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Homes for families	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Homes for students and key workers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opportunities for entrepreneurial businesses and employment space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hotels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Space for culture, leisure and entertainment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Green space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

16. Do you have any ideas you would like the team to consider that would be deliverable and would enhance Salisbury as a place to live, work and visit? If so, please let us know below:

17. Do you have any other comments?

**18. Would you be happy with us informing you of future plans for Salisbury? Please circle:
Yes/No**

Contact details:

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Salisbury Central Area Framework

Public Consultation Report (Jan - Feb 2020)



Executive summary

This report summarises the process and outcome of Wiltshire Council’s consultation on the Salisbury Central Area Framework in January and February 2020

A summary of the key points are as follows:

- Wiltshire Council carried out a 6-week period public consultation from 16th January to 28th February 2020.
- Two extensive public exhibitions were held during the first two weeks of the consultation period. Both were very well attended.
- Over the consultation period 312 consultation responses were received from a range of residents/stakeholders.
- There was a considerable level of support for the CAF and the projects and initiatives being consulted on:

84% in support of developing a ‘street hierarchy’ to prioritise streets and spaces for pedestrians and cyclists over cars.	63% in support of consolidating city centre car parking and improving Park & Ride facilities.	84% in support of improving the urban environment of Fisherton Street.
91% in support of delivering a River Park.	91% in support of exploring opportunities to repurpose empty or underused buildings deliver workspaces and residences.	91% in support of improving opportunities for engagement with and enjoyment of Salisbury’s rivers and meadows.
90% in support of enabling temporary/pop-up uses in vacant buildings and supporting activity in the Market Place.	88% in support of enhancing the railway station area.	85% in support of exploring ways to improve the appearance and quality of Salisbury’s historic shop frontages.
86% in support of delivering improved pedestrian and cycling wayfinding infrastructure.	70% in support of delivering new public art in the city.	63% in support of defining character areas in Salisbury’s central area.

- A significant number of comments, concerns and suggestions were also raised, and some of these have resulted in minor amendments to the CAF. The comments, officer responses and changes to the CAF (where applicable) are set out in Appendix G.

1. Introduction

- 1.1. Wiltshire Council has produced a Salisbury Central Area Framework (CAF) which makes a series of recommendations for future development in Salisbury's city centre area.
- 1.2. The CAF project was borne out of the recovery work in the city following the nerve agent attack in March 2018, which had a profoundly damaging impact on the city centre economy. At the time of writing Salisbury, along with the rest of the world, is now in the midst of the Covid-19 crisis. While the impact of the pandemic has delayed the work on the CAF, the shutdown and economic fallout has made the need to plan proactively for the city centre even more acute. It has accelerated the urgency to deliver the recommendations of the CAF in order to support Salisbury in its long-term recovery from both tragic events. The plans and projects within the CAF form an essential part of Salisbury's bounce back from these events.
- 1.3. The CAF makes a series of recommendations for deliverable development initiatives within the city centre area to help aid the city's recovery. It is intended to serve as an evidence-based document to inform the Wiltshire Local Plan Review, the emerging Salisbury Neighbourhood Plan and future planning guidance documents as appropriate.
- 1.4. The council has undertaken two stages of in-depth public consultation on the CAF. The first was a consultation on a series of broad themes for the CAF between **Thursday 27th June** and **Friday 9th August 2019** and the second was on a draft CAF between **Thursday 16th January** and **Friday 28th February 2020**. This report summarises the consultation on the draft CAF in January – February 2020. Details about the first stage of public consultation can be found on the Council's website¹.
- 1.5. The purpose of this document is to explain how the consultation process was carried out; to summarise the issues arising; and to provide a response to the issues raised highlighting how these have shaped the final CAF document.

2. How to use this document

- 2.1. This Consultation Report is broken down into a series of sections and appendices, as follows:
 - Section 3 sets out the methodology that has been undertaken in carrying out the consultation.
 - Section 4 sets out a summary of the consultation responses, and the council's responses.
 - The appendices to the Consultation Report set out further details in respect of the consultation process.

3. Methodology for the consultation

- 3.1. In January 2020 the council embarked on a period of consultation on a draft CAF document that had been prepared following analysis of the responses received to the first public consultation. This second stage of consultation gave members of the public and other interested parties a further opportunity to have meaningful input in shaping the CAF.

¹ Salisbury Central Area Framework: Report on summer 2019 public consultation
<http://www.wiltshire.gov.uk/downloads/21279>

3.2. The consultation was comprehensive and followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI)². The council invited consultation responses between Thursday 16th January and Friday 28th February 2020.

Who was consulted?

3.3. Organisations, groups and individuals set out within the Regulations³ and the SCI were notified of the start of the consultation period and how to comment.

3.4. Because the CAF relates to Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the project. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.

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

How were people consulted?

3.6. Consultees were made aware of the consultation through a variety of means, including direct notifications by email or post to relevant consultees on the council's consultation database. A copy of the letter and email that was sent out to consultees can be viewed at **Appendix A**.

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

- Announcements / articles about the CAF on the Wiltshire Council website, Salisbury City Council website, Salisbury Journal newspaper website, Spire FM website and Wiltshire Life website. See **Appendix B**.
- Announcements through Wiltshire Council e-newsletters. See **Appendix C**.
- Social media communications. See **Appendix D**.

3.8. Consultees were informed that the consultation material was available to view throughout the consultation period at the following locations:

- In electronic format on the council's website
- In paper format at the following locations:
 - Salisbury Library (including exhibition board display)
 - Wilton Library
 - Downton Library
 - Amesbury Library
 - Durrington Library
 - Five Rivers Leisure Centre, Salisbury (including exhibition board display)
 - Wiltshire Council Bourne Hill offices in Salisbury
 - Wiltshire Council County Hall offices in Trowbridge

² Wiltshire Council Statement of Community Involvement (SCI), July 2015, available at: <http://www.wiltshire.gov.uk/downloads/9895>

³ [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

3.9. In addition, there were two extensive full day public exhibitions about the CAF. The first was held on Tuesday 21st January 2020 at Salisbury City Hall and the second was held on Thursday 29th January 2020 at the United Reformed Church on Fisherton Street. The two exhibitions were also used as an opportunity to inform the public about some of the details of projects emerging from the CAF and were being progressed in tandem. Approximately 40 exhibition boards were on display and Wiltshire Council officers, various consultant colleagues and officers from the Environment Agency were in attendance to answer questions from members of the public. Both exhibitions were very well attended. A copy of the CAF exhibition boards can be found at **Appendix E**.



CAF exhibition at Salisbury City Hall, 21st January 2020

3.10. Representors were offered several ways to respond to the consultation. A survey could be completed and submitted via Wiltshire Council's consultation portal⁴. Alternatively, surveys and other comments could be submitted by email or post or could be submitted by hand at either of the public exhibitions. A copy of the survey can be viewed at **Appendix F**.

3.11. The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in developing the proposals for the CAF to comment.

⁴ Consultation portal, available at https://consult.wiltshire.gov.uk/portal/majorprojects/salisbury_central_area_framework_jan-feb_2020_1

4. **Summary of responses and issues arising**

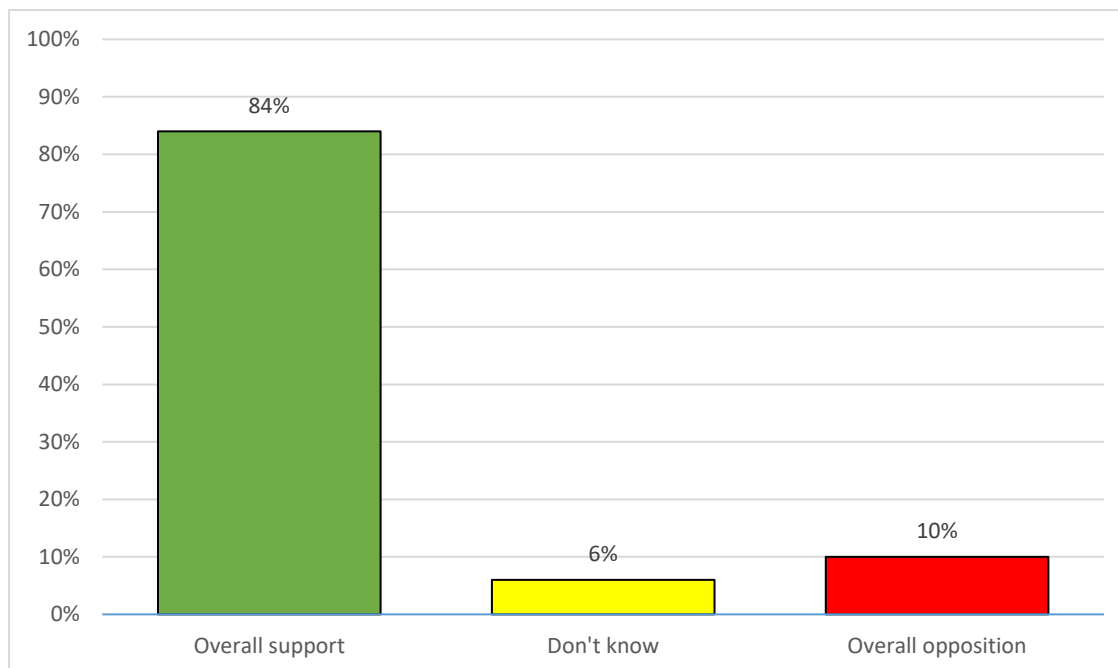
- 4.1. Over the consultation period 312 duly made representations were received.
- 4.2. The representations were processed, logged with unique ID numbers, and made anonymously available to view on the council's consultation portal. Respondents could also log in to the council's consultation portal to view the answers they had given to the survey.

Analysis of consultation topics

- 4.3. The following section sets out a summarised analysis of the consultation responses that were received, set out in question order as appeared in the consultation survey. A more detailed set of summarised responses, along with Wiltshire Council officer responses can be found at **Appendix G**.

Question 1

- 4.4. Question 1 asked: *In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?*



- 4.5. Of those responding to Question 1, a significant majority were in support of the development of a street hierarchy to prioritise streets and spaces for pedestrians and cyclists over cars.

- 4.6. A number of additional issues were raised, including:

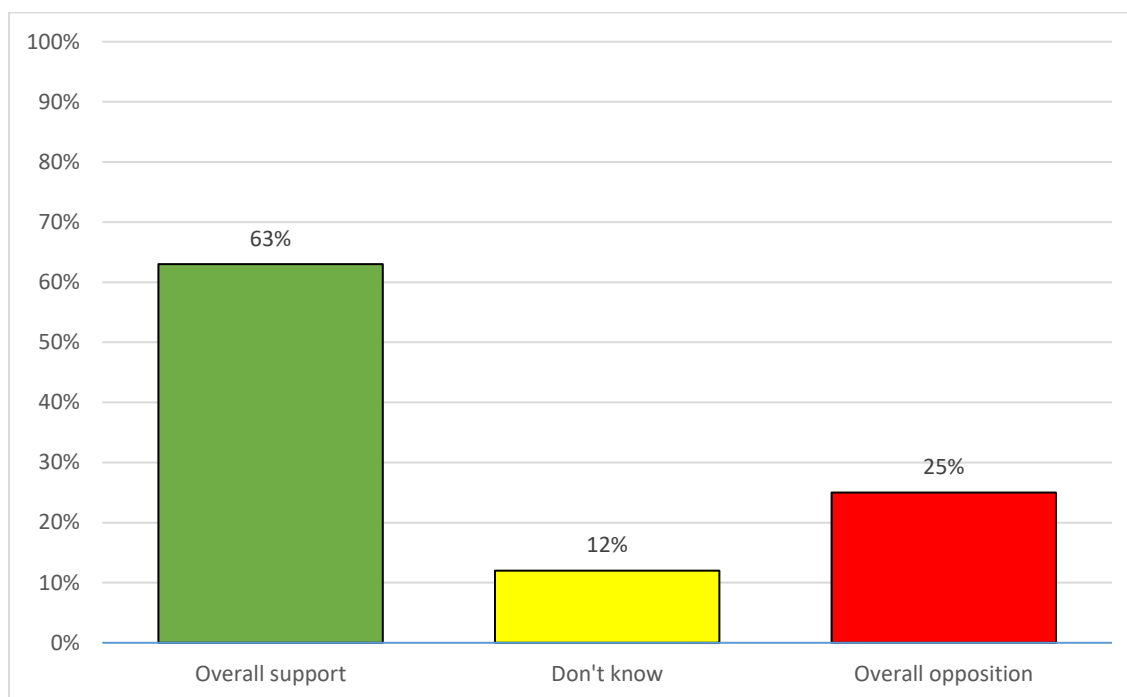
- Keep free access for those with poor mobility, the elderly etc. and not only blue badge holders.
- The needs of disabled people must be considered from an early stage of developing proposals.
- Must consider the needs of those with mental health conditions cannot use busy areas and rely on private car access.
- Access is needed by residents, healthcare worker, businesses/shops. Some businesses require car access for appointments/ visits, deliveries, bulky items.
- There would need to be another way for through traffic and deliveries.
- Set up specified times for goods deliveries.
- Ban cars (excluding buses/blue badge holders) for specified times of the day.
- Concern that reducing access will harm viability of businesses.
- Making it less convenient for people to access the city and park may put people off from visiting.
- Ban lorries/HGVs from the centre.
- Salisbury's air quality needs improving, introduce more electric cars / buses / tuk-tuk rickshaws.
- Introduce more trees/greenery, e.g. like on Winchester Street.
- Introduce 'City Trees' - permanent installations of moss planting which improve and monitor air quality - could be sponsored by business.
- Exeter Street and Southampton Road need landscaping and trees.
- Continued access for buses in the centre is essential.

- Support for introducing pedestrian areas it will make the city more attractive, safe, and clean.
- Pedestrianise Fisherton Street.
- Concern about creating rat runs in other parts of the area, e.g. Chequers.
- The CAF fails to refer to problems caused by rat-running across the central area to avoid using the ring road. Better evidence is required to understand the scale of rat-running.
- Stop traffic from using Love Lane as a rat run.
- For public safety there should be segregated spaces for buses, cyclists, mobility scooters and pedestrians.
- Improve cycling infrastructure in/into town and surrounding housing areas.
- There is too much traffic in town - reduce traffic levels (except buses/taxis)
- Broken pavements / potholes / unclean streets make walking and cycling unpleasant.
- Concern that shared space can be confusing and may be dangerous.

4.7. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 2

4.8. Question 2 asked: *To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?*



4.9. Of those responding to Question 2, a majority were in support of the principle of consolidating car parking within the city centre.

4.10. A number of additional issues were raised, including:

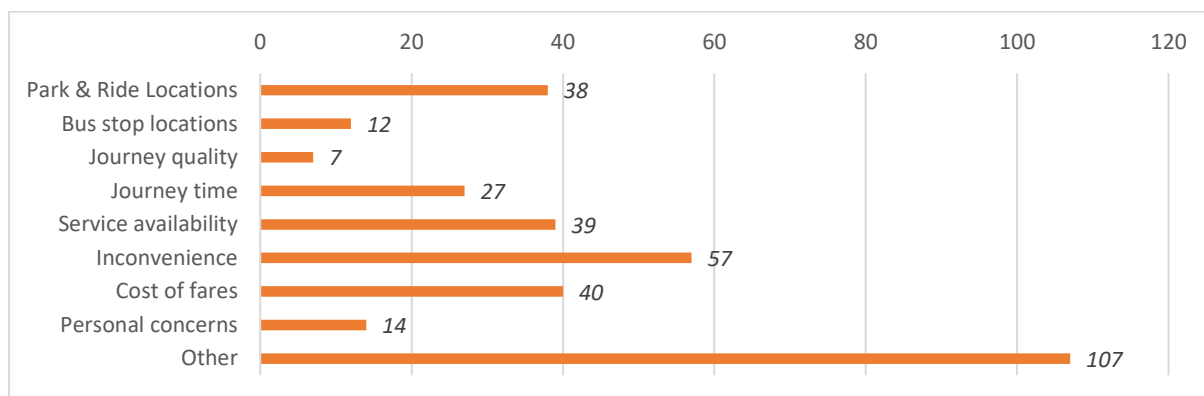
- Neither Salt Lane or Brown Street car parks should be developed until it is clear what is happening with parking on the central car park / railway station.
- Reducing parking will damage Salisbury's business / night life.
- Removing Brown Street and Salt lane car park would adversely affect traders in and around the city and those businesses serving the evening economy, entertainment venues, doctors' surgeries, vital short stay access to the city.
- Brown Street car park is in a good location, capacity should be increased by making it multi-storey.
- Support the closure of Brown Street and Salt Lane car parks for redevelop into low cost, car free housing.
- Concerns about parking availability for residents who currently park overnight in Brown Street and Salt Lane as there is not enough on street parking.
- Salt Lane and Brown Street car parks should become open spaces, trees, flowers, community vegetable planting.
- Redevelopment should include good lighting, well maintained pathways, signage, trees and planting.
- Culver Street car park is too far to walk, e.g. to and from the Cathedral, it is unpleasant / feels unsafe.
- One/two storeys of Culver Street car park should be designated for residents and visitors.
- Parking costs are too high / needs to be cheaper or free.

- Introduce a parking ticket which is refundable on a minimum-spend purchase at any shop in Salisbury.
- Do not reduce number of car parking spaces.
- As demographics change, we will need a higher number of blue-badge/special-need spaces in town.
- Support having fewer cars parked on medieval streets, this will allow more space to be allocated to pedestrians, cyclists and buses.
- Parking options needs to be spread across the city.

4.11. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 3

4.12. Question 3 asked: *Are there any barriers that prevent you from using Salisbury's Park & Ride services?*



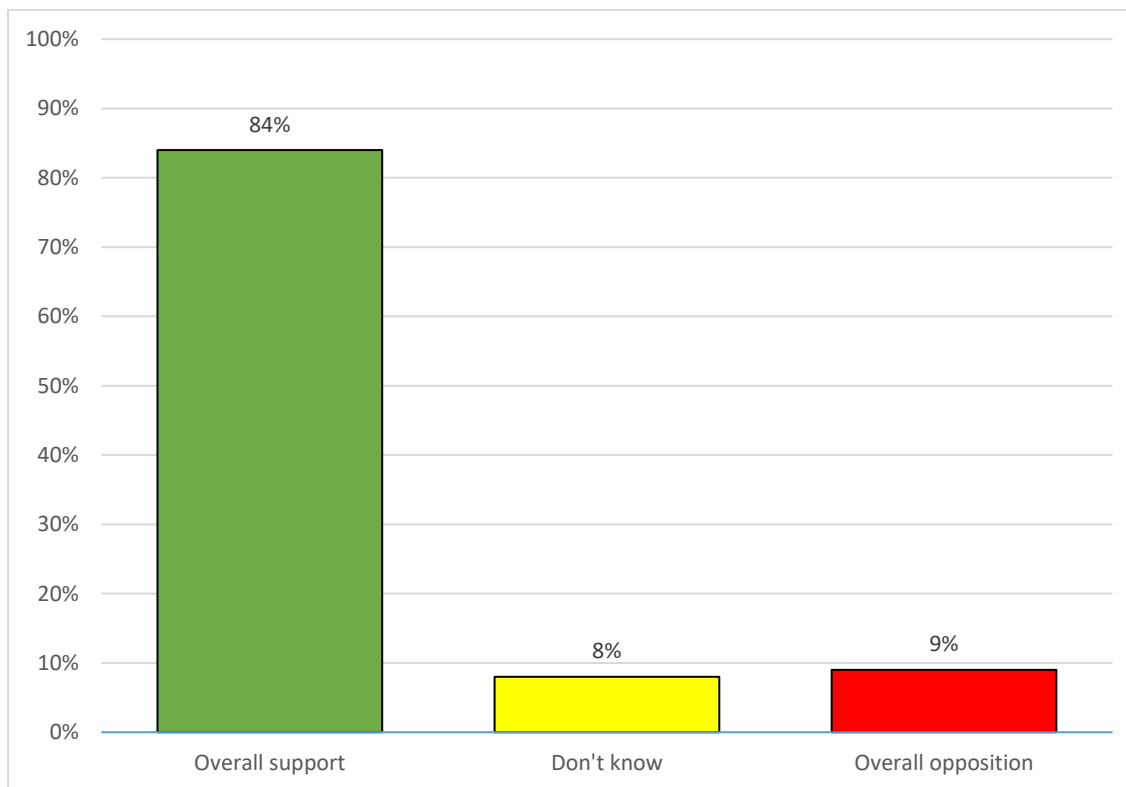
4.13. In addition, the following reasons were listed:

- Park & Ride services should run earlier and later / no evening or weekend service.
- Park & Ride is underused and needs more advertisement.
- Improve Park & Ride by using small, more frequent buses.
- More bus lanes/priority routes are needed to make it more beneficial to travel by bus, e.g. on Southampton Road.
- Live in town/can walk to town so not relevant
- Park & Ride system is good for out of town visitors, but people inside the ring road need city centre parking.
- Tend to use the main bus service rather than park and ride.
- Park & Ride needs to be more affordable or free.
- Park & Ride is not convenient, e.g. elderly, disabled/ special needs, those with babies or carrying lots of shopping
- Park & Ride will not appeal to many affluent or first-time visitors, or those needing just a quick visit.
- Pushing people to use Park & Ride won't work - they'll shop from home or the A36.
- Some people would not choose to use Park & Ride due to safety concerns while waiting for the bus.
- People need persuading, not forcing, to use Park & Ride e.g. incentive such as vouchers for cafés, free service on Saturdays.
- Park & Ride does not appeal as cars are more comfortable / convenient.

4.14. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 4

4.15. Question 4 asked: *The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?*



4.16. Respondents could provide further details, which are summarised below:

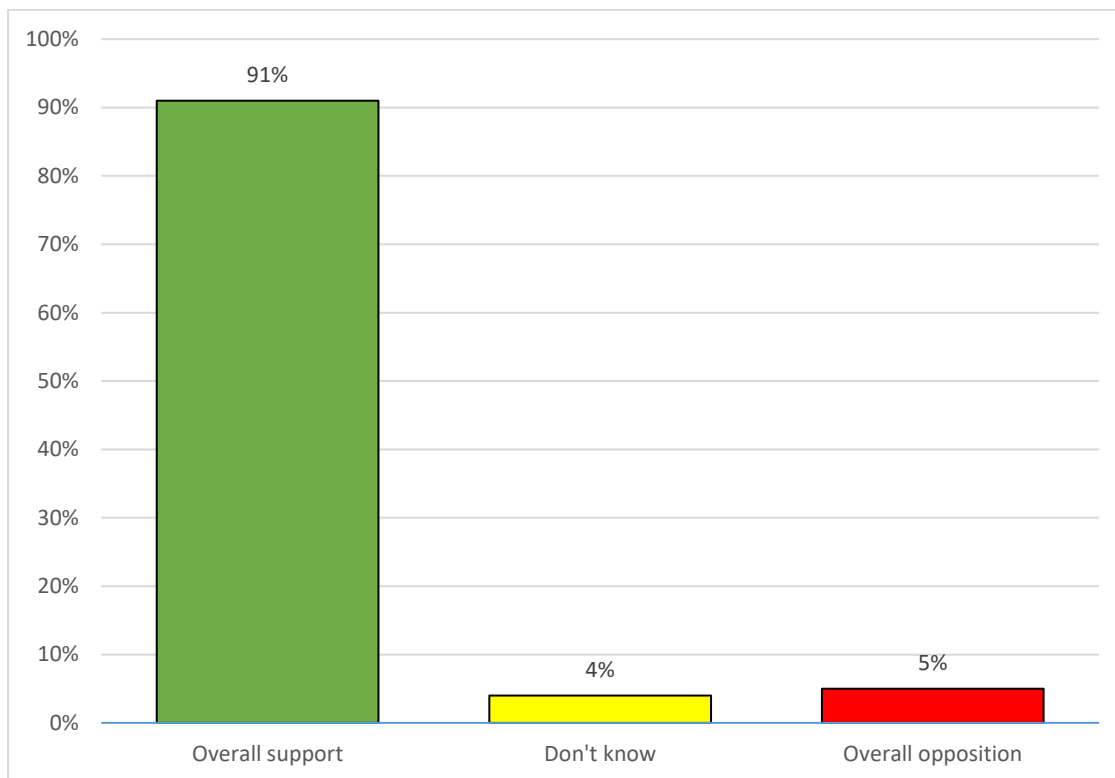
- Rates and rents need to be reduced to support the businesses, this together with cheaper parking would make Salisbury more vibrant.
- Support but not at the expense of Catherine Street. What is the plan for all the empty properties in Castle street and empty shops which will be elsewhere?
- This is the first place visitors who arrive by train see and it needs to be more welcoming and attractive.
- Major improvements would be particularly welcome towards the railway station.
- Support for cleaning/tidying appearance.
- The shopfronts need to be improved.
- Support for Public Art.
- No to Public Art.
- Need cycle lanes / priority / cycle parking.
- Need to retain parking for deliveries, disabled, shoppers buying heavy items.
- Support for widening the pavements, it currently prevents the road being a welcoming entrance to visitors.
- Wheelchair users would appreciate wider and flatter pavements, with regular dropped kerb points.
- This is another opportunity to create a better environment for pedestrians and cyclists.
- The mini roundabout at the bottom of South Western Road is a problem.
- The pedestrian- and cyclist-first zone should be from Summerlock Approach to the city centre.

- Push pedestrianisation as far up Fisherton Street as is possible. It is a wonderful street, but too dominated by car movements.
- The lighting would need to be non-polluting - there is already too much light glow.
- Lighting should be subtle and not too bright.
- Support for improved / tasteful lighting.

4.17. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 5

4.18. Question 5 asked: *Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?*



4.19. The following feedback to Question 5 was also provided:

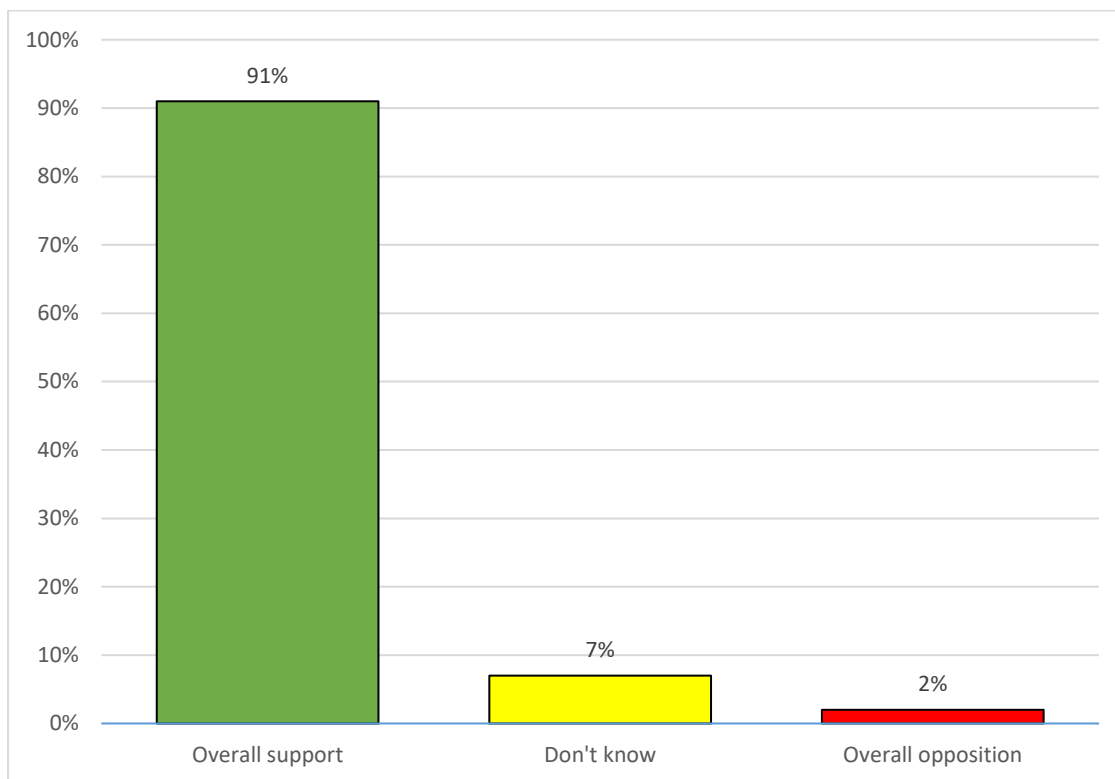
- The Council has a strong duty to deliver this with the declaration of climate emergency, and the increase in flooding likelihood we are expecting in the future.
- Reduction of flood risk is a priority.
- Do not support / considered to be 'nice to have' rather than essential. A wild area in the city would give Salisbury a USP over other tourist destinations
- Introduce another bridge across the river along the Avon Valley Nature Reserve - the distance between the footbridge by Five Rivers Leisure Centre and the footbridge at Mill Lane is too far / would improve accessibility between Devizes Road and Castle Road.
- Introduce pedestrian controlled crossing safety at the Millstream Approach/ Boathouse crossing.
- Pedestrian and cycle ways through this area need to be improved.
- The Avon Valley path is narrow and congested where it passes under the railway bridge
- Separate paths/areas for cyclists and walkers.
- Do more to support and increase habitat and biodiversity / wildlife corridors, include much new landscaping/planting/lot more trees.
- Concern that the development of a River Park would lead to loss of parking and harm the city's businesses.
- Increase opportunities, e.g. paddling, swimming, boating.
- Include areas for public access to the river, paddling, swimming, boating, seating, picnic benches and play, events, deck chairs, pop up ice cream / food, a band stand, screened sports. Introduce more wild spaces.

- Concern about loss of space for football and dog walking at Fisherton Recreation Ground. Will a replacement football pitch be provided?
- Open space should be retained at Ashley Road to accommodate travelling fairs
- Do not remove basketball court from the Fisherton Recreation Ground
- The River Park area should be made bigger in the Maltings and Central Car Park areas.
- Good maintenance of the area is required, e.g. emptying rubbish bins / recycling.
- Consider engaging with volunteers to help to manage these spaces rather than employing staff to do it.

4.20. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 6

4.21. Question 6 asked: *Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.*



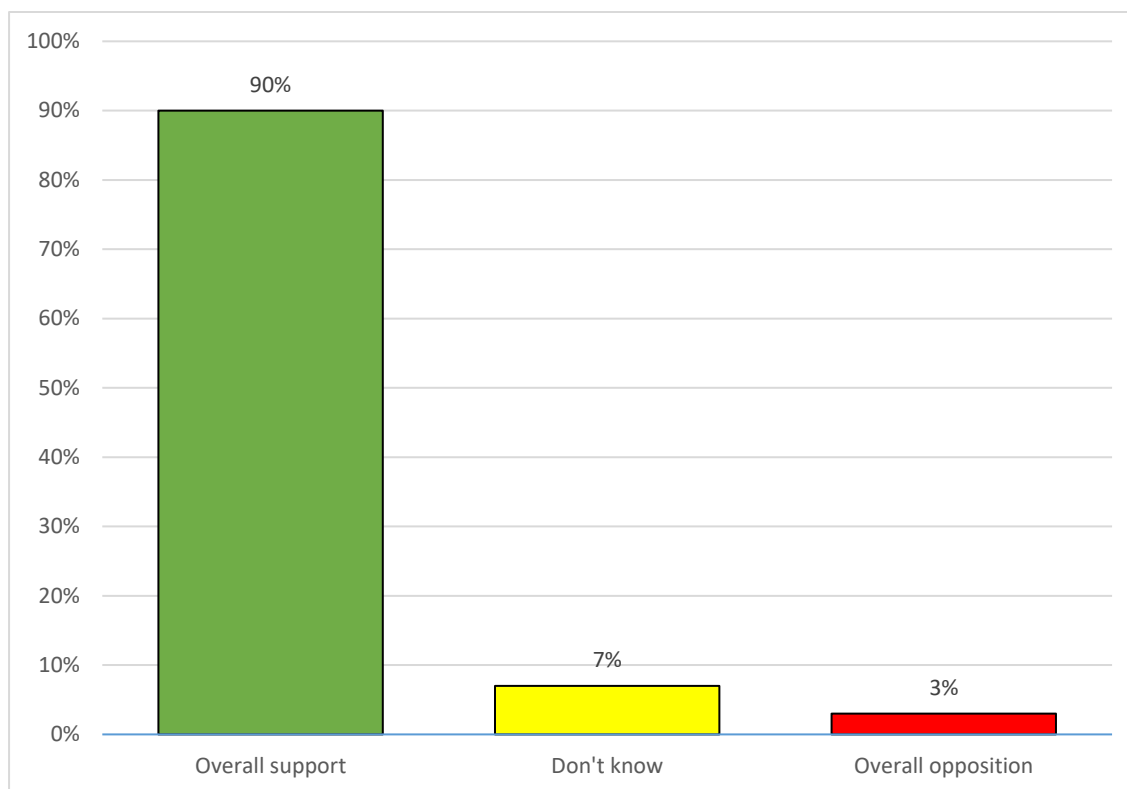
4.22. The following feedback was also provided:

- General support.
- Access to Harnham water meadows must continue to be strictly regulated and restricted by the Harnham Water Meadows Trust, to preserve their nationally approved status and funding and to protect the ecological heritage and the pastures.
- Increasing access to the rivers and water meadows must not be to their detriment by commercial/leisure uses.
- Tourists and locals should be made more aware of the water meadows.
- Request more/safer opportunities for cycle routes linking across the city.
- Concern about increased litter dropping which will end up in rivers / harm wildlife.
- Volunteer schemes or school / college involvement and education in these areas would be good for the community
- Other city centre initiatives should be prioritised over this one.
- Flood management must be prioritised, do not build on flood plains/ water meadows
- Salisbury's rivers require careful maintenance and support.
- Consult with the wildlife/environment organisations, protect and improve biodiversity as a priority
- Include picnic areas/tables/benches
- Dogs must be kept under control, especially near the sheep.

4.23. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 7

4.24. Question 7 asked: *In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?*



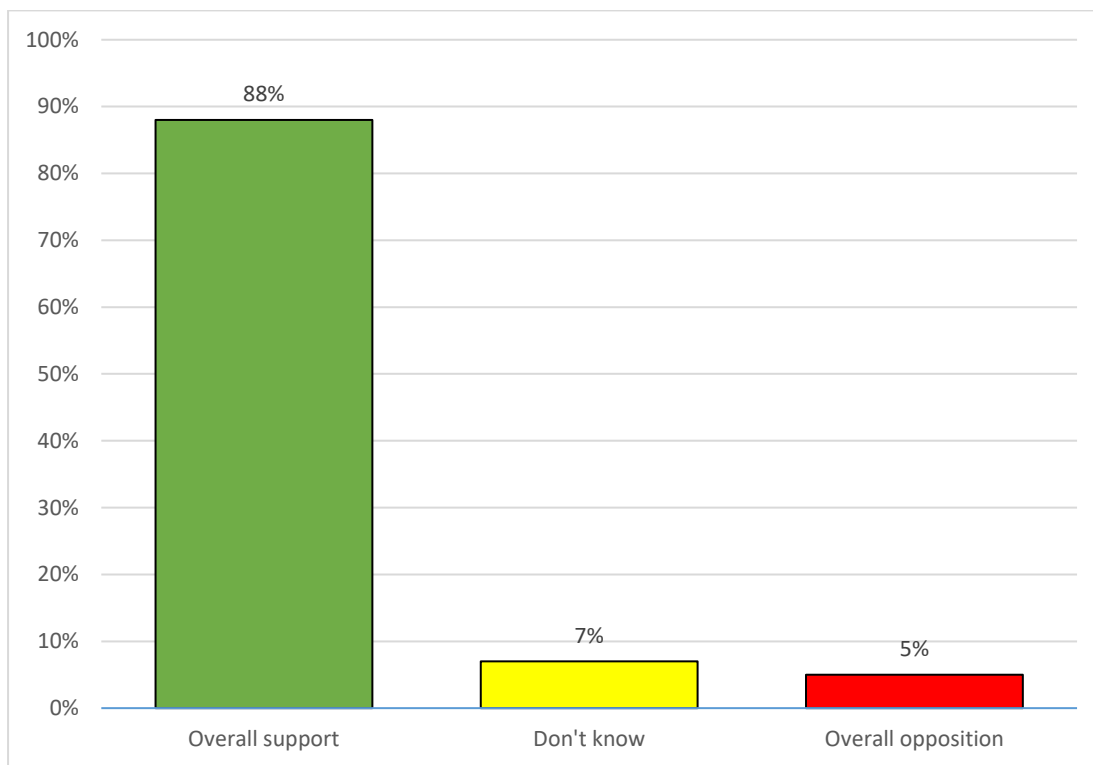
4.25. Additional comments were provided by a number of respondents, including:

- Would like to see more space for local artists/students to display/sell their work in pop-up shops and galleries.
- Support No.36 pop-up shop on High Street.
- Landlords must be made/incentivised to reduce rents.
- Discounts should be available for local and independent producers and makers.
- Pop-ups and use of vacant space should be encouraged for cultural uses and the arts
- Would prefer vacant buildings to be put to permanent use.
- Provide pop-up space for community benefits, e.g. repair shop, swap shop, charity.
- Depends on the type/quality of the pop-up shop/event.
- Use Market Place for events like the Salisbury Festival and the summer market programme.
- Market Place would work well for events e.g. pop up cinemas, pop up bars, street food, screened sports events, stages for arts, music and comedy etc.
- Do not support events in Market Place that are too loud.
- Surrounding bars/restaurants should be allowed to use Market Place by extending their seating when there are no other events on.
- The city centre needs to shift its focus to events, activities and creativity.
- Support for indoor food markets.

4.26. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 8

4.27. Question 8 asked: *The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?*



4.28. Additional comments were provided by a number of respondents, including:

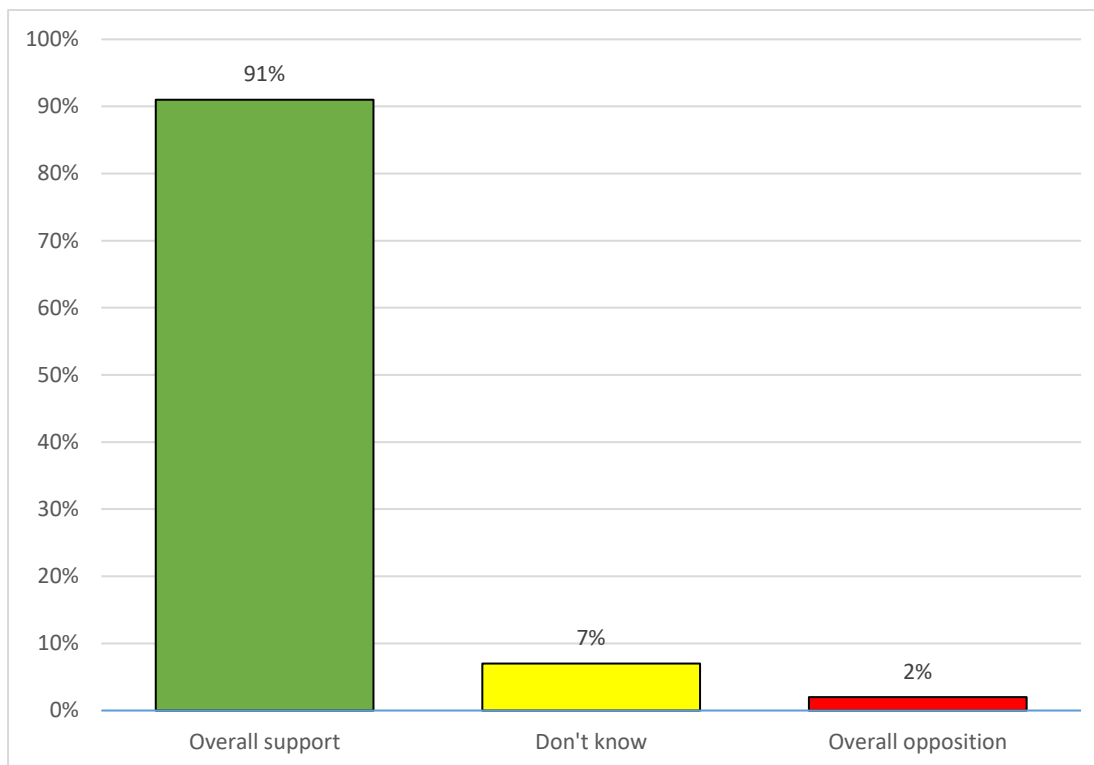
- The station should be linked with bus services/Park & Ride/a transport interchange.
- The station is an important gateway to the city that needs to be improved.
- The station needs to have better wayfinding and signage for pedestrians and cyclists.
- Buses, cyclists and pedestrians need to be kept safely separated.
- Better secure storage for bikes is needed.
- Improved/wider walking routes are needed to/from the station, e.g. along South Western Road.
- Traffic from Churchfields will be harmful to the environment of the new station area.
- An alternative route to Churchfields is needed that doesn't go past the station.
- Bus access to the station should be from a reopened northern entrance to avoid the need to traverse South Western Road. Open the north side of the station for pedestrian/cycle access.
- There should be a shuttle bus/tram from the station to the city centre
- Need to improve the Stonehenge bus stop
- Provide more parking spaces at the station e.g. decked parking.
- Continued ease of parking is needed for commuters.
- The 20min bays are well used and at times overwhelmed, so a similar number of 20min bays will be needed.
- Land north of the station should be used for housing and commercial development.
- Not sure that there is a need for a 'business hub'/extra office space.
- Object to building new commercial buildings when there are existing ones that are empty
- Concern about pulling the city's centre of gravity away from the existing centre.

- Creating a new link from Platform 6 to the Maltings / rear of Fisherton Mill area would enable better integration with the Maltings redevelopment.
- Introduce green space/planting as part of the plaza proposals.
- Not sure if the station forecourt area is big enough for the proposed uses.
- Include a screen/information kiosk/welcome hosts/ambassadors to inform visitors of events currently going on in the city.
- The area would benefit from redesign of traffic flow for taxis/buses.
- The walk to the city centre via the Fisherton Street rail bridge should be improved - the route under the railway bridge is not a pleasant experience.
- Churchfields Road has a dangerous crossing point about 200 meters from the mini roundabout for access to the train station. Work on the station forecourt must be expanded to incorporate the replacement of the existing pedestrian crossing point.
- The historic value of the station needs to be preserved.
- The development must not have adverse impacts on the amenity of nearby residents/ concern about increase in noise, litter and anti-social behaviour.
- Provide additional out of town stations to enable easier access for people who live outside of Salisbury, e.g. Wilton, Porton

4.29. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 9

4.30. Question 9 asked: *Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?*



4.31. Additional comments were provided by a number of respondents, including:

- Workspaces must be affordable.
- Business rates are too high for this initiative.
- Provide workshops.
- The old post office should form part of this initiative, e.g. space for workshops, the Library/gallery, space for the homeless, return to use as post office as suggested uses.
- The empty properties along Castle Street should be used for this initiative.
- Nor clear what is meant by 'heritage living'.
- This idea should be good for supporting new/start-up/creative businesses.
- The old BHS building should form part of this initiative, e.g. suggested location for Three Chequers Medical Practice.
- Query why these spaces are not already being used.
- Empty shops need to be brought back into use.
- This proposal will help to enable young people to live in the city / Salisbury needs more young people.
- It is not just young people who need support
- No more housing for older people
- Use this initiative to deliver affordable housing.
- Support this initiative as it will reduce car usage in the centre.
- Support city centre housing as this will help to support local businesses.

4.32. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 10

4.33. Question 10 asked: *Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?*

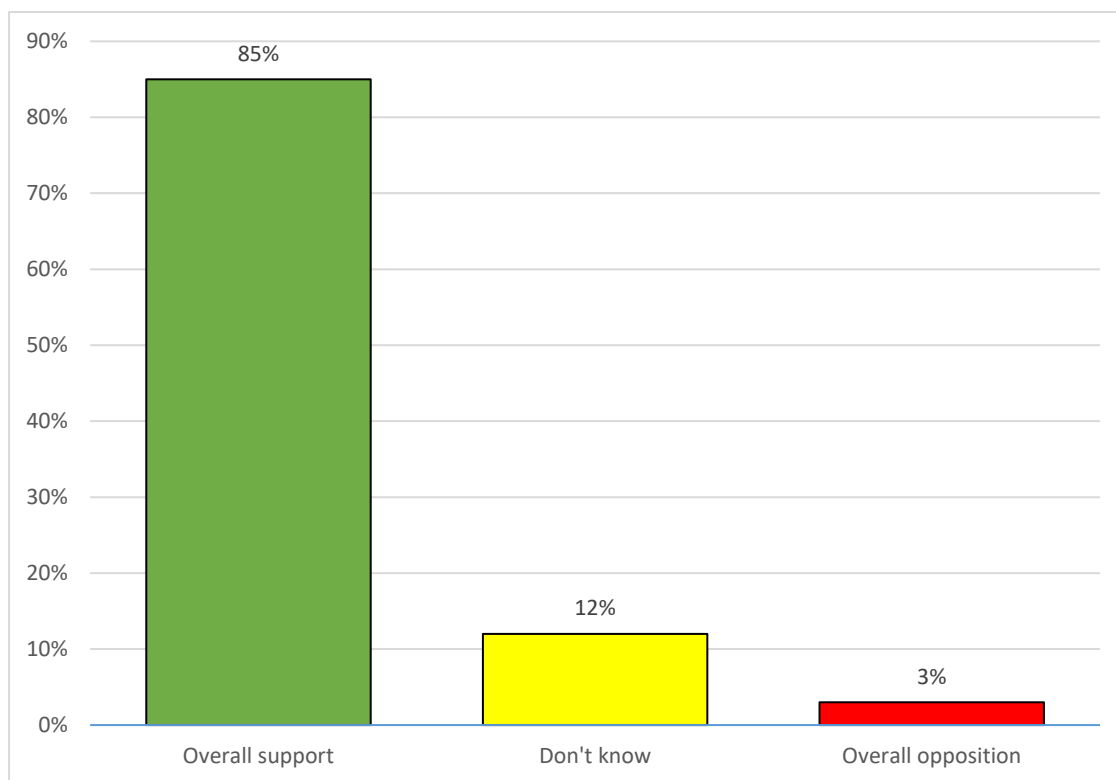
4.34. Comments were provided by a number of respondents, including:

- General support for the project.
- General objection to the project
- The project should be delivered as part of a joined-up events economy, e.g. as part of the Arts Festival.
- The project should be of limited duration, e.g. during the Arts Festival, peak tourism season, special occasions etc.
- The themes should be changed regularly to attract repeat visitors.
- It should be subtle/calm, not too flamboyant, high quality, tasteful / not 'tacky'.
- The project would be a waste of money
- Money should be prioritised on other essential projects and services ahead of this one.
- The Council should ensure the project doesn't cost too much
- The project would be good for attracting visitors / will be good for night life
- The project will not benefit local people / could cause inconvenience to residents.
- The temporary light shows at the cathedral worked well.
- Project is unnecessary. Salisbury already has a vibrant evening economy.
- The project should not result in unnecessary light pollution/habitat disturbance/loss of night skies.
- Concerns about the project's energy consumption/lighting must be energy efficient/use renewable energy.
- The project must be environmentally friendly / concern about compatibility with the council's declaration of a climate emergency.
- The siting/themes will need to be in keeping with character and heritage of the city.

4.35. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 11

4.36. Question 11 asked: *In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?*



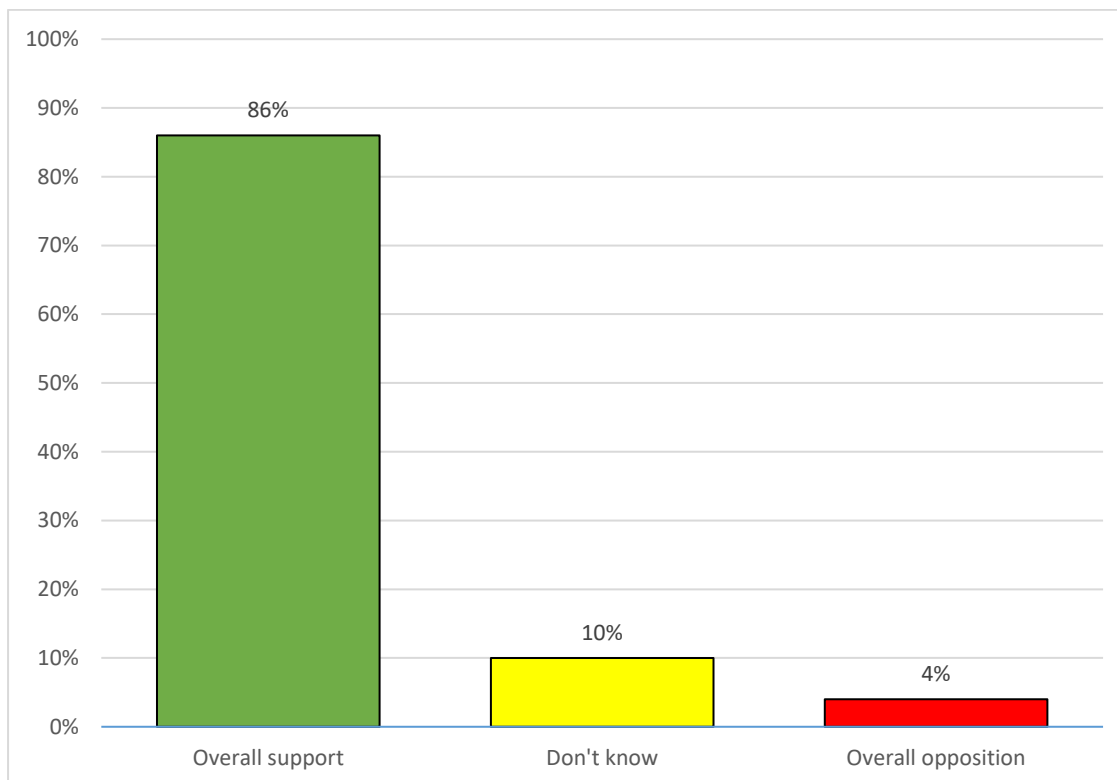
4.37. Additional comments were provided by a number of respondents, including:

- General support.
- Would support methods which promote and protect the heritage of the city Should not place undue burden businesses, e.g. small / independent / local businesses
- Funding/grants/loads would be needed.
- Money should instead be spent on supporting businesses to stay within our city and keep the high street full.
- Buildings should not be allowed to fall into disrepair.
- It is too late for this to be effective / damage has already been done.
- This initiative is needed as some parts of Salisbury look tired/scruffy. An improvement would be good for morale.
- Existing policies should be enough. These should be enforced.
- Wiltshire Council's shopfront policies are dated, and these should be reviewed and consulted on.
- Concern that this will add to bureaucracy of planning process.
- The Council should list all dilapidated city centre buildings and write to the owner/ tenant to explain the CAF objectives and require maintenance to be carried out.
- Design guidance should ensure signage is unobtrusive and complementary to the architecture above ground floor.
- Use of bright paint colours should not be acceptable in historic locations.

4.38. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 12

4.39. Question 12 asked: *Wiltshire Council is working to deliver improved pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Do you support this? If so, do you have any comments or suggestions for ideas that could be incorporated into the wayfinding strategy?*



4.40. Additional comments were provided by a number of respondents, including:

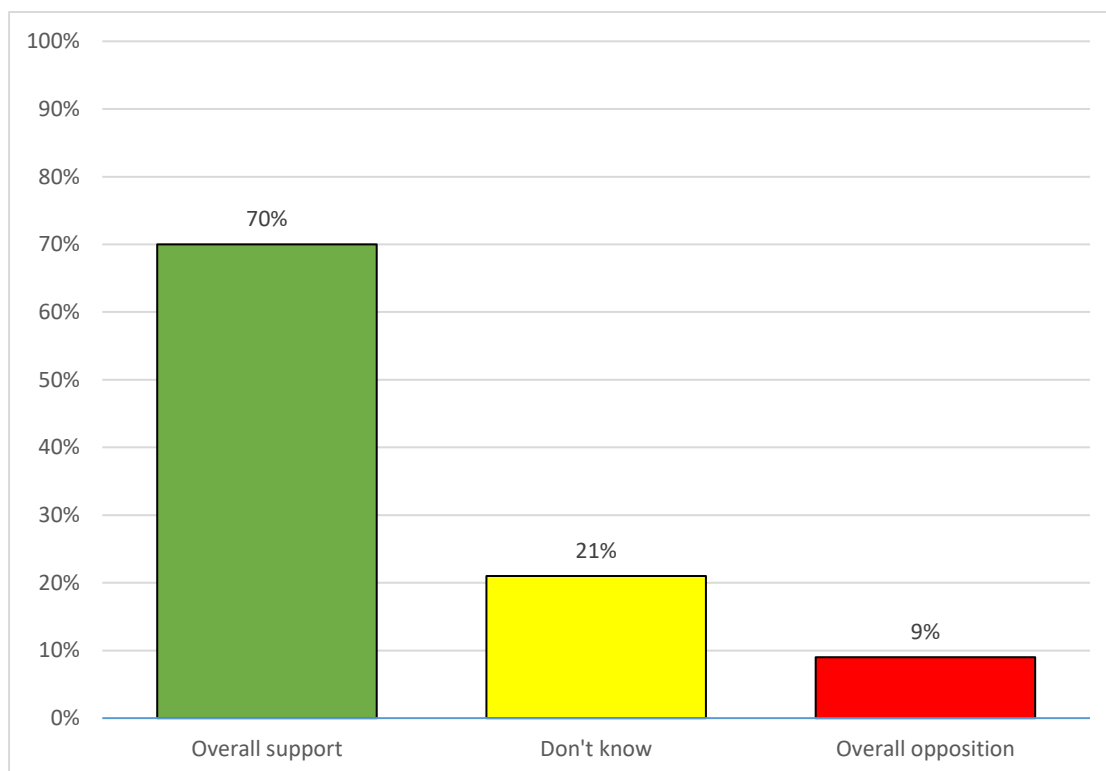
- Do not think this is needed / local people will not benefit from this / waste of money
- Wayfinding infrastructure could be sponsored by local businesses / Council advertising.
- Inspiration should be taken from Bath and Chester, Oxford, the Netherlands, Boston Freedom Trail (USA), Legible London.
- Must ensure that physical/digital infrastructure can be maintained and updated on an ongoing basis.
- Mustn't over rely on an app as not everyone uses a smartphone. Should be a range of options.
- Smartphone apps encourage people to look at their phones not their surroundings / should encourage people to look up.
- Don't need an app as people can use (Google) maps for free.
- Wayfinding system should be accessible for and tested by people with all disabilities.
- Paper maps are also important for visitors.
- Better signposting alongside the rivers is needed.
- Too many way markers could cause confusion / must avoid street cluttering
- Signage should be traditional and in keeping with the historic city.
- Include wayfinding markers/lines on the pavements.
- Signage should incorporate distances and walking / cycling times e.g. to the Railway Station, Churchfields, Five Rivers Health and Wellbeing Centre, the Hospital, Old Sarum and Stonehenge.

- Signage needs to be vandal proof; finger posts need to stay pointing in the right direction
- Include app links/QR codes on lamp posts/ bollards etc. explaining facts about the city, for children and adults.
- Clearer signage is needed for cyclists.
- Signage should link with routes into the city from the wider residential and business areas beyond.

4.41. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 13

4.42. Question 13 asked: *Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?*



4.43. Additional comments were provided by a number of respondents, including:

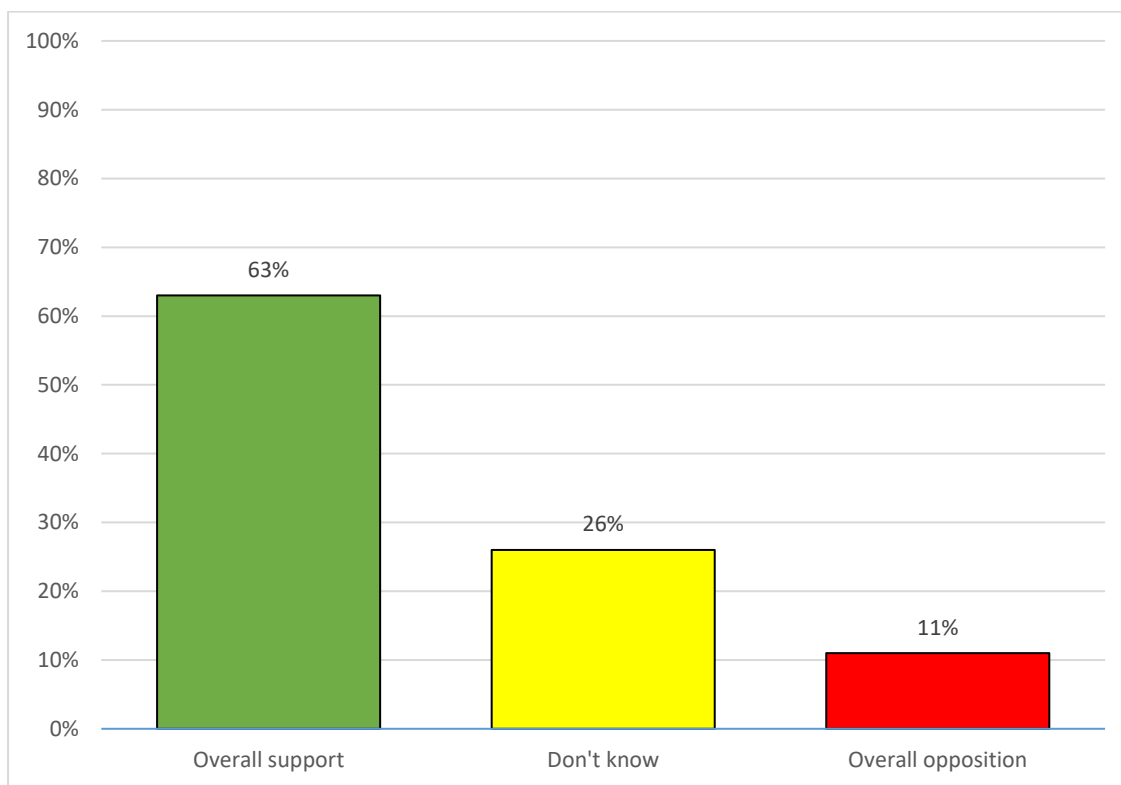
- Public art should be regularly changed
- Introduce regularly changed art, like the 'fourth plinth' platform in Trafalgar Square
- Object to money being spent on public art
- Public art shouldn't be at excessive cost or result in tax increases
- Public money should be prioritised on other essential infrastructure before public art
- Art could be supported through sponsorship
- Public art should be of high quality
- Public art should represent Salisbury's history, local themes and people
- Scope of public should include street performers/musicians/buskers
- Support for mural projects such as at Milford Hill bridge, and the stone curlew at Lush House
- Would like to see mosaics, e.g. in underpasses, on blank walls
- There should be a mix of modern and traditional art
- Do not support modern art
- Need to ensure public art is durable/concern about vandalism
- Public art should include water features, could be illuminated
- Local artists should be used
- Support for sculpture pieces
- Public art should include tree planting / flowers
- Public art should be a community project
- Would like to see public art that is interactive / tactile
- Need to include young people/schools in art projects

- Provide a graffiti wall / urban graffiti projects
- The Market Place should be a focal point for public art
- Art in the library/Young Gallery should be retained
- Request for new galleries for exhibitions and collections, e.g. with cafes
- Concern that art is subjective and may not be liked by all
- Art has worked well in the Cathedral Close

4.44. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Question 14

4.45. Question 14 asked: *Do you support the approach taken in defining character areas in Salisbury's central area?*



4.46. Additional comments were provided by a number of respondents, including:

- The character areas are too prescriptive and need to be flexible/diverse/should be allowed to develop their own character organically. Salisbury as a whole is a character area
- The character areas approach will be good for navigation, wayfinding will be key
- Object to Salt Lane and Brown Street redevelopment until wider car parking strategy resolved – both car parks are frequently full. Brown Street and Salt Lane car park are needed for access to Arts Venue, Cathedral, Guildhall, cinema, St Edmunds Church St. Methodist church, B&Bs, other entertainment, eating-out, retail
- Access to the riverside from Cathedral Close is constrained by property owners' rights, health & safety and insurance implications
- The HGV testing station should be relocated to a more suitable site such as Solstice Park
- A site at Wilton should be identified for car dealers to offload cars, to then be driven to the showrooms to avoid HGV having to come into the city
- Churchfields is very untidy in a poor state of repair and needs maintenance with more trees planted.
- An alternative route to Churchfields is needed, excluding the city centre, Mill Road, St Paul's roundabout and Fisherton Street.
- While HGV movements from Churchfields continue, all other benefits of the CAF are put at risk/devalued
- The library should stay in its current location
- Retail / Enhance the coach park

4.47. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Other comments

4.48. The final question of the survey asked: *Do you have any other comments on the CAF proposals?*

4.49. The responses received are summarised and responded to in the table below:

- Question where the money will come from to pay for the CAF projects.
- The CAF proposals are idealist / 'pie in the sky'.
- Salisbury has a history of grand schemes that never come to fruition.
- Request that the CAF proposals start to happen quickly.
- The scope of the central area does not allow for addressing more strategic issues that impact the city.
- Good quality-maintained street planting should be provided.
- Salisbury doesn't need any more shops
- Salisbury has a poor choice of shops.
- Independent businesses should be encouraged/supported.
- Prioritise getting empty shops refilled.
- Special support should be given to local businesses.
- Rents and rates are too high/should be reduced
- The CAF places too much focus on visitors over Salisbury's residents.
- There is a need to try and improve the unique appeal of Salisbury to tourists, e.g. more than just the Cathedral
- The CAF does not address issue of HGV or the traffic in and around the city.
- Traffic issues on Southampton Road need to be resolved.
- Salisbury needs a bypass.
- A road connection is needed between Churchfields to Netherhampton Road.
- Need to prevent cars from passing through the city to avoid the queues on the ring road / "rat running".
- Ensure that motorists wishing to park in city can only enter from the ring road
- Improved cycle routes and joined up infrastructure needed, e.g. to residential suburbs.
- Public transport is too expensive.
- Keep the Tourist Information Centre in its central position
- here is a poor bus service to outlying villages, needs to be improved.
- Salisbury needs more frequent bus services, and later bus times
- More electric charging points (esp. people that live in town) are needed.
- More action to combat climate change/respond to the climate emergency.
- Do not like design of Castle Street retirement flats.
- Not enough consideration of highways impacts from new housing developments
- More affordable homes are needed.
- Salisbury doesn't need more housing
- There are too many homes for older people.
- City centre housing will need parking space, e.g. for those that can't work in Salisbury.
- More public seating needed, incl. covered seating areas
- Cycle parking should be well designed/sheltered.
- Poor city centre cleanliness.
- Uneven/broken road surfaces, in poor repair.
- Need to improve street lighting
- Support for pedestrianisation.
- Salisbury needs a bus station, police station in central location, post office

- Centrally located disabled toilets / changing places are needed
- Any development needs to reflect Salisbury's heritage / character.
- Introduce city trails on themes, e.g. historic buildings, wildlife, Constable, Turner, Spitfires 'Look Up Salisbury' book.

4.50. A summary of the comments received, and Wiltshire Council officer responses can be found at Appendix G.

Future Salisbury
Wiltshire Council
The Council House
Bourne Hill
Salisbury
Wiltshire
SP1 3UZ

13th January 2020

Dear Sir/Madam

Invitation to comment on the Salisbury Central Area Framework

Wiltshire Council is developing a Central Area Framework (CAF) for Salisbury which will be a blueprint for future developments and projects in the city centre. We sought your views on the priorities, proposed themes and objectives of the CAF in the summer of 2019, and we are now asking for your further feedback on a revised version on the CAF which takes into account the comments that we received last year.

Salisbury is a wonderful place to live, visit and work. However, the city centre faces challenges which threaten its vibrancy and the livelihoods of those that depend on it. This includes the threat of climate change and flood risk, changing shopping habits and unaffordability of homes. The CAF makes a series of recommendations to guide future developments and initiatives in the city centre with the aim of bringing positive change to the city to make it a more vibrant, attractive and sustainable place.

As well as asking for your comments on the CAF we are also asking for your feedback on a number of specific projects that the Council are working towards, which are explained in more detail on the exhibition display boards.

Viewing the Salisbury Central Area Framework and the exhibition display boards

The Salisbury Central Area Framework, its supporting documents, exhibition display boards and response survey will be published on Thursday 16th January 2020 on the Wiltshire Council website at:

www.wiltshire.gov.uk/salisbury-future

Paper copies of these documents will also be available during normal opening hours at:

- Salisbury Library
- Wilton Library
- Downton Library
- Amesbury Library
- Durrington Library
- Five Rivers Leisure Centre, Salisbury
- Wiltshire Council offices in Salisbury (Bourne Hill)
- Wiltshire Council offices in Trowbridge (County Hall)

How to comment

Comments are invited between **9am Thursday 16th January and 5pm Friday 28th February 2020**. Please note that any responses received after this time may not be taken into consideration.

Please complete the online survey; download a survey form; or pick up a survey form from one of the locations overleaf, and return:

By email to:

FutureSalisbury@wiltshire.gov.uk

By post to:

Future Salisbury
Wiltshire Council
The Council House
Bourne Hill
Salisbury
Wiltshire
SP1 3UZ

Public exhibition

Staffed exhibition displays about the Salisbury Central Area Framework and other Wiltshire Council projects will be held at the following times/locations:

Tuesday 21st January, 2pm - 5:30pm
Salisbury City Hall, Malthouse Lane, SP2 7TU

Wednesday 29th January, 2:30pm to 7pm
United Reformed Church, Fisherton Street, SP2 7RG

During these times officers from Wiltshire Council and other partner organisations will be in attendance to answer your questions about the CAF and its projects. Outside of these times, an unstaffed exhibition display will be available to view at Salisbury Library, Market Place, SP1 1BL, from Thursday 16th January to Friday 28th February 2020.

Should you require any further information please email FutureSalisbury@wiltshire.gov.uk or telephone 01225 718430.

Yours sincerely

Tom Dobrashian
Interim Director for Economic Recovery
Wiltshire Council

Appendix B: Advertisements / articles about the CAF

15 January 2020 – Residents to have their say on shaping Salisbury’s future – Salisbury City Council news bulletin <http://www.salisburycitycouncil.gov.uk/latest-news/item/residents-to-have-their-say-on-shaping-salisbury-s-future>

15 January 2020 – Residents to have their say on shaping Salisbury’s future – Wiltshire Life <https://www.wiltshirelife.co.uk/general/residents-to-have-their-say-on-shaping-salisburys-future-1>

16 January 2020 – What could Salisbury’s Future Look Like? – Spire FM website <https://www.spirefm.co.uk/news/local-news/3024984/what-could-salisburys-future-look-like/>

16 January 2020 – Revised flood risk reduction plans announced for Salisbury – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18162123.say-plans-future-salisbury/>

24 January 2020 – Ambitious plans revealed to improve life in Salisbury and help it 'thrive' – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18184308.ambitious-plans-revealed-improve-life-salisbury-help-thrive/>

29 January 2020 – Two Salisbury car parks could be lost under transformation plan – Spire FM website <https://www.spirefm.co.uk/news/local-news/3034110/two-salisbury-car-parks-could-be-lost-under-transformation-plan/>

30 January 2020 – Sorting out traffic is key to city’s future, says Annie Riddle – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18191894.sorting-traffic-key-citys-future-says-annie-riddle/>

2 February 2020 – ‘Ambitious’ vision for Salisbury to help it ‘thrive’ – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18202312.ambitious-vision-salisbury-help-thrive/>

21 February 2020 - Time running out to have your say on shaping Salisbury’s future – Wiltshire Council news bulletin <http://www.wiltshire.gov.uk/news/articles/time-running-out-to-have-your-say-on-shaping-salisburys-future>

24 February 2020 – Consultation deadline for Salisbury Central Area Framework – Salisbury Journal <https://www.salisburyjournal.co.uk/news/18257279.consultation-deadline-salisbury-central-area-framework/>

Appendix C: Announcements through Wiltshire Council e-newsletters.

Wiltshire News e-newsletter - Issued on 13 January 2020

- E-newsletter delivered to 20,061 recipients
- 13,361 of the subscribers opened the e-newsletter
- The e-newsletter has been opened 27,569 times in total
- Clicked 2,220 times
- 175 clicks for the Salisbury CAF article

Wiltshire Council Community Engagement Manager e-newsletter - Issued on 13 February 2020 to 858 subscribers

Successful deliveries	856	99.8%
Total opens	557	
Last opened	24/2/20	1:47PM
Forwarded	0	

Appendix D: Social media communications.

Top Posts By Clicks

W **f Our Wiltshire** @WiltshireCouncil
Jack Holdway | 14 Jan 2020 | 11:21

Are you a #Salisbury resident? If so, you can have your say on two important projects in the city. The first will help shape the future of the city centre & the second is a joint initiative with @EnvAgency to improve the watercourses in central #Salisbury <http://socsli.n/zGuW>

4K 6.2K 20 11 0 351

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 28 Jan 2020 | 15:40

Are you a resident local to #Salisbury? We want your views on two important projects in the city! Come along to a public exhibition at the United Reformed Church on Fisherton Street in #Salisbury tomorrow from 2:30pm. See you there 😊 <http://socsli.n/up5dd>

52.2K 7.9K 13 8 1 38

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 14 Jan 2020 | 11:25

Are you a resident local to #Salisbury? Make sure you have your say on two important projects in the city. One will help shape the future of the city centre & the other is a joint initiative with @EnvAgency to improve the watercourses in central #Salisbury <http://socsli.n/xqGQT>

52.2K 6.3K 3 1 1 22

Top Posts By Reach

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 14 Jan 2020 | 11:25

Are you a resident local to #Salisbury? Make sure you have your say on two important projects in the city. One will help shape the future of the city centre & the other is a joint initiative with @EnvAgency to improve the watercourses in central #Salisbury <http://socsli.n/xqGQT>

52.2K 6.3K 3 1 1 22

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 28 Jan 2020 | 15:40

Are you a resident local to #Salisbury? We want your views on two important projects in the city! Come along to a public exhibition at the United Reformed Church on Fisherton Street in #Salisbury tomorrow from 2:30pm. See you there 😊 <http://socsli.n/up5dd>

52.2K 7.9K 13 8 1 38

W **Wiltshire Council** @wiltscouncil
Jack Holdway | 21 Jan 2020 | 14:02

If you're a local resident or business then come along to our CAF (Salisbury Central Area Framework) exhibition at @CityHallSalis this afternoon & have your say on the future of the city centre. We're here until 5:30pm 😊 <http://socsli.n/7ts8q>

39.7K 6.3K 3 4 6 10

Salisbury - Our place in the future

The Central Area Framework

We want your views!

Salisbury is a wonderful place to live, visit and work. However, the city centre faces challenges which threaten its vibrancy and the livelihoods of those that depend on it. This includes the threat of climate change and flood risk, the impacts of the 2018 nerve agent attack, changing shopping habits, and increasing unaffordability of homes.

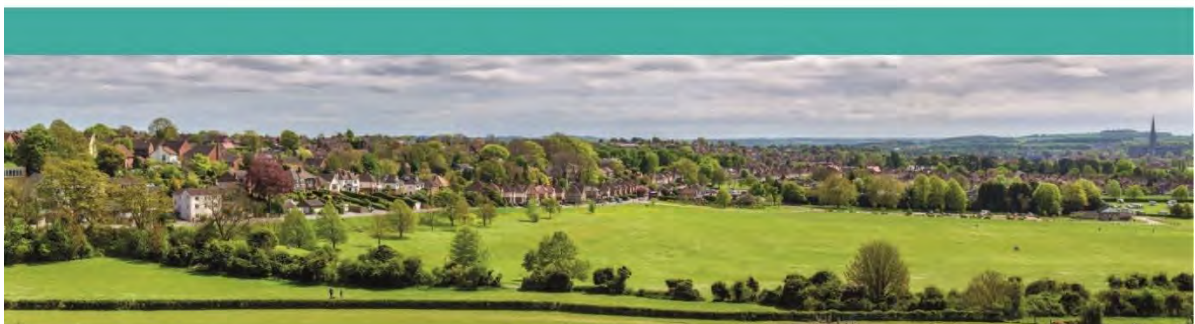


Wiltshire Council is preparing a Central Area Framework (CAF) for Salisbury which will be a plan of action for the future of the city centre. We consulted on an early draft of the CAF in the summer of 2019, and we are now asking for your further feedback on a revised version which takes into account the comments that we received last year.

The CAF makes a series of recommendations to guide future developments and initiatives in the city centre with the aim of bringing positive change to the city and making it a more vibrant, attractive and sustainable place. Wiltshire Council and its partner organisations will take forward the recommendations of the CAF.



As well as asking for your comments on the revised CAF, we are also asking for your feedback on a number of specific projects that the council are working towards.



Salisbury - Our place in the future

Five themes identified by the Central Area Framework

Improving open space and the environment

The delivery of a River Park through the city centre and improving connections between the existing green spaces to enhance nature, leisure and enjoyment.

Bringing out the qualities

To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.



Creating people friendly streets

To make the central area a better place for people to move around safely, comfortably and in an environment with reduced noise and air pollution and prioritised spaces for pedestrians, cyclists and public transport users.

Creating vibrancy

Giving residents and visitors an experience through the activities that happen in addition to the day-to-day retail, leisure and service offer which they really enjoy, want to repeat and recommend to others.

Identifying character areas and their role in the city

Providing a clear and distinctive identity and purpose to the various parts of the central area to enhance their individual character and role.

Salisbury - Our place in the future

Creating people-friendly streets

CAF Theme 1:

Making the central area a more enjoyable place for people to move around safely, in an environment with reduced noise and air pollution, prioritising cycling, walking and public transport.

What the CAF recommends

To improve the experience of walking and cycling within, to and from the central area

Defining parts of the city centre that may be suitable for pedestrianisation or enhanced pedestrian spaces, such as along Fisherton Street. Green planting and improvements to the public realm in pedestrian-friendly areas.

Pedestrianised Streets
Pedestrian-only access, potentially with the exception of cyclists.



Pedestrian Prioritised Streets
Pedestrians feel that they can move freely anywhere and where drivers should feel they are a guest.



Informal Streets

Streets where formal traffic controls are absent or reduced (signs, markings and signals). There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street.



Enhanced Streets

Where the public realm has been improved and restrictions on pedestrian movement (e.g. guard rails) have been removed but conventional traffic controls largely remain.



To reduce the dominance of the private car within the city centre

Rationalisation of car parking options in the city to encourage greater uptake of the Park and Ride services and to improve the air quality and environment in the city centre, while maintaining a minimum requirement of parking for residents, Blue Badge holders, disabled people and shoppers.

Salisbury - Our place in the future

Creating people-friendly streets

CAF Project: Fisherton Street

Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street, to build on its success as a hub for independent retailers, emphasise its eclectic character, make it a destination rather than a thoroughfare and to provide an attractive welcome to visitors by train.

The proposed improvements include:

- Implementation of people-friendly streets principles.
- Creation of waterside seating areas to complement existing café culture.
- Public art in key locations, including the Fisherton railway bridge.

The council is working on the business case to secure funding.



Salisbury - Our place in the future

Creating people-friendly streets

CAF Project: Salisbury railway station

Transformational redevelopment of the Salisbury station forecourt to deliver a greatly enhanced arrival experience for visitors. The intention is to redesign the area away from being dominated by car parking (albeit sufficient car parking will be integral to the project), in favour of creating an improved experience for pedestrians using the area. The redevelopment will include a much improved bus interchange for tourists travelling onward to Stonehenge and direction finding into the city.



Salisbury - Our place in the future

Improving open space and the environment

CAF Theme 2:

Connecting the green spaces that exist through the city centre to enhance nature, leisure and enjoyment.

What the CAF recommends

To deliver the River Park project

Delivering an uninterrupted River Park connecting Elizabeth Gardens to Fisherton Recreation Ground, following the River Avon channel, to improve wildlife, attract more people to stay longer, improve air quality and deliver essential flood risk alleviation measures.

To celebrate the city's relationship with the rivers and meadows

Enhance the experience of Salisbury's rivers and the surrounding water meadows by improving footpaths and cycleways, and ensuring that new development faces and celebrates the rivers.



Salisbury - Our place in the future

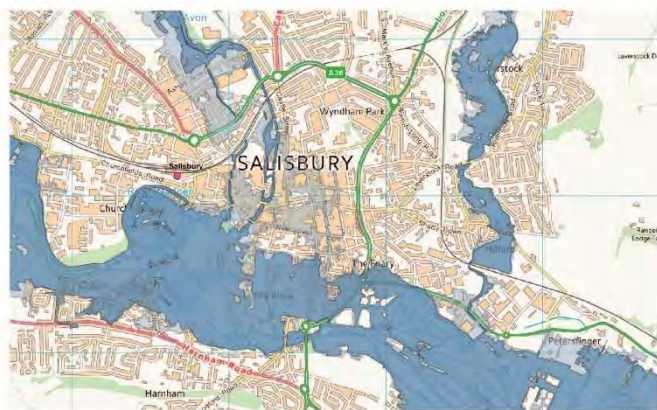
Improving open space and the environment



CAF Project: River Park

Wiltshire Council and the Environment Agency are working with a range of stakeholders to bring improvements to the watercourses in central Salisbury with the intention of delivering the following benefits:

- Reducing flood risk to residents and businesses.
- Building climate change resilience.
- Enhancing existing and creating new spaces for biodiversity.
- Improving public enjoyment of the river.



Flood Zone 3 Map for Salisbury city centre showing the previously published outlines (dark blue) and updated outlines (light blue)

The Environment Agency has re-evaluated the flood risk in the area, which shows an increased risk to the city centre than previously predicted, with more residential and commercial properties being at risk.

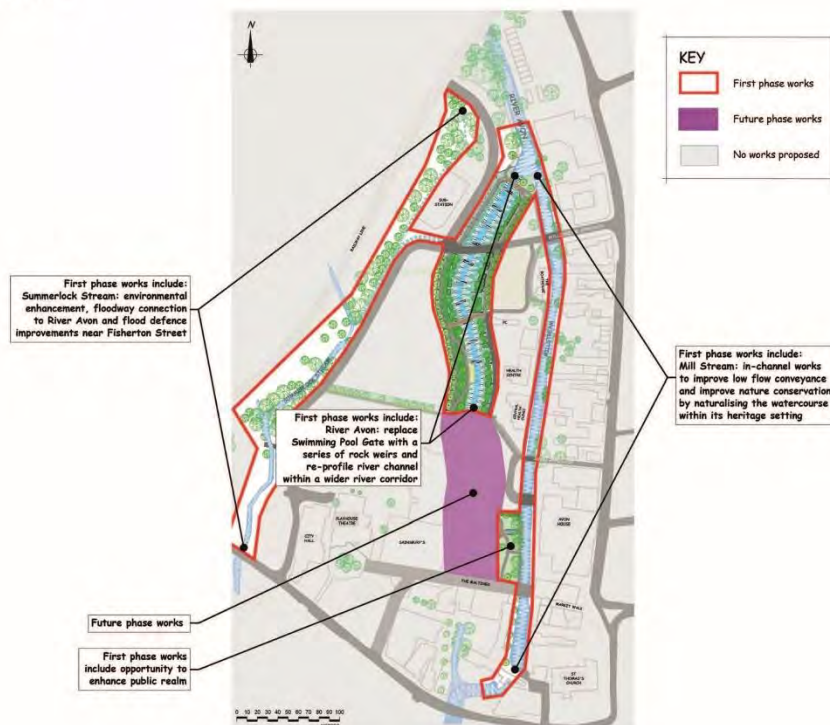
There is an opportunity to reduce the flood risk to a wider area, whilst providing other environmental benefits, through works as part of the redevelopment of the Maltings and Central Car Park site, and at Ashley Road Green Space / Fisherton Recreation Ground (which is located at the northern end of the River Park). These works are required to be completed together to provide the desired level of flood risk reduction.

Salisbury - Our place in the future

Improving open space and the environment

CAF Project: River Park (The Maltings & Central Car Park phasing)

The works at the Maltings will need to be delivered in phases. An initial first phase can be delivered which will provide improvement works to the entirety of the Mill Stream and Summerlock Channel within the Maltings/Central Car Park and the northern part of the main River Avon. The details for the remainder of the River Avon are dependent on the final development proposals in this area and would be delivered in a later phase. The plans show this phased approach along with a more detailed plan which shows how the River Park could look in the later phase.



Salisbury - Our place in the future

Improving open space and the environment

CAF Project: River Park (The Maltings & Central Car Park)

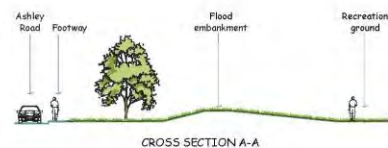


Salisbury - Our place in the future

Improving open space and the environment

CAF Project: River Park (Ashley Road open-space/ Fisherton recreation ground)

Early informal consultation with residents and businesses in the Ashley Road area was carried out in November 2019 on a set of three potential design options. Over 75% of the responses favoured one of the options, which is presented below. This has been amended based on the responses, including keeping more of the land at Ashley Road Green Space available for more formal recreation and public events. Further work will still be required on this option to address additional concerns, including any potential impacts from anti-social behaviour.



Salisbury - Our place in the future

Creating vibrancy

CAF Theme 3:

Creating lasting positive experiences for residents and visitors, in addition to the maintenance of quality day-to-day retail, leisure and services.

What the CAF recommends

To support appropriate mixed-use redevelopment of under-utilised buildings

Providing residents and visitors an experience which they really enjoy, want to repeat, and recommend to others.

To deliver regeneration of The Maltings and Central Car Park

The council will continue to work with landowners and investors to deliver the redevelopment of the Maltings and Central Car Park, as a mixed use development incorporating the Cultural Quarter and River Park

To deliver an enhanced tourist experience

Enhancement to the vibrancy and interest of the central area by delivering events and attractions such as the Illuminating Salisbury world-class light show.



Salisbury - Our place in the future



Creating vibrancy

What the CAF recommends

To encourage events and temporary uses

Encourage more events and temporary uses in the Market Place to add vibrancy and increase footfall. For example, screen and deckchairs during Wimbledon with pop-up strawberries-and-cream venue.



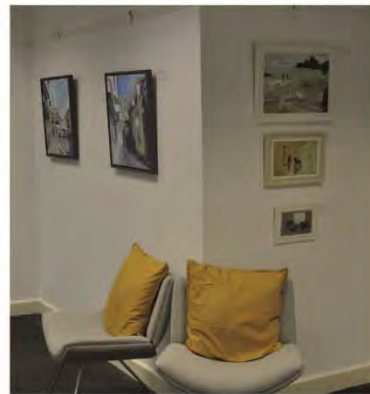
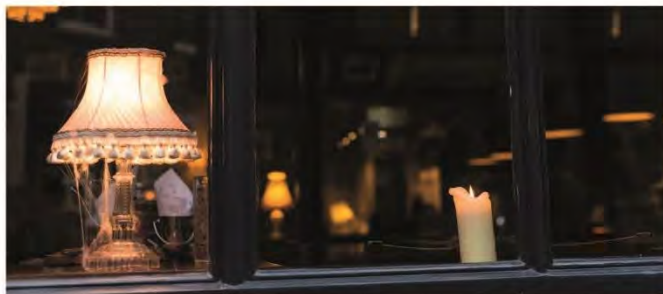
To enhance the Cultural Quarter

Embed Salisbury as a cultural destination where all of the arts are celebrated and opportunities for all come alive. Modernisation of the City Hall including new frontage onto Fisherton Street, with potential enhanced links with the Playhouse. Refurbishment of public spaces within the Cultural Quarter and delivery of a new library and gallery.



To improve and protect the evening economy

Develop a vision and strategy for the city's night life.



Salisbury - Our place in the future

Creating vibrancy

OPEN

CAF Project: Illuminating Salisbury light show

This project would boost the visitor economy into the evenings, making Salisbury a must-see heritage destination city throughout the year.

The Illuminating Salisbury project could install new, permanent major attractions in several locations in the city, anchored by major shows in Salisbury's Market Place.

High quality animated displays could form a trail around the city, telling its story and guiding visitors. Laser projection will be used in combination with digital content to produce frequent shows, more than a one-off 'festival of light'. It could entice local residents and tourists to enjoy all the city has to offer at night – food, culture, entertainment and shopping.



Salisbury - Our place in the future

Bringing out the qualities

CAF Theme 4:

Enhancing buildings and spaces to showcase the unique and beautiful heritage of Salisbury.

What the CAF recommends

To support appropriate reuse of heritage buildings and rear courtyards



To encourage preservation and restoration of historic shop fronts



To enhance the quality of the public realm



To improve wayfinding in the city centre



Salisbury - Our place in the future

Bringing out the qualities

CAF Project: Wayfinding

Deliver a significant improvement in the wayfinding experience for people moving through the central area of the city, to include improved signage and digital technologies.

The design approach will be sensitive and responsive to the historic character of Salisbury and led by high-quality design and referencing.



CAF Project: Public Art

Exploring the potential to deliver public art in the Fisherton Street project area, working with local and nationally recognised artists.

Concepts for public art interventions will be developed through consultation with the community and stakeholder engagement.

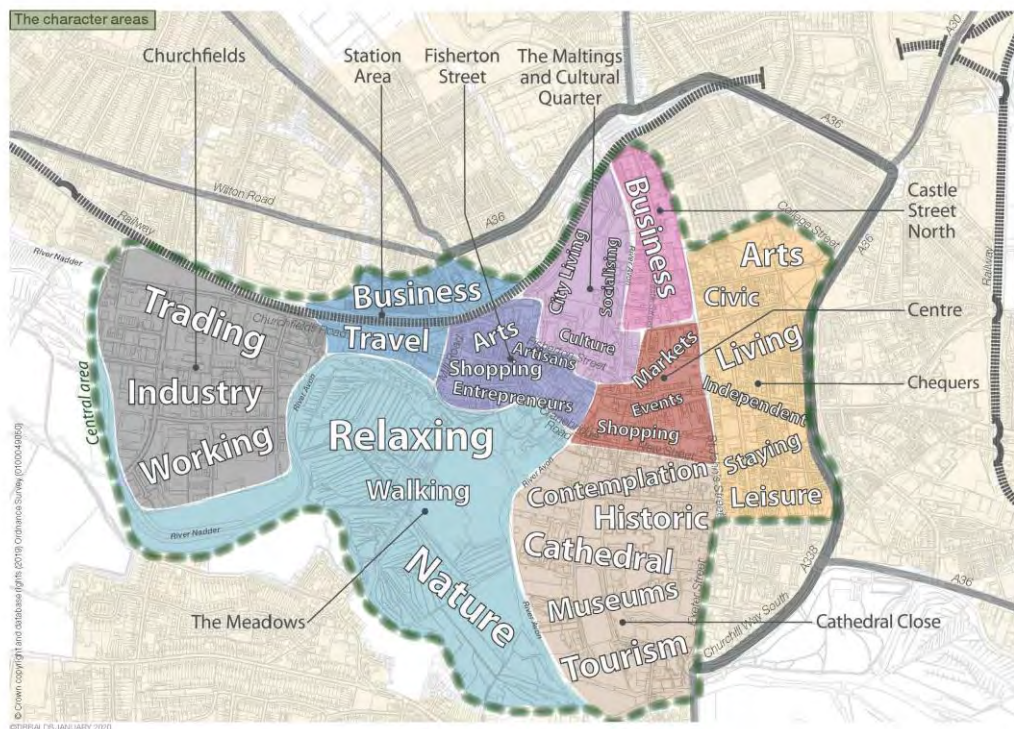


Salisbury - Our place in the future

Identifying character areas and their role in the city

Establishing clear and distinctive identities for the various parts of the central area to enhance their individual character and roles.

More information about the character areas can be found in the main CAF document.



Salisbury - Our place in the future

How to comment

Comments are invited on the Salisbury Central Area Framework and its projects from **9am Thursday 16th January to 5pm Friday 28th February 2020**.

The Central Area Framework, the supporting Executive Summary, these exhibition boards, and feedback forms can be downloaded from our website www.wiltshire.gov.uk/salisbury-future

Feedback forms can be completed online, at the above address, or can be returned:

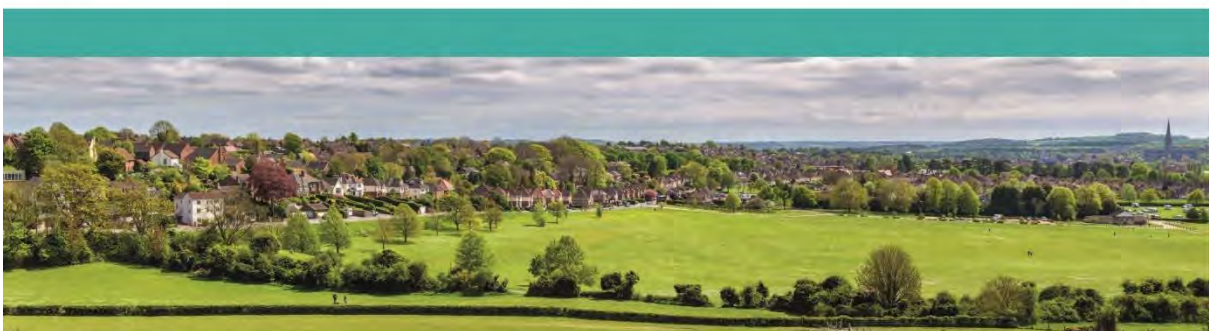
- by email to: futuresalisbury@wiltshire.gov.uk
- by post to: Future Salisbury, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

What happens next?

Once the consultation period is over we will review the responses received and make any necessary changes to the CAF. The final document will then be presented to Wiltshire Council for endorsement.

There will be regular progress updates on the dedicated website and through press releases.

If you wish to find out more or keep an eye on the progress of the CAF, please visit our dedicated website at www.wiltshire.gov.uk/salisbury-future



Wiltshire Council

Salisbury Central Area Framework Survey

Ref:	(For official use only)
------	-------------------------

Comments must be received by Wiltshire Council no later than 5:00pm Friday 28th February 2020

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

By email to: futuresalisbury@wiltshire.gov.uk

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

Wiltshire Council is working with partners to produce a Central Area Framework (CAF) for the city of Salisbury. The CAF will make a series of recommendations aimed at driving economic growth and environmental improvements in the central area of Salisbury. Following public consultation in mid-2019, we are now inviting members of the public to provide further feedback on the revised CAF, and on several projects that are taking shape alongside the CAF.

This survey is divided by the Five Themes in the CAF:

People-Friendly Streets **Improving Open Space and the Environment**
Creating Vibrancy **Bringing out the Qualities** **Establishing Character Areas**






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

Your details:






Title	
First name	
Last name	
Job title (if relevant)	
Organisation (if relevant)	
Address line 1	
Address line 2	
Address line 3	
Address line 4	
Postcode	
Telephone number	
Email address	
Date completed	

Theme 1: People Friendly Streets

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				






Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 3: Are there any barriers that prevent you from using Salisbury's Park & Ride services?






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|--|---|---|
| <input type="checkbox"/> Park & Ride locations | <input type="checkbox"/> Journey time | <input type="checkbox"/> Cost of fares |
| <input type="checkbox"/> Bus stop locations | <input type="checkbox"/> Service availability | <input type="checkbox"/> Personal concerns |
| <input type="checkbox"/> Journey quality | <input type="checkbox"/> Inconvenience | <input type="checkbox"/> Other (Please specify) |

Question 4: The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below..				

Theme 2: Improving Open Space and the Environment

Question 5: Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below..				

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.






 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below..				

Theme 3: Creating Vibrancy






Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 8: The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				






Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people.

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?






Theme 4: Bringing out the Qualities

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?

 Strongly oppose <input style="width: 20px; height: 15px;" type="checkbox"/>	 Oppose <input style="width: 20px; height: 15px;" type="checkbox"/>	 Don't know <input style="width: 20px; height: 15px;" type="checkbox"/>	 Support <input style="width: 20px; height: 15px;" type="checkbox"/>	 Strongly support <input style="width: 20px; height: 15px;" type="checkbox"/>
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




Please give further details below...

Question 12: Wiltshire Council is working to deliver improved pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Do you support this? If so, do you have any comments or suggestions for ideas that could be incorporated into the wayfinding strategy?

 Strongly oppose <input style="width: 20px; height: 15px;" type="checkbox"/>	 Oppose <input style="width: 20px; height: 15px;" type="checkbox"/>	 Don't know <input style="width: 20px; height: 15px;" type="checkbox"/>	 Support <input style="width: 20px; height: 15px;" type="checkbox"/>	 Strongly support <input style="width: 20px; height: 15px;" type="checkbox"/>
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




Please give further details below...

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Theme 5: Establishing Character Areas

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?

 Strongly oppose <input type="checkbox"/>	 Oppose <input type="checkbox"/>	 Don't know <input type="checkbox"/>	 Support <input type="checkbox"/>	 Strongly support <input type="checkbox"/>
Please give further details below...				

Do you have any other comments on the CAF proposals?

Appendix G: Summarised consultation responses and Wiltshire Council officer feedback

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
14	<ul style="list-style-type: none"> Keep free access for those with poor mobility, the elderly etc. and not only blue badge holders. The needs of disabled people must be considered from an early stage of developing proposals. Must consider the needs of those with mental health conditions cannot use busy areas and rely on private car access. 	Noted, there is no intention to prevent disabled people or those with other health conditions from accessing streets.
1	Reservations about safety for those with physical, hearing and visual disabilities.	Noted.
1	Provide more level access for wheelchair users.	Noted
1	Provide free electric buggies for people with mobility issues.	Noted. Salisbury has a popular shop mobility scheme that has a small charge.
1	Pedestrianised areas are good for wheelchair access.	Support noted.
8	Shoppers with heavy/bulky items will need access points/parking.	Noted.
24	<p>Access is needed by residents, healthcare worker, businesses/shops. Some businesses require car access for appointments/ visits etc.</p> <p>There would need to be another way for through traffic and deliveries.</p> <p>Set up specified times for goods deliveries.</p> <p>Ban cars (excluding buses/blue badge holders) for specified times of the day.</p>	Noted, this can be managed in a similar way to access is achieved on the High Street for example.
8	<p>Concern that reducing access will harm viability of businesses.</p> <p>Making it less convenient for people to access the city and park may put people off from visiting.</p> <p>It will deter visitors if it's too difficult or takes too long to reach the centre.</p>	Noted, however in Stoke-on-Trent a project making the area more pedestrian friendly led to a 30% increase in footfall and is likely to improve viability.
10	Ban lorries/HGVs from the centre.	Noted, however there would still need to be deliveries at certain times of day.
1	Concern that this will hamper those who just need to 'pop' into town?	Noted.
1	<p>Cycling Opportunities Group for Salisbury note that air quality in the city centre is poor and is the largest environmental risk to public health in the UK. Non-essential private car journeys inside the ring road must be reduced significantly to improve air quality.</p> <p>Traffic in the city is considered by approximately half of residents to be a major issue, and significant concerns are raised over air pollution and quality of walking/ cycling routes/the pedestrian environment.</p>	Noted, the objective to reduce the dominance of the private car aims to result in a reduction in air quality.
10	Salisbury's air quality needs improving.	
1	Air quality should be measured in rush hour Minster Street, not off-peak Exeter Street.	Noted.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
2	Remove tetraethyl-lead from MOD aviation fuel. Reduce slurry held in storage by using an anaerobic slurry digester	Noted. This does not form part of the CAF.
4	The introduction of more electric cars / buses will improve air quality.	Noted.
3	Promote tuk-tuks (small electric taxis) / rickshaws.	Noted.
1	Salisbury's infrastructure should be decarbonisation.	Noted.
1	Need to limit the use of single use plastics.	Noted.
1	Increase the number of electric vehicle charging facilities.	Noted, this is now a requirement of government policy in all new development.
1	Set up an electric bike hire scheme.	Noted. The Station forecourt scheme aims to introduce an electric cycle hire scheme.
1	Request installation of affordable solar powered Belisha Beacons at various locations in the city.	Noted.
1	Cycle parking stands need to be provided at more locations in the city centre. Cycling Opportunities Group for Salisbury have identified several suitable sites and, subject to agreement with the local authority and other interested parties, these could be installed rapidly before Framework plans are finalised and funded. Consider on-street cycle parking instead of on-street car parking.	Noted. These will need to be considered in the light of the forthcoming traffic management plan.
3	Remove diesel buses from the centre/introduce more electric buses	Noted. Wilts & Dorset have started to introduce some electric buses.
6	Introduce more trees/greenery, e.g. like on Winchester Street. Introduce 'City Trees' - permanent installations of moss planting which improve and monitor air quality - could be sponsored by business Exeter Street and Southampton Road need landscaping and trees.	Noted. Southampton Road is managed by Highways England.
5	Continued access for buses in the centre is essential.	Noted. The CAF's objective is to reduce the dominance of the private car.
1	More buses are needed to serve the schools in Laverstock schools.	Noted.
1	Better public transport and increased use of Park & Ride will be welcome.	Support noted.
4	Get people out of their cars / incentivise walking & cycling	Support noted.
1	Salisbury Area Greenspace Partnership strongly support reducing vehicular traffic in the city centre with the exception of greener public transport.	Support noted.
1	Salisbury Civic Society support the concept of people friendly streets - currently the balance between motor traffic and other road users is far too weighted in favour of the former.	Support noted.
1	Any changes must be delivered in close consultation with businesses, Salisbury BID and Salisbury Indies.	Noted, any changes will be consulted upon.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Salisbury City Council and the neighbourhood plan steering group comment that it is unclear how infrastructure and street scene improvements will be funded.	Noted. It is anticipated that some improvements will be funded through the government's high streets fund.
1	It will require a massive investment in public transport (coordinated bus/train timetables) and the reintroduction of many, many rural bus routes before people can be expected to reduce / give up car journeys	Noted.
1	Cycling Opportunities Group for Salisbury comment that the council has thus far failed to deliver proposed transport strategies as demonstrated by current congestion and poor air quality in the city.	Noted.
1	Cycle infrastructure is needed to support the shift away from motorised transport.	Noted, the objective of the CAF is to introduce more cycleways.
1	Ensure that one-way streets are accessible to cyclists in both directions.	Noted. This will be considered through the Transforming Accessibility study and the Local Cycling and Walking Infrastructure Plan.
1	Install cycle-boxes at every traffic light and more 20mph repeater signs.	Noted. This will be considered through the Transforming Accessibility study
1	Cycling would be improved by routes being painted a separate colour from the pedestrian side and separated from cars by a kerb.	The maintenance costs of this would be prohibitive. Shared paths must be at least 3m wide to be segregated between cyclists and pedestrians.
1	Concern that streets without cars will become less safe for pedestrians at night.	Noted.
2	Salisbury should strive to have greener transport infrastructure like Oxford, York, Chester, London.	Noted.
1	It seems tourists are being prioritised over residents.	Noted, however the objectives are aimed at residents in order that health and air quality is improved, and Salisbury City Centre remains a vibrant place to visit.
18	Support for introducing pedestrian areas.	Support noted.
12	The whole city centre should be pedestrianised/prioritised for pedestrians.	Support noted.
2	There is already a good balance, with several pedestrian areas.	Noted.
4	Prioritising pedestrians will make the city more attractive, safe, and clean	Noted.
1	Concern that removing vehicular access will mean no one will visit except tourists, coffee drinkers and drinks/party-goers.	Noted, however in Stoke-on-Trent a project making the area more pedestrian friendly led to a 30% increase in footfall and is likely to improve viability.
2	Pedestrianise Catherine Street.	Noted.
3 1	Pedestrianise Fisherton Street. Widen pavements on Fisherton Street.	Noted. This is included in the scheme the council is putting forward to the government's Future High Streets fund.
1	Pedestrianise Exeter Street.	Noted.
2	Pedestrianise Market Place area only.	Noted.
1	Pedestrians should be given priority on High Street / Crane Bridge Street / New Street junction crossing.	Noted. This will be considered in developing proposals for people friendly streets.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
2	The Chequers (inc. Winchester Street and Salt Lane) are overcrowded pavements / pavements are too narrow.	
1	The Chequers are currently serviced relatively comfortably. The present layout of the Chequers enables access for deliveries and for those who arrive by bus and may not wish to walk far.	
1	Ashley Road and Butts Road have become a 'rat run' and should be prioritised for pedestrians and cyclists. Traffic calming and 20mph speed limit is needed.	Noted. However, these areas are not within the geographical scope of the CAF.
1	Widen pavements on Devizes Road.	
1	Widen pavements on Castle Road. There is too much traffic on Castle Road.	
1	More one-way streets to allow wider pavements.	Noted. This will be considered in developing proposals for people friendly streets.
2	Provide more/better pedestrian crossings	
1	South Western Railway comment that good quality, attractive routes to / from the railway station are an important component of improving rail travel, both for residents and for visitors.	Agreed.
1	Cycling Opportunities Group for Salisbury request pedestrianisation of many more city centre streets giving priority to full pedestrianisation of Queen Street along with Blue Boar Row and New Canal, followed by Fisherton St, Catherine St and Castle St. All pedestrianised streets must be two-way for cyclists.	Noted. This will be considered through the Transforming Accessibility study.
2	Pedestrianising Minster Street and Silver Street with access between Fisherton Street and Castle Street via The Maltings. This was put on hold following proposals for redevelopment of The Maltings and Central Car Park.	Noted. This will be considered in developing proposals for people friendly streets.
1	Salisbury Civic Society would like to see proposals for a shared space treatment for the Cheese Market developed.	
1	Salisbury Civic Society note that the area selected for a potential Heritage Action Zone would be a suitable area for an enhanced street treatment - while not ignoring the potential for improvements outside it.	
1	Salisbury Civic Society comment that pedestrianisation of the High Street works well.	Noted.
1	Salisbury Civic Society comment that Queen Street has no need of the current relaxed regime before 10 and after 4. It should be converted to the same format as the High Street, with only essential access, at non-peak times. As with the High Street, the surface should be at one level right the way across.	Noted. Wiltshire Council is currently working on changes to Queen Street.

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No. comments	Comment	Officer response
1	Regarding possible extensions to pedestrianisation, Salisbury Civic Society comment that is likely to be supported, however any proposals will require analysis of traffic patterns and the implications of closures.	Noted.
2	Concern that prioritising pedestrians over cars would increase congestion and pollution where cars are held up in other locations.	Noted. However improved cycle and walking links should also reduce car trips
3	Concern about creating rat runs in other parts of the area, e.g. Chequers. The CAF fails to refer to problems caused by rat-running across the central area to avoid using the ring road. Better evidence is required to understand the scale of rat-running. E.g. need to stop traffic from using Love Lane as a rat run.	Concerns noted. This will be considered.
1	Cycles should be given priority over cars.	Noted. This will be considered through the Transforming Accessibility study.
38	For public safety there should be segregated spaces for buses, cyclists, mobility scooters and pedestrians.	Noted. Separation of space for pedestrians and cyclists will be delivered wherever possible.
1	It is dangerous to cycle in town with bus stops on so many streets.	Noted.
8	More / safer cycle paths are needed.	Noted, an objective of the CAF is to introduce more cycleways.
2	Introduce more safe contraflow systems for cyclists on one-way routes.	This may be considered where traffic flows are low enough and streets are of sufficient width.
2	Ban cyclists from pedestrianised areas.	Noted.
1	Cycling routes are very important but it is too dangerous.	Noted.
2	Walkways and cycle paths should be well lit and maintained.	Noted and agreed.
1	Regular re-painting of road markings, especially on roundabouts & cycle boxes at traffic lights, would help support cyclists.	Noted. This will be considered through ongoing maintenance.
1	In a recent climate change meeting in Salisbury residents unanimously declared that they want more cycling routes, improved walking routes and signage (November 2019).	Noted.
1	Cycle path safety should be improved and should be suitable for 3 wheeled bicycles.	Noted.
1	Cycling Opportunities Group for Salisbury comment that cycle paths would benefit from being upgraded to a higher standard in terms of width and surfacing e.g. Town Path (not wide enough), St Marks path parallel to Hilltop Way and behind Downsway.	Noted. Widening the Town path is supported by the current Town Cycle Network but will require collaboration with the Environment Agency and is likely to be a high cost scheme.
1	On page 20 (Improving walking and cycling) Natural England supports this initiative and would suggest consulting Sustrans on detailed proposals as both a partner and a potential to open up funding.	The council is currently working with Sustrans on several cycling schemes in Salisbury and will consult them on proposals.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Concern that there are not many cyclists in Salisbury to benefit from the CAF proposals.	Noted, however the aim of the CAF is to increase the number of visits by bike and on foot.
10	Improve cycling infrastructure in/into town and surrounding housing areas.	Noted.
1	Cyclists should be catered for safely on Fisherton Street and Blue Boar Row.	Noted.
8	Cycle routes need to be clearly signed.	Noted.
5	Need to ensure cyclists/pedestrians adhere to designate cycleways/footpaths.	Noted.
3	Cycle routes need to be continuous to allow safe transition across town.	Noted.
24	There is too much traffic in town - reduce traffic levels (except buses/taxis) Tourists do not wish to visit a traffic jam.	Noted, the aim of the street hierarchy is to try and reduce traffic.
1	Need to improve Salisbury's entrances.	Noted.
2	The plans will require improvements to the ring road.	Noted. Highways England is currently investigating upgrading the signalling system on the ring road to improve its functioning.
1	There are negative impacts of poor air quality on residents living near the A36.	Noted. Wiltshire Council aims to work with Highways England to improve this.
1	Salisbury has good access to car parks from the ring road and Park & Ride is ideally positioned to introduce a permit scheme for vehicles incl. buses, taxis, community transport and delivery /service vehicles and city residents with cars.	Noted.
1	The city centre should become a 'pedestrian and cycle free zone' (PCFZ). 10mph should be the limit for all vehicles within the PCFZ. The ring road limit should be lowered with the roundabout accesses become 'access in turn' to keep traffic moving.	Support noted.
1	The inadequate ring road forces many motorists to drive through the city because it is quicker.	Noted. Highways England is currently investigating upgrading the signalling system on the ring road to improve its functioning.
9	Broken pavements / potholes / unclean streets make waking and cycling unpleasant.	The CAF aims however, to enhance the quality of the public realm that should reduce the occurrence of potholes etc.
2	Road layouts are too car dominated. There is too much illegal parking. Clamp down on it.	Noted, an objective of the CAF is to reduce car dominance.
1	One-way streets make traversing the city difficult.	Noted.
1	Speed restrictions do not get enforced.	Noted.
1	Salisbury's one-way system would make this impractical and dangerous.	All traffic and pedestrian / cycle movements will need to be looked at.
2	Make it difficult for vehicles other than public transport to enter one side of the city and leave by the other	Noted.
1	Improvements in pedestrian priority could be made by rephasing existing traffic lights.	Noted.
1	Fisherton St should be one-way, with traffic calming measures.	Noted.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Traffic problems need to be resolved around the retail parks. A side road connecting the retail areas would cut the traffic substantially.	Noted, however the retail parks are outside of the area of the CAF.
2	Need attractive parking options to keep city commercially viable Will only work with extra car parking need to keep central and other car parks	Noted. Currently there is overprovision of parking spaces in central Salisbury, particularly long-stay spaces.
1	Roadside metered spaces will be needed for shoppers buying bulky items	Noted.
1	Higher, not lower car parking charges (except at the hospital)	Noted,
1	A drop-off service from shop to park must be implemented	Noted
1	The suggestion to redevelop Salt Lane and Brown Street car parks is unacceptable. There is insufficient on street parking for Salisbury residents and many are forced to pay and park (including overnight) in Salt Lane or Brown Street car parks.	Noted, evidence studies including a parking strategy would be needed to understand the parking position prior to any scheme being taken forward.
1	I already have no visitors to my house in town because of lack of parking	Noted.
1	Cut down on parking on inner city streets (Winchester St, Salt Lane)	Noted, an evidence study / parking strategy would be needed to reduce on street parking.
1	There's lack of space on pavements around bus stops	Noted.
1	Shared streets need road designs that signal to drivers to give way.	Noted and agreed.
3	Concern that shared space can be confusing and may be dangerous.	Noted.
1	Salisbury Cathedral Close Preservation Society comment that the map showing areas for people friendly streets appears to include the entrance to The Close. The North (High St) Gate is the only vehicle entrance to The Close and therefore cannot be pedestrianised.	Noted. People friendly streets include a range of options from full pedestrianisation to part-pedestrianisation or measures to discourage through traffic.
1	Columbia Threadneedle Property Investments support people friendly streets. Pedestrianisation should not prejudice servicing of premises. Would support any of the options aside from full pedestrianisation.	Support noted.
1	Shared space would be better than complete vehicle bans.	Noted.
2	Cycling Opportunities Group for Salisbury and Salisbury Air Quality Steering Group support the development of a 'street hierarchy'.	Supported noted.
2	Salisbury City Council and the Neighbourhood Plan steering group strongly supports the street hierarchy approach. The Salisbury Neighbourhood Development Plan will contain policies that seek to give priority to walkers and cyclists and people with mobility impairments. It is recommended that rather than production of an SPD, that the CAF policy is directly translated into an NDP policy.	Support noted.

Question 1: In order to improve the local environment and air quality in the city centre, the CAF proposes to develop a 'street hierarchy' that prioritises streets and spaces for pedestrians and cyclists over cars. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	If the system is too rigid it could result in certain areas of the city becoming backwaters.	Noted.
1	The street hierarchy must link in with existing pedestrian/cycle networks.	Noted.
1	Salisbury Area Greenspace Partnership comment that reduced space for vehicles in the centre will significantly improve air quality and enable public realm enhancements e.g. tree, shrub, hedge planting.	Noted.

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1	Parking is too expensive.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF. Car parking charges set by the council support a range of other council transport measures, including essential local bus Services.
2	Consider reducing the price of short-stay parking.	
1	Any proceeds from redeveloping Salt Lane and Brown Street car parks should be invested in improving public transport, cycling and walking facilities.	Noted. The CAF seeks to promote more sustainable transport modes, such as increased use of the Park & Ride facilities and improve cycling and walking routes to reduce vehicular traffic in the central area.
1	Need certainty that any on-street "improvements" represent value for money.	The council will take cost into consideration in its analysis of the options available to ensure best value for money in delivering the strategic objectives of the scheme.
1	Build from ring road to Brown Street.	Wiltshire Council are in discussions with Highways England regarding improvements to the A36.
1	Reduce the number of cars coming into the city.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion.
4	Removing Brown Street car park would adversely affect traders in and around Catherine Street/Brown Street.	The CAF recommends that prior to any redevelopment Brown Street car park, a study should be undertaken of the city's parking requirements/need. The site at Brown Street is recognised in the Wiltshire Core Strategy as a brownfield development opportunity site.
3	Brown Street car park serves the evening economy, e.g. the Odeon and Cathedral events.	The CAF seeks to encourage a shift towards more sustainable transport modes and recommends the improvement of operating hours of Park & Ride to serve the evening economy. However, the CAF does not seek to prevent parking in the central area and

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		there will still be parking to serve the evening economy.
2	Brown Street car park is in a good location, capacity should be increased by making it multi-storey.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to reduce traffic/ congestion within the central area, reduce air pollution, and to reduce the cost of providing and managing parking facilities. Essential parking will remain for those who need it.
2	Further detail requested on what redevelopment of Brown Street car park might entail.	The CAF does not specify detailed proposals. When detailed proposals are made, these will be subject to public consultation.
1	Brown Street car park should provide secure bicycle parking.	The CAF recommends exploring the potential for the redevelopment of Brown based on a full assessment of the parking required within the city centre. The CAF does not specify detailed proposals such as the location of bicycle parking, but it does seek to encourage sustainable transport modes including cycling.
1	Object to development of Brown Street car parks which would interrupt cathedral views over the rooftops.	The CAF does not specify detailed proposals. When detailed proposals are made, these will be subject to the policies in the Wiltshire Core Strategy, including Core Policy 22 "Salisbury Skyline" which seeks to protect views of the cathedral.
1	The Council needs to take this sort of action if it is to address the climate emergency.	Agreed, the Council has declared a climate emergency which requires decisive action.
1	Cycling Opportunities Group for Salisbury support the closure of Brown Street and Salt Lane car parks for redevelopment into low cost, car free housing. Pedestrian access through Brown Street East must be retained.	Noted.
1	Salisbury Area Greenspace Partnership request general townscape improvements emphasising high quality urban greening (green/brown roofs & green walls), high quality, durable surfacing, street furniture, signage, lighting, & the use of sustainable urban drainage systems (SUDS).	Enhancement of the public realm and wayfinding, in the context of delivering sustainable solutions is being promoted by the CAF.
1	Salisbury Air Quality Steering Group comment that resident parking with charging points could be provided through Salt Lane/Brown Street redevelopment, with residential parking being removed on street in the City Centre.	The CAF does not specify detailed proposals, but it does seek to encourage sustainable transport modes rather than private car use. The CAF seeks to reduce availability of general on-street car parking within the central area.
1	Salisbury Cathedral note that redevelopment of Salt Lane and Brown Street car parks may have an impact on the car parking and traffic within the Cathedral Close.	The CAF recognises the importance of the Cathedral Close and seeks to ensure it remains a place of calm and sanctuary, while protecting its essential role in the city's tourism industry.

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1	Salisbury Neighbourhood Plan Steering Group notes that the NP include a housing mix policy. Windfall developments will be encouraged in the city centre. Early evidence indicates a shortage of housing for young people and it is the SG's aspiration to allocate housing for young people to encourage the night-time economy and balance the ageing population. Salt Lane and Brown Street care may be considered for allocation.	Noted. Brown Street and Salt Lane car parks are recognised in the Wiltshire Core Strategy as brownfield development opportunity sites that could contribute to housing delivery.
1	South Western Railway recommend that the sites are considered for small scale office space to increase the number of people working in the city, generating additional spend in local food / drink and other sectors. Employees are also more likely to travel into work sustainably.	Noted. The CAF identifies Brown Street and Salt Lane car parks as potential opportunity sites.
2	Salt Lane car park is in a good location, capacity should be increased by making it multi-storey.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities. The CAF recommendations complement this agreed approach.
2	Further detail requested on what redevelopment of Salt Lane car park might entail.	It is not within the remit of the CAF to specify detailed proposals. Any future proposals for Salt Lane car park will be subject to consultation.
1	Salt Lane car park is unsuitable as the surrounding streets are not capable of coping with through traffic.	The CAF seeks to reduce the prominence of cars within the central area, which will reduce through traffic, and encourage better use of Park & Ride facilities and to create more people-friendly streets.
9	Closure of Salt Lane car park may damage the viability of the Arts Centre.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. It is not the policy to prevent people from visiting the city centre by car though and central parking will still be available for visitors to the Art Centre if Salt Lane car park is redeveloped.
5	Parking is needed near entertainment venues for safety of people travelling alone.	The CAF recommends rationalising car parking in the central area to the benefit of the pedestrian, public realm and air quality. The CAF makes recommendations to nurture the evening economy thereby making it more vibrant and providing natural surveillance. The CAF also recommends measures that will improve safety and accessibility of walking and cycling routes within the central area.
1	Wiltshire Creative raise concern that redevelopment of Salt Lane could have a negative impact on parking for Salisbury Arts Centre. Park & Ride would need to operate well into the evening (e.g. 11pm or midnight closure) for it to be useful for the night-time economy, e.g. Salisbury Playhouse and Salisbury Arts Centre.	The CAF recommends improving and raising awareness of Park & Ride services. More use of Park & Ride will allow for operating hours to be extended. The CAF recognises that the operating hours of the Park & Ride service need to be improved to reflect working hours and to support the evening economy.

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3	Concerns about parking availability for St Edmunds Church Street Church.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. However, it is not the policy to prevent people from visiting the city centre by car and central parking will still be available.
2	Salt Lane car park is well used by patients attending GP practices in Rolleston Street and Endless Street.	
7	Salt Lane car park is used by locals for residential parking, as there is not enough on-street residential parking.	The CAF recommends that prior to the redevelopment of Salt Lane and Brown Street car parks a study should be undertaken of the city's parking requirements. The CAF recognises that in exploring redevelopment opportunities for Salt Lane and Brown Street car parks, it will be necessary to understand the extent and needs of residents' parking and potential options.
1	Salt Lane car park is needed for council employees at Bourne Hill.	
1	Concern that the CAF's proposed development would restrict light to nearby existing properties.	Any future proposals resulting from the CAF's recommendations will ensure that residential amenity of existing properties is not compromised.
1	Salisbury City Council strongly supports the reduction of on-street parking in the city centre and rationalisation of car parks to reduce the number of cars, in conjunction with an accessibility assessment once the full impact of the Maltings development is understood.	Support noted.
2	Support redeveloping the car parks for housing/affordable housing.	Support noted.
1	Object to any redevelopment being high density housing.	The CAF does not specify detailed proposals. Future, detailed proposals will be subject to further consultation. National planning guidance requires development to make effective use of land.
1	Any redevelopment should not exceed two stories or build underground.	
1	Develop Salt Lane and Brown Street sites to four-storey buildings, with two-storey residential blocks above two-storey car parks. The lower car park could be underground.	The CAF does not specify detailed proposals. Future, detailed proposals will be subject to further consultation.
1	Concern that redevelopment of the car parks will add further pressure of more cars in the city centre.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities. The CAF recommendations complement this agreed approach. Consolidating parking in fewer locations in proximity to the city centre would reduce traffic within the central area, congestion, air pollution, and the cost of providing and managing parking facilities.
3	Salt Lane and Brown Street car parks should become open spaces, trees, flowers, community vegetable planting.	Noted.
2	Redevelopment should be car-free or car club only with no parking spaces.	Noted. The CAF does not detail specific proposals, but any future proposals will be subject to further consultation.
2	Salt Lane and Brown Street car parks should be for residents' parking.	The CAF recognises that in exploring redevelopment opportunities for Salt Lane and

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		Brown Street car parks, it will be necessary to understand the extent and needs of residents' parking and potential options.
2	Redevelopment of Salt Lane / Brown Street car parks should include good lighting, well maintained pathways, signage, trees and planting.	Agreed. Policies in the Wiltshire Core Strategy require new development to be of high-quality design.
1	There is no reason for a sitting/recreation area in Salt Lane car park as the Arts Centre area and Cafe and Parks are close by.	Noted. As and when detailed redevelopment proposals come forward for Salt Lane car park, this will be subject to further consultation.
1	Create a green route from Greencroft / Art Centre along Salt Lane towards the river path (albeit not complete linkage).	Noted.
1	Salt Lane, Brown Street and part of the Maltings car parks should be developed for affordable residential.	The CAF has been prepared to support the development of much -needed housing in the central area with a focus on delivering homes suitable/ affordable for younger people.
1	Any housing must have the highest standards of insulation with renewable energy.	All redevelopment will be required as a minimum to meet national policy standards for renewable energy.
2	Neither Salt Lane or Brown Street car parks should be developed until it is clear what is happening with parking on the central car park / railway station.	The CAF recommends that prior to the redevelopment of Salt Lane and Brown Street car parks a study should be undertaken of the city's parking requirements.
9	Salt Lane and Brown Street car parks are vital for short-stay access to the city centre.	If Salt Lane and Brown Street car parks are redeveloped, there will still be centrally available parking spaces. The CAF does not seek to prevent parking in the central area but to encourage a shift towards more sustainable transport modes, such as increased use of the Park & Ride facilities and improve cycling and walking routes to reduce vehicular traffic in the central area.
1	Do not develop into shops when there are already too many empty premises in the city.	The CAF does not include detailed redevelopment proposals for Salt Lane. It is acknowledged that there are vacant /derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
2	Central car park needs to be retained.	The redevelopment of the Central Car Park is an adopted planning policy of the Council and has been subject to two Examinations in Public upon which independent Inspectors acting on behalf of the Secretary of State found the plans to be sustainable and sound. Salt Lane and Brown Street car parks are recognised in the Wiltshire Core Strategy as a brownfield development opportunity site.
2	Reduce/redevelop the central car park instead of Salt Lane/Brown Street.	
1	The new car park at the Maltings must be able to adsorb the parking requirement e.g. three-storey car park.	The specific end uses for the site have yet to be determined, and this will guide the number of car parking spaces that are needed on the

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		site. The masterplan for the site focuses on removing long stay car parking (usually workers) and encouraging those to use Park & Ride service. That is complimented by encouraging people visit the city centre using other means of transport, especially walking and cycling.
1	Concern that a multi-storey facility in the Maltings will not be used by older people as would be unsafe hard to access.	Any specific proposals will have to incorporate safety by design and take account of the needs of future users (Wiltshire Core Strategy Policy 57).
8	Reducing parking at Salt Lane, Brown Street and Central car parks would be detrimental to the evening economy, e.g. Playhouse and City Hall.	The CAF does not seek to prevent parking in the central area but to reduce the prominence of cars within the central area, encourage better use of Park & Ride facilities and to create more people-friendly streets. The CAF recognises that the operating hours of the Park & Ride service need to be improved to reflect working hours and to support the evening economy. More use of Park & Ride will allow for operating hours to be extended.
2	New multi-storey car park with pedestrian access to the city via the river park.	A decked car parking solution is being considered for the Maltings and Central Car Park site. The CAF proposals for the River Park seek to enhance connectivity through the city.
1	Any proceeds from redeveloping Salt Lane and Brown Street car parks should be invested in improving Culver Street car park.	The CAF proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
2	The approaches and exits from Culver Street car park are too obscure.	
1	Need to allow access into Culver Street car park from the city centre.	
2	Culver Street car park opening times are restrictive.	Operating hours of Culver Street car park are outside the remit of the CAF.
2	Culver Street car park is too far to walk, e.g. to and from the Cathedral.	The CAF proposes to rationalise car parking into fewer, better signposted locations, notably in the proposed Maltings development and Culver Street. Culver Street car park is currently underused, due to the perceptions that it is too remote and is unattractive and perceived to be unsafe. The CAF therefore proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
3	Culver Street car park is unpleasant / feels unsafe.	The CAF proposes to improve the general environment around Culver Street car park to improve safety and make it more attractive.
1	Introduce differential charging to encourage the use of Culver Street car park.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
3	One/two storeys of Culver Street car park should be designated for residents and visitors.	The CAF recommends that a study is undertaken of the city's parking requirements/need in the context of the Maltings Central Car Park redevelopment.

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1	Culver Street car park should include electric car recharging bays for residents to use.	Provision of electric car recharging bays is an option that can be explored at subsequent planning application stages.
	Introducing a shuttle bus from the main car park to existing bus stop in Catherine Street to mitigate loss of Brown Street car park.	Noted. Bus services/routes are not within the remit of the CAF.
1	Some people who use buses struggle to walk longer distances.	Noted. The CAF is seeking to promote the use of buses. More use of bus services could in time make the provision of more services/routes viable.
1	South Western Railway note that rail travel will play an equally important part in replacing the lost parking spaces, not just Park & Ride.	Noted.
25	Parking costs are too high / needs to be cheaper or free.	Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
2	Consider free parking on market days or Sundays.	
2	Introduce a parking ticket which is refundable on a minimum-spend purchase at any shop in Salisbury.	
1	Offer free parking to electric cars	
1	There is a direct link between parking pricing and city vibrancy.	There are many factors that make a city vibrant and the CAF recommends a whole raft of proposals that will boost the vibrancy of Salisbury.
1	Make Tesco etc. charge for car park and pay a % to Council for buses.	The management of Tesco car park is not within the remit of the CAF.
1	Parking should be improved.	The council's Salisbury Transport Strategy advocates the incremental shift from centrally focussed, long-stay parking to Park & Ride facilities to alleviate city centre traffic/congestion. The CAF recommendations complement this agreed approach to help create more people-friendly streets and therefore increase footfall which will benefit businesses. There is no requirement for more central car parking.
2	More central parking is needed.	
9	Do not reduce number of car parking spaces.	
1	When there are events taking place simultaneously in Salisbury then the pressure on parking is high. This demand needs to be met.	The CAF does not seek to prevent parking in the central area but to encourage a shift towards more sustainable transport modes. This includes improving operating hours of the Park & Ride to extend hours into the evening.
15	Parking in the centre is needed for quick visits e.g. school run, quick or heavy shopping, doctor/dentist visits.	The CAF does not seek to prevent parking in the central area. The council's Salisbury Transport Strategy advocates the incremental shift away from centrally focussed, long-stay parking, not short stay, to Park & Ride facilities to alleviate city centre congestion. The CAF recommendations complement this agreed approach.
2	Car parks need to feel safe to support the aspiration for a lively evening economy and provide for the area's growing population.	The Police Architectural Liaison Officer will help agree the best ways to achieve 'safe by design' standards.
2	Introduce exit barriers to car parks.	Noted. The management of car parks is outside the remit of the CAF.

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2	Existing car parks should not be changed.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to reduce traffic/ congestion within the central area, reduce air pollution, and improve the public realm. It does not seek to prevent parking in the central area.
2	Better enforcement of illegal parking is needed.	This is outside the remit of the CAF.
5	Removing parking spaces will inconvenience residents in the city centre.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
18	There is already not enough residential, and visitor parking / need allocated parking.	
1	Limit parking permits to one per household	
1	Consider introducing Home Zones in some streets.	
4	All new retirement development must have parking provision.	
1	Ensure there is accessible parking for people with mobility issues, e.g. older people. Not just blue badge holders.	
1	Brown Street car park is needed for musical events in the Cathedral and shopping.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. It recommends improving and raising awareness of Park & Ride services, more use of which will allow for operating hours to be extended and therefore support the evening economy. However, it is not the policy of the CAF to prevent people from visiting the city centre by car and central parking will still be available.
1	Blue badge parking should be in the city's car parks, no on-street.	Wiltshire Council has commissioned a Transport Accessibility study which will look at all transport modes, including public transport and essential parking facilities for Blue Badge holders.
1	Put some blue badge spaces at the Park & Ride sites which are just as accessible.	
18	As demographics change, we will need a higher number of blue-badge/special-need spaces in town.	
6	Parking should be allowed in the Market Place.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
1	Need good easily accessible parking for the market and access to events in the city centre including theatre, city hall and St Edmund's.	The CAF recommends consolidating parking in fewer locations in proximity to the city centre to the benefit of the pedestrian, public realm and air quality. This will improve the city centre and make it more attractive to visitors. The CAF recommends improving and raising awareness of Park & Ride services, more use of which will allow for operating hours to be extended and therefore support the evening economy. However, it is not the policy of the CAF to prevent people from visiting the city centre by car and central parking will still be available.
1	Removing parking space will push people to use other towns instead of Salisbury.	

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1	Adequate and accessible parking must be retained for residents in the Chequers.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	Introduce a workplace parking levy.	This is outside the remit of the CAF.
1	Parking on double lines needs to be better policed.	
2	Discourage parking on narrow pavements which makes access difficult for buggies, trolleys and wheelchairs.	
2	In support of having fewer cars parked on medieval streets.	Support noted.
1	Removal of on-street parking will need trialling to assess results.	Noted.
6	Removal of on-street parking bays will allow more space to be allocated to pedestrians, cyclists and buses. Can be a hazard to these uses.	It is proposed that on-street parking within the central area be reduced to enable the delivery of more people-friendly streets and identify a hierarchy that is focused on people walking and cycling within the central area as well as the needs of vulnerable road users.
1	Replace on-street parking with planting and cycle parking bays.	
4	There will have to be some on-street parking for collecting items from shops/ dropping off goods at charity shops/ visiting doctors etc	The CAF recommends reduction of on-street parking, rather than complete removal.
1	Allow on-street parking out of hours (single yellow lines).	Noted.
2	On-street parking is needed by traders/ takeaways in secondary retail areas e.g. Fisherton Street and Winchester Street.	The CAF recommends reduction of on-street parking, rather than complete removal. The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	On-street parking should be short stay e.g. 30 mins.	
1	Reduce on-street parking in all non-residential areas.	
1	On-street parking should be reserved for 'elderly' and 'mother and child' users.	
1	Drop-off and pick-up from home should still be permitted and provision made for tradespeople visiting residents' homes to carry out repairs and maintenance.	
1	Provide cheap short-stay parking facilities.	The council's Salisbury Transport Strategy advocates the incremental shift away from centrally focussed, long-stay parking (not short stay) to Park & Ride facilities to alleviate city centre congestion. The CAF recommendations complement this agreed approach.
1	Salisbury Air Quality Steering Group comment that it is increasingly more important for residential car parking spaces to be equipped with EV charging points which must be a consideration when planning since EV charging in on-street residential parking would have to avoid cluttering/ endangering the pedestrian environment.	Noted. This can be explored at subsequent planning application stages.

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1	Canterbury is a good example of a car-free city centre.	Noted.
1	Salisbury Civic Society support the change from additional parking to 'consolidated parking', and the recognition of the importance of Park & Ride services.	Support noted.
1	Salisbury Civic Society notes that successful redevelopment of Brown Street and Salt Lane car parks must balance civilised streets and greatly improved air quality, with maintaining the economic vibrancy of the city centre. It may be appropriate to introducing improved street types and better parking arrangements incrementally to overcoming the habitual conservatism of motorists. An allied approach would be, from time to time, to introduce traffic restrictions for a relatively short period.	Noted.
1	Wiltshire Creative comment that redevelopment of Salt Lane could have a negative impact on parking for Salisbury Arts Centre.	Noted. The CAF recommends that prior to the redevelopment of Salt Lane and Brown Street car parks a study should be undertaken of the city's parking requirements
1	There needs to be city-wide consideration of residents parking in the city centre.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	Set up a covered out-of-town car stack (as in Venice) for people who live in the city to keep their cars, to be accessible from one of the Park & Ride sites.	
1	Request for parking on Netherhampton Road on the Salisbury approach where there are good views of the cathedral.	There is no requirement for additional car parking.
10	Reducing parking will damage Salisbury's business / night life.	The requirement for city centre parking for different users will be considered in detail before any decisions are made. The CAF recommends improving and raising awareness of Park & Ride services, more use of which will allow for operating hours to be extended and therefore support the evening economy.
5	City-centre parking is vital to local trade	The requirement for city centre parking for different users will be considered in detail before any decisions are made.
4	Enough parking is needed to keep visitors and shoppers coming.	The CAF's recommendations seek to create an exciting visitor and customer experience to attract more visitors to Salisbury, diversifying activities that happen in addition to the day-to-day retail, leisure and service offer. This includes reducing congestion in the city centre through increased use of sustainable travel modes and making the centre more people orientated rather than dominated by traffic. The requirement for city centre parking for different users will be considered in detail before any decisions are made.
1	People are reluctant to walk very far.	Disagree. The city's intimate scale together with the CAF's recommendations to improve

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		the public realm and pedestrian legibility will encourage more people to walk.
1	If parking availability is reduced too suddenly, shoppers will go elsewhere.	The development of the Maltings and Central Car Park site will be phased to ensure continuity of access to parking in the city centre. Where development that would interrupt access to the existing car parks takes place, alternative areas of parking will be made available to ensure there are no negative impacts on the normal workings of the city centre. This will include adequate provision for those with disabilities/mobility issues.
2	Ensure alternatives are in place before reducing parking.	
4	The number of car parking spaces should be reduced.	The CAF seeks to consolidate car parking and encourage more use of sustainable transport modes into the city centre, including buses, walking and cycling, rather than car use. Updating the car parking guidance system and using mobile or sat nav apps etc should reduce circulating traffic.
1	Reducing parking availability will result in more cars driving around the city centre looking for a space.	
1	Consolidating parking combined with access to remaining car parks being from the ring road only, would reduce circulating traffic.	Noted. The CAF seeks to encourage more use of sustainable transport modes to reduce car use in the city centre.
3	Some car parking will be required in/near city centre.	The CAF seeks to consolidate central car parking, not remove it completely.
3	Keep parking to the perimeter/near the A36 ring road to reduce traffic into the centre.	The CAF seeks to encourage more use of sustainable transport modes to reduce car use in the city centre.
1	The Trussell Trust comment that parking must be accessible without using a snarled-up inner ring road and be affordably priced for Salisbury's workforce.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36. Parking charges are set by the council's Parking Services team and are not within the scope of the CAF.
1	Columbia Threadneedle Property Investments comment that any policy must ensure that it is easy and attractive for all to come to Salisbury and use facilities within the centre.	Agreed. The CAF seeks to do this through its various recommendations.
1	Salisbury Air Quality Steering Group comment that removing residents' parking from streets could help to provide more space for pedestrians, cyclists and bus lanes (e.g. Exeter Street). Consideration should be given to allocating residents' parking in City Centre car parks such as Culver Street.	Noted. The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made.
1	Salisbury Air Quality Steering Group comment that the parking and access needs of residents and visitors with limited mobility need to be taken into account.	
1	Salisbury Air Quality Steering Group support the 'the expansion of Salisbury's car club'.	Support noted.

Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Available parking is needed to deter people from internet shopping.	The CAF seeks to consolidate central car parking, not remove it completely, but also to encourage use of sustainable transport modes to reduce congestion in the city centre, which will make it a more pleasant environment.
4	Parking options needs to be spread across the city.	Consolidating parking in fewer locations in proximity to the city centre would reduce traffic within the central area, congestion, air pollution, and the cost of providing and managing parking facilities. Essential parking will remain for those who need it, e.g. disabled people.
1	Need to fully assess the parking need in the city.	The requirement for city centre parking, including for residents, disabled people, blue badge holders, traders will be considered in detail before any decisions are made
2	People use Brown Street and Salt Lane car parks when attending evening/Sunday entertainment when there is no Park & Ride service.	The CAF seeks to encourage a shift towards more sustainable transport modes and recommends the improvement of operating hours of Park & Ride to serve the evening economy.
1	The New Street multi-storey when full causes congestion on New Street. Space is needed to provide a means for cars unable to enter because the car park is full, to join the exit traffic and thus escape.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion.
1	The car park behind the Arts Centre is inadequate/feels unsafe.	Noted. The CAF does not include detailed proposals for individual sites.
1	Cycling Opportunities Group for Salisbury query whether Crane Street car park should also be developed	Noted.
1	Better real time parking availability signs are needed.	Noted, but this is outside the remit of the CAF.
1	Heavy traffic associated with the bypass / Southampton Road determines motorists' parking behaviour in busy periods.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion.
1	Important to retain motorcycle parking.	The requirement for city centre parking for different users will be considered in detail before any decisions are made.
2	Time spent getting to workplaces in the city is key.	Noted. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion and reducing journey times.
2	People who work in the city need a way to get to work.	
1	Use a Scottish company who make road surfaces using recycled plastic which is far more durable	Noted but this is beyond the remit of the CAF.
1	Short-stay parking is needed by the elderly population.	The requirement for city centre parking for different users will be considered in detail before any decisions are made.

Question 2: To help reduce car movements the CAF proposes to consolidate car parking, e.g. by reducing on-street parking spaces (except for Blue Badge holders) and exploring opportunities to redevelop Salt Lane and/or Brown Street car parks; while improving Park & Ride facilities. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	An electric van share scheme for small businesses would cut pollution	Expansion of the car club may include electric vans which could be used by small businesses.
2	Having multi-storey car parks along each of the main in routes into the city would reduce city-centre traffic	The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion and air pollution.
1	A multi-storey car park near the railway station would encourage people to park there and walk into the centre.	Improvements to the station are being considered as part of the redevelopment around Salisbury train station.
2	Do not support development of multi-storey parking.	Noted. There is a need to make the most efficient use of land as required by national policy
1	Consider below ground parking.	There is no requirement for an additional car park.
2	Salisbury needs better coach parking near the centre.	Coach park improvements are addressed as part of the Maltings and Central Car Park master plan.
4	Do not support redevelopment for new homes.	Noted.
1	Unclear what is meant by improving Park & Ride.	There are 5 Park & Ride sites around Salisbury which enable people to park for free in safe and secure car parks and complete their journeys into the city centre by bus.
1	Shopmobility is a valued service for more than just blue badge holders – also for people who are recovering from an operation or injury.	Noted.
1	Shopmobility facilities could be relocated to multi-storey car park at the central car park.	Noted.

Question 3: Are there any barriers that prevent you from using Salisbury's Park & Ride services?		
No. comments	Comment	Officer response
43	Park & Ride services should run earlier and later / no evening or weekend service.	Noted. Most Park & Ride sites already run some form of evening service and all sites run on a Saturday, although this will be considered further through the Transforming Accessibility study.
1	Wiltshire Creative comment that Park & Ride would need to operate into the late evening for it to be useful for the night-time economy.	Noted. This will be considered through the Transforming Accessibility Study.
6	The current Park & Ride system is good.	Support noted
98	Live in town/can walk to town	Noted.
15	Park & Ride system is good for out of town visitors, but people inside the ring road need city centre parking.	Noted. As well as residential parking within the ring road, any new developments should look at car clubs. In addition, most trips made within the ring road can be made by bus, walking or cycling.
7	Tend to use the main bus service rather than Park & Ride.	Noted.
2	The service is unreliable.	Noted.

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No. comments	Comment	Officer response
20	Park & Ride needs to be more affordable or made free of charge.	Noted. However, Park & Ride services are priced lower than day parking in the city centre and is substantially cheaper when purchased in bulk.
3	Return to per pricing per car rather than per person. It is more expensive for a group in a car to use Park & Ride than to park in town.	Noted, a group travel ticket has been introduced costing £4 for up to 4 people.
2	Parking charges in the city centre should be increased to encourage people to use the cheaper Park & Ride service instead.	Noted, however city centre parking charges are already set to try and encourage users to use Park & Ride.
1	Cycling Opportunities Group for Salisbury support Park & Ride and bus services. Suggest introducing lower, flat rate bus fares and through ticketing. The CAF should consider lowering Park & Ride costs relative to parking charges. Provide bus priority facilities on all routes. Run school buses from Park & Ride sites. Investigate alternative uses such as shuttle buses to Stonehenge from Beehive Park & Ride.	Noted, however city centre parking charges are already set to try and encourage users to use Park & Ride. Bus priority measures have been introduced on some routes where there is road space to achieve this. Further bus priority on London Road and within the ring road will be considered through the Salisbury Transport Strategy and Accessibility study.
1	Consider using buses from the Park & Ride sites to take children to school to cut down on school-run traffic.	Noted.
1	Uptake of Park & Ride would be higher if the central area was pedestrianised.	Noted.
22	Park & Ride is not convenient, e.g. elderly, disabled/ special needs, those with babies or carrying lots of shopping. Park & Ride will not appeal to many affluent or first-time visitors, or those needing just a quick visit. Pushing people to use Park & Ride won't work - they'll shop from home or the A36.	Noted. Park & Ride needs to cater for both commuters and shoppers. Surveys showed a large proportion of passengers were shoppers and elderly i.e. concessionary pass holders (and this is also the trend in some other cities). Park & Ride is not designed to cater for short-stay visits, but for longer stay including first-time visitors and some shoppers. Buses are low floor and have spaces for buggies, wheelchairs and shopping trolleys.
1	Consider allocating residents parking at Park & Ride sites.	Noted. This may be explored through the accessibility strategy.
1	The priority should be whole-journey public transport, not Park & Ride. Concern that the emphasis on Park & Ride could lead to pressure to expand Park & Ride sites, with harm to landscapes and local air quality.	Noted, however Park & Ride seeks to reduce congestions and improve air quality in the city centre. Park & Ride services aim to integrate into the wider public transport network, for example the Beehive and London Road services serve the Old Sarum and Bishopdown estates respectively.
3	Reducing car parking in the centre will increase uptake of Park & Ride.	Noted and agreed.
2	Park & Ride infrastructure should be better connected to the railway station, e.g. could divert some of the Beehive services via the station.	Noted. Wiltshire Council are currently working on a scheme to improve bus access to Salisbury Rail station. This should allow some of the Amesbury and Bournemouth bus services to terminate at the rail station. It is unclear whether these services would be able to enter the Beehive and Britford Park & Ride sites, but they would stop nearby.
6	Some people would not choose to use Park & Ride to due safety concerns while waiting for the bus.	Concern noted. Park & Ride sites benefit from CCTV and a bus generally stops / arrives every 12-20 minutes
1	Money from increased use of Park & Ride could help fund an electric buggy scheme.	The Park & Ride system is currently subsidised and increased usage would likely

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No. comments	Comment	Officer response
		be used to reduce the subsidy or fund further evening or Sunday services.
1	The Park & Ride facilities should have many rapid charging points for electric vehicles, to be phased up as demand increases.	Each Park & Ride already has 2 charging points. Points could be increased as demand increases.
2	The bus stop on London Road by the crematorium should be reinstated.	This is a commercial decision for the bus company. This will be brought to their attention for their consideration.
3	The Park & Ride sites need to be cleaner/made more attractive/more appealing design.	Noted.
1	The Park & Ride sites could sell coffee, newspapers, have wi-fi.	Noted.
1	Work with employers to encourage workers to car pool or use Park & Ride.	Noted, Park & Ride services are priced to try and encourage workers to use the service. Car-sharing is also encouraged through work-place travel plans that are usually a requirement when new planning permissions are granted.
4	People need persuading, not forcing, to use Park & Ride e.g. incentive such as vouchers for cafés, free service on Saturdays.	Noted.
3	Park & Ride discourages people from coming into town.	Noted.
2	Park & Ride works for long-stay parking but is not suitable for shopping.	Noted, it was always anticipated that Park & Ride would meet the demands for workers leaving city centre car park spaces for visitors. See policy TR9 of the Salisbury District Local Plan.
1	Signage on approach roads should direct to Park & Ride - not city centre car parks.	Noted and agreed. This can be looked at through the transforming accessibility study. However generally city centre parking signs are not visible until after you have driven past the relevant Park & Ride.
4	Improve Park & Ride by using small, more frequent buses.	Noted. However, the buses are often full or crowded at certain peak times and running more but smaller buses would not be viable due to the increased costs.
3	Park & Ride should use electric buses.	The first electric buses for Park & Ride were delivered in January 2020. More electric buses will be introduced as finances allows.
5	Park & Ride is underused and needs more advertisement.	Noted and agreed.
1	The services are too crowded.	Noted.
1	The process of changing modes of transport takes too long.	Noted.
1	The amalgamation of Park & Ride with the Wilton bus service has created a long, slow, winding bus route.	Noted.
3	Not convenient for linked trips, i.e. needing to travel to multiple different locations within the Park & Ride area.	Noted. This can be looked at through the transforming accessibility study.
1	All regular buses serving other routes that pass near a Park & Ride site should stop at the Park & Ride to encourage use.	Many of these other services stop nearby and we could look to improve walking routes and wayfinding to those bus stops in some cases. There is always a balance between slowing the regular bus services down and providing more connectivity by adding in further stops.

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1	Some sides of the city do not benefit from a Park & Ride site, so must drive, e.g. south and east.	Noted, however Park & Rides sites are provided on the 5 main access routes to Salisbury. There is a lack of a Park & Ride on the A354 road from Coombe Bissett although – a site is not currently considered viable on this route. There is an hourly bus service from Laverstock. Increasing the frequency of bus services from this area and improving walking/ cycle routes is likely to be more beneficial as a Park & Ride service here is not feasible (and people further out can use either the London Road or Petersfinger site).
1	Another Park & Ride site is needed to serve West Harnham.	Noted, however many cars coming in via west Harnham may pass through Wilton or Britford.
2	Links to the Park & Ride sites need to be improved. e.g. for cyclists and pedestrians / introduce 'Park & Cycle'.	Noted. Improved cycle routes will be looked at through the transforming accessibility study.
1	Introduce an app to give routes, bus numbers and live updates on progress.	Noted. Wiltshire Council intent to upgrade the real time passenger information system that exists at most bus stops in the Salisbury and Amesbury area.
6	More bus lanes/priority routes are needed to make it more beneficial to travel by bus, e.g. on Southampton Road.	Noted. Highways England who are responsible for the A36 do not think a bus lane on Southampton Road is feasible unfortunately, but a lane on London Road and improvements within the ring road may be possible.
5	Park & Ride does not appeal as cars are more comfortable / convenient.	Noted.
1	The Southampton Road Park & Ride is on the right-hand side into Salisbury, which is not ideal. Sell this site and move Park & Ride further back on the A36 and on the left side.	Noted.
1	Bus rides should be made more of an experience.	Noted.
1	There needs to be a Park & Ride bus service to the hospital for staff, patients and visitors.	Noted. The Salisbury Transport Strategy sets out a scheme to deliver a new bus route between the Britford Park & Ride site and the hospital. This would likely act as a Park & Ride and allow a direct bus service from the hospital to one of the residential areas of Salisbury such as Fugglestone or Bishopsdown.
1	Salisbury Air Quality Steering Group note that it should be better understood what prevents people from using bus services in general, e.g. low quality (or absent) bus shelters, lack of real-time information, pricing. Support infrastructure changes which favour bus travel, including bus lanes and bus priority measures. More thought needed on encourage bus use over a car. The fare structure should not favour Park & Ride over other bus services as this may encourage use of cars. Rollout of electric buses is supported.	Noted. This can be looked at through the Transforming Accessibility Study.
1	Salisbury Neighbourhood Plan Steering Group comment that there is inflexibility and patchy bus coverage for Salisbury residents and adjacent parishes, particularly those who must drive to get to Salisbury Railway Station	Support noted.

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No. comments	Comment	Officer response
	or Salisbury Hospital. Upgrading and support for Park & Ride is strongly supported.	

Question 4: The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?

No. comments	Comment	Officer response
2	Support independent retailers and the arts having a foothold in the city.	Noted.
1	Fisherton Street is a jewel in Salisbury's crown and should be nurtured and promoted.	
1	Independent shops, especially Fisherton Mill, enhance Salisbury.	
1	Allow this street to develop it's potential by removing cars, improving pedestrian and cycling facilities, encouraging independent retailers to attract custom. Make more of the river. The street is full of potentially good buildings and interesting unloved shopfronts which could enhance the 'gateway' to the city centre. Make it into a gallery, provide visitors with information about the place.	Support and suggestions noted.
1	Create more of an entrance, e.g. renovated alleyways, good pavements and kerbs, gulleys, a unifying theme, planting in the alleys and passageways, evergreens and some colour. Jugglers and stilt walkers.	
1	Fisherton Street and the bridge are too narrow.	Opportunities for improving ease of pedestrian access will be explored.
1	The United Reformed Church is currently visible and should not be obscured by any new development.	The adjoining land is subject to planning permission for development.
1	I don't think Fisherton Street has ever been the focus of the city and doesn't lend itself to becoming one.	Fisherton Street is a key gateway and route between the train station and the city centre.
2	Fisherton Street thrives because business rates are lower than the High Street.	Comment noted.
1	This project must also look at encouraging viable shops and businesses.	The objectives of the CAF aim to increase footfall and hence viability.
1	Develop affordable facilities for small business and craftspeople.	Noted, the CAF promotes the creation of 'maker space'.
6	Rates and rents need to be reduced to support the businesses.	Noted. Rents are not under the control of the council. Rates are set by central government.
1	Leasing prices should be considered to ensure that these businesses have every opportunity to do well.	Noted. Lease terms and rents are not under the control of the council.
3	There needs to be more support for independent traders on Fisherton Street.	Noted, it is an objective of the CAF to encourage and nurture independent businesses.
1	The proposals are cosmetic and do not address underlying issues.	Concern noted. However, projects to make other cities more pedestrian friendly have led to a 30% increase in footfall.

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No. comments	Comment	Officer response
1	By the time something happens the retailers will probably have gone out of business.	Concerns noted. Several projects are already well underway, and it is intended to deliver good outcomes as soon as possible.
1	Support improving existing retail offer and the streets which host it.	Support noted.
1	Dedicate more prominent shop areas to independent businesses, which are Salisbury's USPs.	Suggestion noted.
2	Shopping areas in towns are shrinking, so additional shops in Fisherton Street may detriment other areas such as Castle Street, Winchester Street, Catherine Street.	The CAF promotes the maintenance and protection of existing retail on Fisherton Street, rather than promoting additional retail.
1	Salisbury needs far fewer retailers.	
1	No part of Salisbury city should receive priority over any other part.	Other parts of the city are also addressed by the CAF.
2	Request to know if there is a plan for empty properties in the city.	The CAF seeks to promote meanwhile uses / pop-ups in empty space and recommends the development of future planning policies consider enable flexible uses of these spaces.
1	Salisbury has an older demographic with a lot of mobility issues.	This is to be considered in developing plans for people friendly streets.
1	Oppose this initiative due to concerns about gentrification resulting in higher rents.	Noted, however projects to make other cities more pedestrian friendly have led to a 30% increase in footfall.
1	Concern that this would be very expensive.	It is intended that the works would be funded through central government funding such as the Future High Streets Fund.
1	Money should be spent on other things i.e. repairing roads.	Road repairs are dealt with separately by the council's highways maintenance team.
1	Whilst improving Fisherton Street and the station it is also vital that commercial streets east of Market/Guildhall Square are also supported. Part of the Fisherton Street plan needs to be to signpost visitors to all of Salisbury and not just Fisherton Street, High Street and the Cathedral.	Noted. This will be considered through improved wayfinding and other projects discussed in the CAF.
1	This needs to be fully researched before deciding whether to proceed.	Noted. Further research will be undertaken before anything is implemented.
1	The most attractive and enjoyable towns in Britain are those which have a high ratio of independent retailers (and cafes) to chains. Fisherton Street has that, and this should be further enhanced it further. This should be extended beyond Fisherton Street.	Agreed. This support for independent trading is recognised in the CAF.
1	Each time we go to another city we always head for the artistic quarter and it's where we always end up spending most money. Chain stores hold no interest for us.	Noted. As such it will be beneficial to improve Fisherton Street.
1	A mix of retail types is important.	Agreed.
1	Support, if this encourages shops to open / stay open.	The CAF seeks a range of initiatives to improve the public realm to boost footfall and help support all businesses, including independent ones. In other towns where pedestrianised areas have been introduced footfall has increased by 25% to 30%.
1	What is being done to encourage new independent traders to replace those that have closed over the years.	

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No. comments	Comment	Officer response
1	The quality of retailers is important.	Noted.
1	Fisherton Street is the 'The Cultural Quarter' of Salisbury. These proposals would enhance and build on its character and charm.	Support noted.
2	Fisherton Street feels a long way from the centre.	Noted. However, this area is a key gateway not only from the station but also from the north-west quadrant of the city.
1	Strongly support providing this doesn't cause issues for commuters who use the rail station.	Noted.
2	Fisherton Street would be improved if it was more cycling and walking friendly.	Agreed. This forms part of the recommendations proposed by the CAF.
9	Fisherton Street is an important first impression for visitors who arrive by train and it needs to be more welcoming and attractive.	Agreed.
4	Major improvements would be particularly welcome towards the railway station.	Support noted.
2	Fisherton Street is an important link between the rail station and the city centre. It should also include improvements to South Western Road to create more attractive links to and from the main station entrance.	South Western Road should also be considered in the approach to station area regeneration / Fisherton gateway.
1	Query how possible it will be to transform Fisherton Street into 'an attractive gateway to the city'.	Concern noted.
1	Fisherton Street is not the only gateway, and consideration should be given to all access points.	Noted. Fisherton Street forms the subject of a current bid under the Government's Future High Street Fund. However, the CAF's principle of delivering people-friendly streets extends to the whole of the central area, and other areas will be looked at in due course.
1	Create gateways into the city at Fisherton Street, Castle Street and Exeter Street. Pedestrianize first within a gated area.	
1	This shouldn't be the only area improved, the whole city should be a hub for independent retailers	
1	There is a clash between Fisherton Street's use as a 'destination' and its use as a 'gateway' (except for pedestrians walking to / from the station). Can an alternative route for vehicular traffic be specified between the station and city centre?	Concern noted. Currently the street is vehicle dominated. The CAF recommends striking a better balance between the needs of vehicles and pedestrians to enable the area to become a more attractive 'destination'.
1	Do not support unless a public transport interchange is developed near the station.	Noted. The CAF also aims to create more of a taxi and bus drop of at the station.
5	Support for cleaning/tidying appearance.	Noted, the objective of the CAF should help to make a cleaner more attractive city.
2	Clean up the city. It is dirty, full of rubbish, overflowing bins.	
1	Changes should be more colourful, current and art led, not conservative and not dull.	Noted.
1	Fisherton Street has an eclectic character, and much more should be made of the architecture, the river and the independent shops.	Agreed. This is an objective of the CAF.
1	Concern that decking will attract rats and rubbish and very quickly looks shabby.	Concern noted. This area should be subject to the usual street-cleaning regime.
1	Do not think people will want to site by a roadside.	Any decked area that is delivered will form part of a wider package of public realm

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No. comments	Comment	Officer response
		improvements to make Fisherton Street a more pleasant environment.
1	Must remain a public space and not sold off to a private company.	Noted.
1	Painting houses and putting art onto gable ends looks fine for a year but then needs maintenance to keep it looking acceptable.	Noted. Ongoing maintenance will be a key consideration going forward.
1	Refurbish old buildings to keep Salisbury's character rather than demolish them. Tourists come to see the cathedral, the medieval cobbled streets and old buildings not to see a 'fake London'.	The CAF does not propose to demolish historic buildings. It intends to seek opportunities for the sympathetic reuse and repurposing of neglected heritage buildings in order to bring out the qualities of the city.
3	Fisherton Street needs improving / cheering up.	Agreed.
1	Issue of pigeons needs addressing before spending money on the street, otherwise it will be dirty within weeks	Concern noted.
9	Support for public art in Fisherton Street.	Support noted.
12	No to public art in Fisherton Street.	Noted.
2	Support for murals on buildings in Fisherton Street, themed on the history of the city.	Noted.
1	The unattractive Fisherton railway bridge could be used to display a montage of city frontages and interesting buildings.	Suggestion noted.
2	Space for seating should be considered. Install seating of different heights - new seating in the centre is too low for some, including the elderly.	The CAF highlights that more outdoor seating areas could be introduced.
1	The 'clink' underneath the Clock Tower is an historical feature waiting to be developed.	Noted
3	More trees, planters, floral displays on Fisherton Street.	Noted.
2	Include hanging baskets with flowers on lamps to add greenness in limited space.	
1	Small environmental enhancements on Fisherton Street are needed as well as the grand plan.	Noted. The CAF recommends a package of improvements at varying scales of magnitude.
1	Introduce heritage trails on Fisherton grey bricks that contribute greatly to the look of Salisbury.	Suggestion noted.
1	As long as the buildings aren't touched - Fisherton Street is the best street in Salisbury.	Support noted
1	A pleasant route connecting Castle Street to Fisherton Street would be nice (at present only through car park).	This may form part of the longer-term regeneration of the Maltings and Central Car Park.
1	Direct tourists to the city via Elizabeth Gardens rather than Fisherton Street, where there is less air pollution.	The proposals for Fisherton Street are expected to result in an improvement to air quality. The strategy is to support businesses on Fisherton Street by encouraging footfall along this route.
1	Support making the frontage and side of the City Hall more attractive.	Support noted.
1	City Hall could be demolished as an eyesore - no amount of 'prettying up' will sort it.	Noted.

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No. comments	Comment	Officer response
1	Salisbury does not need a new cinema – the city has a heritage one.	Noted.
1	There is a dangerous pedestrian crossing at City Hall/Summerlock Approach that needs addressing.	This will be looked at when considering options for delivering people friendly streets.
1	There is a lack of reference to culture, the culture strategy and the cultural partners, even though Wiltshire Creative has been a key partner in the public art work.	Change to CAF: Wiltshire Creative and cultural partners will be added as delivery partners.
1	Fisherton Street is always crowded. Parking is problematic to reach the lovely independent shops.	Noted, by implementation the objectives to the CAF this problem should be limited.
4	Need cycle lanes / priority too.	Suggestion noted. Improving the road for cyclists is a key consideration to be taken forwards as part of the delivery of people friendly streets.
1	The redesign of Fisherton Street must have designated cycling lanes that link with Devizes Road and Wilton Road.	
2	More cycle parking is needed in Fisherton Street - at present the only facility is in the Fisherton Mill courtyard.	Noted.
1	Need to convince residents that on-street "improvements" are value for money, and don't just destroy the features of Fisherton Street that are the basis of its current commercial viability.	The objectives of the CAF aim to increase footfall and hence viability.
1	Would like to see the return of the Fisherton Street Festival.	The objectives of the CAF should enable more events to be supported.
1	The traffic impact of HGVs turning under the railway bridge to gain access to Churchfields Trading Estate needs to be solved. This increases traffic using Fisherton Street and is restricting to pedestrian coming from the train station.	Noted, a transport assessment will be undertaken to ensure that traffic problems are not caused elsewhere.
1	Too many HGVs need this route for the project to work.	Concern Noted.
1	Ban HGVs from this area.	An aim of the CAF is to reduce HGV's however, some HGV's will still be needed to facilitate deliveries.
1	Difficult to see how pavements can be widened without first removing the heavy traffic using it to get to Churchfields. It could be so different without the lorries.	This will be looked at when considering options for delivering people friendly streets.
1	Unclear how can pavements can be widened when the road is narrow. Will it be 'one way', or ideally pedestrianised without any car use?	
2	Reducing the width on the carriageway would be dangerous. There needs to be more not less on-street parking for the shops' customers - businesses need to be supported.	Concerns noted. However, in other cities and towns making areas more pedestrian friendly has resulted in an increase of footfall of around 25-30%.
1	Widening pavements would narrow the road excessively.	
7	Concern about possible impacts of road narrowing on essential vehicles / buses.	Access for emergency vehicles, buses and deliveries etc would need to be maintained.

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No. comments	Comment	Officer response
2	The road could be closed to during certain times allowing only buses, taxis, disabled drivers, residents etc. throughout the day.	Suggestions noted. Further research will be undertaken before anything is implemented.
1	Parking on the Maltings site should be from the ring road, not Fisherton Street. Needs to be addressed as part of a Transport and Movement Strategy for the whole city.	This is captured within the masterplan for the development of the Maltings and Central Car Park and will be considered in further detail through a Transport and Movement Strategy.
1	Charter Market and other street traders should be supported by permitting their vehicles access, including parking them on the square.	Noted.
1	Do not support at the cost of car parking in alternative area.	A car parking strategy / study would be needed to inform any changes to car parking.
1	Cycling Opportunities Group for Salisbury comment that this is an opportunity to reduce traffic to provide a safer environment for cycling, and to install cycle parking stands. Currently this street is considered dangerous for cyclists, particularly with HGVs heading for Churchfields and heavy traffic under Fisherton Bridge and leading to St Pauls roundabout, and with the junctions and parked cars presenting additional hazards east of the mini-roundabout. Request that appropriate measures for cyclists are put in place depending on the volume and type of traffic which can use different sections of the street. This could be separate cycle lanes depending on whether traffic is to be excluded, or much reduced, in Fisherton Street. In other situations, whilst protective cycleways would be preferred, advisory cycle lanes as in Church Road and Riverside Road in Laverstock could be an alternative. In addition to encouraging more cyclists, additional cycle parking stands must be introduced. There is very little cycle parking along Fisherton Street currently which must be addressed and could be specially designed to fulfil a public art requirement.	Noted. This will be looked at when considering options for delivering people friendly streets.
1	These proposals will improve the environment for pedestrians.	Support noted.
1	The only parking down Fisherton Street should be for blue badge holders.	Noted.
14	Need to retain parking for deliveries, disabled, shoppers buying heavy items, dropping off heavy items, etc. Businesses need to make and receive deliveries. Business transport needs careful consideration.	Noted. These concerns will be considered in detail before any changes are proposed to be made.
2	Restaurants and take-aways rely on very short parking time for their business.	Noted. Any changes to parking and stopping will be discussed with local businesses.
1	Support provided provision is made for time limited evening parking bays. The evening and daytime economies have different needs. Hours of deliveries need to be restricted by traffic order.	

Question 4: The CAF seeks to bring about improvements to the urban environment of Fisherton Street by widening pavements, introducing public art and improving lighting. This is with a view to building on its success as a hub for independent retailers, emphasising its eclectic character, making it a destination as well as an attractive gateway to the city. To what degree would you support such proposals?		
No. comments	Comment	Officer response
1	Parking on the pavements will be a problem.	A design solution will be needed to mitigate this risk.
3	Any parking on the pavement and double-yellows should be enforced against.	This is an enforcement matter but could be addressed through a design solution as part of the implementation of people friendly streets.
1	Fine lorries that go over the pavements and break them.	
1	Most shopkeepers and customers would want to see the on-street "improvements" introduced before the on-street car parking is taken away.	Noted.
18	<ul style="list-style-type: none"> Support widening the pavements, will make for a more welcoming entrance to visitors. Consider widened pavement being available for restaurants and cafes outdoor outside tables and chairs. Pavement should be wide enough for rail users with luggage Wheelchair users would appreciate wider and flatter pavements with dropped kerb points. Opportunity to create a better environment for pedestrians and cyclists. At present it is necessary sometimes to step out into the road as the pavements are too narrow to allow people to pass each other. Can be an intimidating road for cyclists navigating parked vehicles and fast traffic. The mini roundabout at South Western Road is a problem. 	Support noted. These matters will be looked at when considering options for delivering people friendly streets.
3	The pavements are already wide enough.	Noted.
1	Not sure pavements need widening unless full pedestrianisation is planned.	Noted, a balance will need to be made between pedestrianisation and other road users.
1	Existing pavements are dangerous and need to be secured.	
1	Unlikely to be possible to widen pavements if two-way traffic is to flow.	
1	The existing pavements are good compared to most pavements in the city.	Noted.
3	Pedestrianise Fisherton Street or just allow buses or electric vehicles.	Suggestions noted. All options will be considered.
1	Fisherton Street would benefit from having no pavements at all, just a wide street open to pedestrians and cyclists as well as to cars - a zone where cars drive at 10mph and pedestrians and cyclists have priority.	
3	Limit vehicles to public service, taxis, bicycles and Blue Badge Holders.	
5	Reduce traffic on Fisherton Street.	Noted and agreed.
1	Reducing the dominance of the car would encourage more people to visit the shops.	
1	Cars should go another way.	Suggestion noted.
1	Vibrancy is hard to achieve with the noise, pollution and danger of cars.	Noted and agreed

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No. comments	Comment	Officer response
1	Drivers don't (currently) give way to pedestrians.	Noted.
1	Pedestrian and cycle first zone should be from Summerlock Approach to the city centre.	Suggestions noted. All options will be considered.
1	Push pedestrianisation as far up Fisherton Street as is possible.	
1	Greater attention to traffic calming is needed. The 20mph limit is too high.	Suggestion noted.
4	Making Fisherton Street one way would provide space for wider pavements.	Suggestions noted. All options will be considered.
2	Fisherton Street is one of the main roads into Salisbury. Widening the pavements and reducing the width of the road will increase congestion, increase journey times for public transport and increase pollution.	Concerns noted. The potential impacts will be considered in detail before any changes are implemented.
1	As major access road, scope is limited. Re-routing traffic on to Mill Road and Crane Bridge Road would undermine other initiatives.	Concerns and suggestions noted. Cumulative impacts of any proposed changes will be considered in detail before any changes are implemented.
1	Fisherton Street is a major route into town – concern about where traffic will be displaced to.	
1	If this route is closed to the car park, the already-inadequate ring road will clog up, increasing air pollution.	
1	Concern that this could result in traffic jams in Fisherton Street which would worsen air quality and discourage shoppers.	
1	The general layout of the city makes it difficult to envisage how traffic would get in and out of Churchfields, Wilton Road and Devizes Road.	
1	This needs to fit in with a transport plan. At a minimum, working out how to include Fisherton in an extended one-way system would be good - unpalatable, but using North St/South St (compulsory purchases?) might be a way to get traffic out the centre	
1	There is a bridge in the street; that slows traffic which is beneficial. If the carriageway is narrowed further, it would become an obstruction. As long as the speed of flow is limited, but buses can still pass along the street it works, if traffic flow is limited buses and other medium size delivery vehicles would be forced onto New Street - Crane Bridge Street - Mill Road which has to disperse large vehicles now.	
4	Lighting in Fisherton Street needs to be non-polluting - there is already too much light glow.	
1	Query the potential impact of new street lighting at Fisherton Street on urban wildlife, especially protected, sensitive species such as bats. The Wiltshire Bat Group (WBG) has commented on the 'extraordinary' amount of foraging activity seen in the Maltings area in a	Bat surveys will be undertaken to understand the presence of bats and to inform any mitigation that may be required. This will be looked at in close collaboration with the council's ecologist.

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	survey carried out in May 2019 - species seen included Soprano & Common Pipistrelle, Daubenton's, Natterer, & Noctule. WBG are keen to see further surveys carried out as Long-eared bats are likely to be present, Lesser Horseshoe bats are present elsewhere in the city & like to forage along river corridors, & the River Avon corridor is also important for foraging & commuting Barbastelle bats. It is also possible that Lesser horseshoe & brown long-eared bats are present.	
2	Consider the energy consumption / sustainability of the lighting	Noted.
2	Lighting should be subtle/not too bright.	Preferences noted.
5	Support for improved / tasteful lighting.	
1	Colour should be through paint not illumination.	
1	Lamps should respect the traditional look of the city and enhance it.	
1	Street lamps and road lights should not be used all night.	
1	Use a small-scale electric generator in Fisherton Mill to provide power.	Suggestion noted.
1	Investment is needed across the city centre and improved public art/lighting and pavements should be promoted as a city centre strategy rather than a piecemeal approach. This will ensure that Salisbury can benefit.	Noted. The CAF aims to enhance the quality of the public realm across the city as well as improving individual sites.

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2	The Council has a strong duty to deliver this with the declaration of climate emergency, and the increase in flooding likelihood we are expecting in the future.	Agreed. It is intended that the CAF's recommendations go some way towards a delivering a response to the climate emergency.
2	Do not support / considered to be 'nice to have' rather than essential.	The River Park will provide critical flood risk alleviation infrastructure which is essential for the protection of a large part of Salisbury city centre's business and residential communities.
1	Resolving Salisbury's highways problems should be prioritised over this project.	
3	A wild area in the city would give Salisbury a USP over other tourist destinations in the South.	Agreed. It is envisaged that the River Park will create a much-improved environment for the enjoyment of both residents and tourists alike.
1	Wiltshire Creative supports the River Park project and would want to work with partners	

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	on flood alleviating measures given the proximity of Salisbury Playhouse to the river.	The Council will continue to work closely and consult with its partners as the River Park project evolves.
1	Salisbury Cathedral is supportive of the River Park project and would welcome working with partners on flood risk alleviation measures.	
1	Natural England would welcome continued opportunity to comment as designs evolve and are finalized.	
1	Salisbury Area Greenspace Partnership comment that the River Park would be a good opportunity to engage with and promote the Wiltshire Wildlife Trust/Natural England's Garden Meets River's Edge initiative in respect of private owners with frontages along this section of river.	Noted. This will be considered.
2	Salisbury City Council's Neighbourhood Plan will be considering policies for a green infrastructure network and biodiversity improvements.	Noted. It is envisaged that there may be elements of the River Park project that can feed into the work that is being carried out on the neighbourhood plan.
1	Salisbury Area Greenspace Partnership welcomes the recognition and emphasis on the environment and open space and supports the River Park which fit with the aspirations of developing a comprehensive approach to Salisbury's Green Infrastructure.	Noted.
1	South Western Railway note that green spaces in the city centre is important for both visitors and residents, and walking/ cycling routes are important to link the station via an improved Fisherton Street and South Western Road.	Agreed.
2	Unclear what the benefits will be for residents, e.g. those that don't live on that side of the city.	The River Park will be a key connecting route to several facilities/attractions which serve the whole of Salisbury, e.g. Old Sarum, Five Rivers Leisure Centre, Waitrose etc.
3	The riverside walk to Five Rivers/Old Sarum is already pleasant/peaceful.	Noted, however the River Park will deliver other benefits including flood risk alleviation and environmental improvements.
1	Concern about the disruption / damage required in order to create the River Park.	The construction phases of delivering the River Park will be carefully managed to minimise disruption/damage during this process. Construction will be in accordance with a Construction and Environmental Management Plan.
1	Significant funding will be required to carry out the proposals properly.	Noted.
1	Columbia Threadneedle Property Investments support the River Park as it will improve pedestrian flows and enhance the city centre. The River Park would be a unique asset to any future redevelopment of the riverside property at 22-30 High Street and could create an attractive environment for vibrant cultural/retail/social spaces and businesses.	Noted.

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1	Natural England supports the aspirational theme (page 6, point 2) to 'improve open space and the environment', the natural environment should be all encompassing and residents of Salisbury should feel connected to it as soon as they leave their front door, if not before. Improvements should be underpinned by current local policy, supported by the most up to date scientific evidence.	Agreed.
1	Regarding page 6, Natural England supports meaningful steps towards mitigating and preventing the impacts of climate change. Natural England advises that the design of riverside developments in the flood plain be high quality flood resilient architecture.	Agreed.
1	Natural England consider that the project would have a likely significant effect on the River Avon SAC and would require consultation on the Appropriate Assessment.	Ongoing consultation will take place through the development of a masterplan and detailed planning application stages.
1	Natural England support the initiative on p.26 (Improving open space and the environment) and request that Natural England are considered as a partner when identifying opportunities for the River Park to deliver multiple ecosystem services whilst minimising impacts on the River Avon System SAC.	Change to CAF: Natural England will be added as a key stakeholder in the delivery of this project.
1	The initiative is 'Improving open space and the environment' yet the sections are all focused on providing access and interaction. It would be good to give emphasis to how the river park will enhance and restore the river and wider biodiversity a bit more which in turn will enhance people's interaction and experience of the rivers and meadows. On page 26, Natural England suggest rewording 'looking after the environment' with 'restoring the river and riparian habitat and wildlife of the River Avon SAC'.	Change to CAF: A change will be made to the CAF to reflect this wording.
1	Natural England would encourage the development of an overall management plan for the greenspaces in Salisbury.	Noted.
	Natural England comment that opportunities for improving the environment shouldn't be restricted to the River Park and would encourage measures for urban generalists such as house sparrows and swifts being incorporated into new development and throughout the Central Area.	Noted. The CAF is an umbrella document and does not drill down to detailed matters. It is envisaged that detailed design matters can be addressed through the emerging Salisbury Neighbourhood Development Plan or Local Plan Review.
1	Salisbury Air Quality Steering Group support the River Park from the perspective of air quality. Support the focus on the natural environment.	Noted.
1	Salisbury Air Quality Steering Group comment that the River Park will contribute	Noted.

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No. comments	Comment	Officer response
	towards the aspirations of the evolving AQ Action Plan for Salisbury.	
1	Natural England comment that there are significant opportunities to integrate the positive objectives for the River Avon with the strategy to improve the open space and environment of Salisbury and its surrounding assets.	Noted.
1	Natural England question why the River Park is not extended to include the Avon Valley Nature Reserve in the north which abuts Fisherton Recreation Ground and is already providing many of the features and benefits proposed for the new river park.	While there is a clear relationship between the northern section of the River Park and the Avon Valley Nature Reserve towards Old Sarum, it is not considered that there would be any benefit to including the Reserve within the River Park, which is focussed on improving the environment within the linear urban core of the city.
1	Consider and extension to create a walking and cycling tourist route to Old Sarum.	
1	The River Park should be extended to link from railway station to Elizabeth Gardens.	
1	Include area around the back of the railway station in this 'greening' proposal.	
1	There should also be a link with an east-west 'green' route through the Maltings site.	The River Park is focussed around the city's rivers.
	Salisbury Area Greenspace Partnership comment that in the Avon Valley at Ashley Green and Fisherton Rec and further north towards Stratford sub Castle, public access should be enhanced on one side of the river bank only.	The Avon Valley Nature Reserve is beyond the scope of the River Park area.
1	Salisbury Area Greenspace Partnership support creation of wetland habitat at Fisherton Recreation Ground. It would be beneficial to improve the existing wetland habitat to the north. The wet spinney at the southern end of the SSSI reed bed adjoining Fisherton Rec is dry and nettle/bramble infested. The area would benefit from local reduction in ground level to achieve wet conditions, on a seasonal basis.	
3	Introduce another bridge across the river along the Avon Valley Nature Reserve - the distance between the footbridge by Five Rivers Leisure Centre and the footbridge at Mill Lane is too far / would improve accessibility between Devizes Road and Castle Road.	
1	Salisbury Air Quality Steering Group note that cycle/pedestrian routes must be wide enough/appropriately surfaced to accommodate all users.	Any new footpaths / cycleways will be designed to meet width and material requirements.
1	The Salisbury Cycle Liaison Panel are supportive of the emphasis given towards sustainable modes of travel. The Council must aim to exceed the minimum design guidance for the provision of facilities for cyclists, for example in respect of the width of the routes provided.	

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No. comments	Comment	Officer response
1	Cycling Opportunities Group for Salisbury comment that any cycle infrastructure needs to comply with minimum widths.	
	Cycling Opportunities Group for Salisbury note that new cycleways must be designed to standards set by Wiltshire Council's Cycling Strategy and LTN 1/12.	
3	Pedestrian and cycle ways through this area need to be improved.	
1	Any new cycleways must be constructed to current guidelines for standards of width and surface quality.	
1	Salisbury Greenspace Partnership propose a 'Radial Greenway' between St Peter's Place and Ashley Green, avoiding Devizes Road and Wilton Road.	This is beyond the scope of the CAF, albeit the proposals for the River Park would not preclude the option being explored.
1	Salisbury Air Quality Steering Group comment that new routes must connect to the rest of the network, e.g. the Salisbury Area Greenspace Partnership green routes/'Radial Route 1'.	
1	Cycling Opportunities Group for Salisbury support the proposal for 'Radial Greenway 1'.	
1	Space for 'Greenway 1- St Peter's Place - Five Rivers' should be safeguarded.	
2	Pedestrian/cycle connectivity to this area should be improved from further up Devizes Road / Castle Road / Sarum Close / Stinkpot Alley.	
1	Salisbury Civic Society supports the River Park concept and the comments from Salisbury Area Greenspace Partnership on the Ashley Green and Fisherton Recreation Ground area.	
1	Emphasis is also needed on providing walking and cycling from out-of-centre housing areas.	This is beyond the scope of the CAF.
4	The Avon Valley path is narrow and congested where it passes under the railway bridge. If possible, open another archway to allow free flow of pedestrian and cycle traffic. The route needs to be continued in an attractive way alongside the river and be of an adequate width.	The option of opening the third railway arch is being explored.
1	Advertise paths behind Five Rivers Leisure Centre more prominently.	The CAF recommends a renewed approach to wayfinding in the city.
1	Adequate signage is important in making routes attractive for residents and visitors.	

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No. comments	Comment	Officer response
1	Cycling Opportunities Group for Salisbury comment that shared paths should be avoided where cycle/pedestrian volumes are high or where there are vulnerable pedestrian users such as elderly people.	The development of the River Park will consider how to manage and improve pedestrian, cycle and vehicle movement through the area.
4	Introduce pedestrian controlled crossing safety at the Millstream Approach/ Boathouse crossing.	
1	Needs to be clear instruction that pedestrians and cyclists have right of way in the River Park area.	
6	Separate paths/areas for cyclists and walkers.	
1	Cycling Opportunities Group for Salisbury comment that the Maltings redevelopment must include an improved cycle route to complete NCN route 45.	Improvement of cycle routes is one of the key objectives for the River Park.
2	Cycle and pedestrian paths through the area much be well maintained.	Agreed.
1	Salisbury Area Greenspace Partnership comment that Summerlock Stream and the Millstream should be enhanced for wildlife.	Agreed.
1	Salisbury Area Greenspace Partnership support in-channel works to the Mill Stream, and low flow conveyance to improve nature conservation. The area is well used by bats, which should be further surveyed.	Noted. Bat surveys will be carried out as part of a planning application.
1	Salisbury Area Greenspace Partnership comment that County Wildlife Sites behind Waitrose and Central Car Park would benefit from improved management of the willows by pollarding and thinning.	Noted.
1	Suggestion that a beaver reintroduction scheme could be sought.	This does not form part of the proposals but would not be precluded should a scheme come forward.
1	Request to know whether wildlife surveys, such as otters, will be taken for the River Park.	These will be undertaken as part of a planning application.
8	Do more to support and increase habitat and biodiversity / wildlife corridors.	This will be one of the key objectives for the River Park.
1	St. Clements Secret Garden Salisbury C.I.C comment support the project as long as ecology experts are involved.	The River Park project is being progressed with ongoing dialogue with a wide range of partners / bodies, such as the Environment Agency and Natural England.
1	Is this scheme supported by scientific bodies i.e. river authority?	
1	Natural England comment that lighting management of development areas will be required to minimise disturbance to bats and other species using the river corridor.	Agreed. This will be ensured through detailed design.
1	To encourage ecology, there should be no night-time lighting beyond what already exists along the lane adjoining Fisherton Rec.	There are no plans to increase light levels on Fisherton Recreation Ground.
1	On page 18, point 1 Natural England would also highlight that increasing public interaction could result in negative impacts	While it is an objective to encourage more pedestrian and cycle use of the River Park, the

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No. comments	Comment	Officer response
	on designated landscapes and protected sites.	scheme will be designed to set aside spaces for undisturbed habitat.
1	Salisbury Area Greenspace Partnership note that it is important to maintain balance between improving public access to the river and protecting wildlife – support for wildlife corridor with limited access along the east bank.	
1	Concern that this will lead to more footfall which could be detrimental to wildlife.	
9	The scheme should include much new landscaping/planting/lot more trees.	Agreed.
1	Do not support any tree removal.	The construction works required to complete the River Park will necessitate the removal of most trees along the river corridor and the wider site. However, significantly more trees will be planted than felled, creating a net gain in trees. Mature specimens will be used for planting to ensure that the landscaping looks well established as soon as possible.
1	Salisbury Area Greenspace Partnership comment that there should be targeted tree replacement along the riverside path, to replace those that have not survived.	Agreed. This will form part of the design proposals for the River Park.
1	Need to plant more trees along the river to help reduce flooding, e.g. willow.	Selection of specific tree species will be in consultation with Wiltshire Council's ecologist.
1	Introduce only native species.	
1	Opportunities for hydro-electric power generation should be sought at the weirs and sluices.	It is an objective to remove obstacles from the watercourse, in line with the management plan for the River Avon SAC.
6	Concern that the development of a River Park would lead to loss of parking and harm the city's businesses.	Proposals for the Maltings and Central Car Park part of the River Park will be subject to planning permission and will include an assessment of potential impacts on parking availability as part of a Transport Assessment.
1	Concern that people visiting the Ashley Road area will put pressure on the already limited availability of residential parking.	The intention for the scheme is to encourage walking and cycling. This will be assessed in a Transport Assessment as part of a planning application proposal.
1	Concern that people will park cars on the River Park amenity areas that are proposed.	To be addressed through detailed design.
1	Concern that the future car park proposed in the Maltings will detract from the riverside environment.	Noted. Any future development on the Maltings and Central Car Park will be subject to assessment against Wiltshire Council's design policies.
1	This will encourage visitors to explore areas that are not currently visited as often.	Noted.
2	Please make sure that the coach park is integrated with the scheme.	Agreed. The coach park forms part of the River Park area and there is an opportunity to greatly improve the environment in this area.
1	Request to know whether the Swimming Pool car park will still be available for use by Castle Street residents.	This does not form part of the endorsed masterplan for the Maltings and Central Car Park.
1	Reopen the Boathouse.	This is not an option available to Wiltshire Council.

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4	Demolish/redevelop the Boathouse to enable connection of pedestrian footpath.	This is not currently an available option, although the Council will seek to provide better connectivity of the footpath link in this area.
6	Increase opportunities for public access to the river, e.g. paddling, swimming, boating.	Creating opportunities for more engagement of the river is an objective for the River Park, although this must be balanced with the conservation objectives for managing this part of the River Avon.
1	The rivers should be made more of a feature for enjoyment.	
2	Include areas for picnic benches and play.	Agreed.
3	Install more seating along the riverside.	Agreed.
1	Improve night time lighting along the paths.	Appropriate lighting along paths will be introduced. Because of the ecological sensitivity of the area lighting will be designed and selected to minimise light spill to rivers and habitats.
1	Ensure that the River Park is inclusive for disabled people, e.g. ensure that play areas equipment is provided for children with physical disabilities.	Agreed. This will be considered through detailed design.
2	Include space for events, e.g. deck chairs, pop up ice cream/food, screened sports (Wimbledon/cricket), a band stand.	The River Park proposals would not preclude such events from taking place, where there is space to allow for it.
1	Salisbury Area Greenspace Partnership note that there is an opportunity to improve pedestrian connectivity from the Ashley Road area to the Maltings via Churchill Way West underpass by utilising the bridge where Summerlock Stream passes below the railway.	Noted.
1	Salisbury Area Greenspace Partnership comment that there is scope for enhancing the riverside path and open space between Ashley Road and the Maltings. The underpass below Churchill Way has been subject to repeated flooding. Opportunity to work with Waitrose to integrate open space with the riverside.	Agreed. This will form part of the detailed proposals for the River Park.
1	The currently unattractive elements of the riverside walk should be improved, e.g. the coach park, A36 underpass.	
2	Install interpretation boards about wildlife along the river.	Request noted. Interpretation boards will be included in the detailed design of the River Park project to ensure users can learn about and appreciate the enhancements made.
1	Salisbury Area Greenspace Partnership request that a state-of-the-art chalk stream and rivers interpretation facility be integrated into the Maltings part of the River Park project.	Request noted.
1	Install public art along the river.	Request noted. The inclusion of public art is an aspiration of the River Park; however, it will be partly reliant upon appropriate funding coming forward.

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1	Leamington Spa is a good example where green spaces are linked through riverside routes.	Noted.
2	Open space should be retained at Ashley Road to accommodate travelling fairs.	Noted.
3	Concern about loss of space for football and dog walking at Fisherton Recreation Ground.	The temporary football pitch at Fisherton Recreation Ground is due to be removed by the City Council in summer 2020. The River Park will retain an area of space for informal football and ample space for dog walking.
2	Will a replacement football pitch be provided?	
1	Do not remove basketball court from the Fisherton Recreation Ground.	This will be retained.
1	Resident concern about loss of privacy caused by people using the path on top of the proposed bund and look into adjoining property. Also concern that the bund would be eroded by walkers. Request that the footpath be relocated so it is not on the bund.	Noted. This will be considered through detailed design.
1	Request that the trees lining the lane adjoining Fisherton Rec be maintained as part of the work. Future planting should be further from the land to avoid impacting on adjoining properties.	Noted. This will be considered through detailed design.
1	Request that the bund along Ashley Road will be away from the edge of the footpath to ensure that children climbing on it are not too close to traffic.	Noted. This will be considered through detailed design.
1	Do not create manufactured public leisure park at Ashley Road Green / Fisherton Rec and riverbanks area.	Noted.
2	The River Park area should be made bigger in the Maltings and Central Car Park areas.	The River Park will be delivered in accordance with the endorsed masterplan for the Maltings and Central Car Park and subsequent masterplan for the River Park.
1	Unclear what will happen to the river that goes along the back of the central car park.	Minor improvements will be made to Summerlock Stream.
1	Salisbury Area Greenspace Partnership comment that the development of the library/hotel is an opportunity to improve the engineered river channel by reducing the boundary wall to the service yard from 2.4m to 1.2m in height; and careful crown lifting of adjoining trees to allow light to the river channel and bank, to benefit native planting and visual appearance. This could lead to Improved public access to the river via a shared use service yard with a path connecting to Fisherton Street beside the United Reform Church.	This does not form part of the planning permission on this site. Future opportunities could be explored.
1	Ensure that it remains a public space and not sold off to a private company.	There are no plans to sell any Council owned land within the River Park area.
7	Good maintenance of the area is required, e.g. emptying rubbish bins / recycling.	Noted.
3	Consider engaging with volunteers to help to manage these spaces rather than employing staff to do it.	Agreed. Dialogue with interested groups will be sought as the project progresses.

Question 5: Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?		
No. comments	Comment	Officer response
1	All green spaces in the city should be managed to maximise biodiversity and support native species.	Noted.
1	To increase biodiversity and help insects, request that grass is not over-mown.	Noted. This is primarily a matter for Salisbury City Council who own and maintain much of the city's green infrastructure.
6	Introduce more wild spaces. Areas that are already 'wild' should be kept that way. Reduce ornamental planting.	Noted.
1	Priority should be given 'wilding' even if this restricts recreational use.	A balance must be struck to ensure that publicly accessible open space remains available to ensure people have adequate access for sport and recreation, in accordance with the Council's policies.
2	The area should be designed to be largely self-managed.	Agreed. This will be sought through detailed design.
1	Wiltshire Creative notes that the CAF talks about 'providing cultural opportunities' but does not mention cultural partners in the 'Who' section, which is an oversight.	Noted.
1	The Environment Agency are pleased to be working with Wiltshire Council on the CAF, in particular the River Park, flood risk, and climate change mitigation.	Noted.
1	The Environment Agency comment that paragraphs on page 26 and 27 are almost identical and could be combined.	Change to CAF: Duplicated text will be removed.
1	The Environment Agency recommends that on page 45 the words 'flood attenuation' be replaced with the words 'flood mitigation'.	Change to CAF: A change will be made to p.45 of the CAF to reflect this.
8	Reduction of flood risk is a priority.	Agreed.
1	Flood risk reduction should be by managing rivers properly and maintaining road drains and culverts.	There is a need in Salisbury to undertake flood risk alleviation engineering to manage future flood risk.
1	The scheme should be reappraised in light of recent UK flood events.	Available flood data is constantly monitored.
2	A solution is needed to resolve flooding on the Town Path, Churchill Gardens and Elizabeth.	These matters are being looked at separately, and do not fall within the scope of the River Park.
1	Salisbury Area Greenspace Partnership comment that the Salisbury Wildlife group have been working on the concrete channel in Churchill Gardens over the last two years.	Noted.
1	Green spaces are needed to act as flood plains in the city.	Agreed.
2	The River Park must not lead to flood risk increasing in other parts of the city / downstream, e.g. Cathedral Close.	Agreed. The objective of the River Park is to reduce flood risk. The potential risks for downstream land/property will be closely scrutinized and presented within a Flood Risk Assessment as part of a planning application package.
1	The problem of flooding under the A36 subway towards Waitrose needs to be resolved.	Agreed. Where possible, the River Park will seek to find a solution to this.

Question 5: Wiltshire Council are working to deliver a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. This includes land at The Maltings and Central Park, and land at Ashley Road Green Space / Fisherton Recreation Ground. To what degree do you support the River Park proposals?

No. comments	Comment	Officer response
1	Question the appropriateness of constructing the NHS buildings on the Avon Approach/Millstream island.	Noted.
1	Have Wessex Water done anything to improve the sewage system in the Cathedral Close?	Unknown.

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.

No. comments	Comment	Officer response
3	Access to Harnham Water Meadows must continue to be strictly regulated and restricted by the Harnham Water Meadows Trust, in order to preserve their nationally approved status and funding and to protect the ecological heritage and the pastures.	Agreed. The Harnham Water Meadows is currently restricted to access and is farmed, a use that is important to the maintenance to the water meadows. Access will need to remain restricted.
1	There should be continued use of the meadows for grazing.	Agreed.
6	Tourists and locals should be made more aware of the water meadows.	Agreed. The CAF recommends seeking ways to promote public knowledge of the local asset.
1	There are opportunities to develop the cultural historic significance of the water meadows as a means of attracting tourism interest.	
3	Request more/safer opportunities for cycle routes linking across the city.	Improving walking and cycling within the CAF area is a key objective.
2	Suggest a boardwalk similar to the riverside path near Waitrose, which has helped wheelchair users access the river.	Suggestion noted.
1	Introduce shared-use footpaths with low-level illumination.	Improving walking and cycling within the CAF area is a key objective.
1	Pedestrians should be kept separate from electric scooters, buggies and bikes.	Improving walking and cycling within the CAF area is a key objective. Where space allows, separated paths should be sought.
1	Cycling Opportunities Group for Salisbury comment that shared-use cycleways that are too narrow should be avoided where possible especially where cycling and/or pedestrian volumes are high, and they can lead to conflict between cyclists and pedestrians. The Town Path is the safest and shortest route from Harnham to the city centre for cycling and walking and this cycle route must be protected, although it needs improvement to accommodate the volume of pedestrian and cycle movements.	
1	Concern that increased numbers of people / dogs will harm the river bank.	Concern noted. This will need to be managed.
3	Concern about increased litter dropping which will end up in rivers / harm wildlife.	
19	General support.	Support noted.

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.

No. comments	Comment	Officer response
1	This would offer improvements in quality of life.	
4	Volunteer schemes or school / college involvement and education in these areas would be good for the community.	
2	Must preserve the tranquillity / protection for wildlife.	Agreed.
2	Introduce wildlife hides to allow wildlife observation.	Suggestion noted.
1	The enhancement of rivers and water meadows, and biodiversity enhancement is to be encouraged both because of the increased opportunities for more pleasant paths and cycleways and also because this supports carbon capture and storage and other air quality benefits.	Noted.
1	In March 2009, Salisbury District Council gave Broken Bridges Nature Reserve Limited (BBNRL) a grant to carry out improvements along the Nadder. Wiltshire Council has ring-fenced funds awaiting the opportunity to purchase the land in question. The same approach should be taken for all of Salisbury's rivers.	Noted.
1	Salisbury Cathedral supports the potential to enhance the environment in these areas and would welcome working with partners to achieve this.	Support noted.
1	Please leave the water meadows as they are.	Noted, the aim is to protect the water meadows whilst increasing knowledge of the special qualities as well as access and connectivity across Salisbury.
1	Do not think the meadows and its outstanding landscape can be improved from what is existing.	
1	The existing managed water meadow system should be left to be operated with an annual maintenance programme.	Noted.
2	Other city centre initiatives should be prioritised over this one.	Noted.
1	Concern that the area may become overused.	Noted.
1	Do not support new manufactured river channels.	Noted, there is no intention to manufacture new channels unless they are in areas where channels are already man-made.
5	Flood management must be prioritised.	Noted, a key aim of the river park project is flood management.
12	Do not build on flood plains.	Noted. The CAF does not propose any new development on water meadows.
10	Do not build on water meadows.	
1	The flood area should be widened.	
2	Buildings should be set a distance back from the river in the interests of flood protection and considering climate change.	
1	Concern about flood risk to essential NHS buildings at Avon Approach/ Millstream island.	Noted. The River Park project should help to alleviate flood risk in this city part of the city.
4	Salisbury's rivers require careful maintenance and support – must consult with the wildlife/environment organisations.	The council is working closely with Natural England and Environment Agency to deliver the River Park project and consults with them

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.		
No. comments	Comment	Officer response
		for other projects with potential impacts on the environment / water courses.
19	Protection and improvement of biodiversity must be the key priority in this. There should be no loss of habitat / concern about habitat disturbance.	Noted, a key priority of the CAF is to protect and enhance ecology.
1	Salisbury's rivers are highly protected chalk stream environments of international importance for their rarity and species richness.	Noted. This is a key consideration in planning for any developments with potential impacts on the water courses.
1	Efforts should be made to improve opportunities for people to engage with wildlife and the natural environment.	Noted, this is the aim of the CAF.
2	Include more information points, e.g. information about the Town Path and Constable views.	Requests noted.
1	Include information boards to explain to the public about the potential harm of feeding bread to swans, and to discourage dog owners from allowing them to chase birds.	
1	Risk that increasing public access to the meadows could drive away resident species such as egrets, kingfishers and herons.	Noted. In any project a net gain for biodiversity will need to be achieved.
1	Wild plants should be left to grow to help insects, birds and other wild life.	Requests noted.
1	Priority should be given 'wilding' even if this restricts recreational use.	
2	Salisbury City Council strongly supports this policy.	Support noted.
4	New buildings facing the river must not reduce public access to/views of the river frontage (incl. fencing).	The CAF recommends improving public access to the river wherever possible.
1	Do not agree that new buildings should have priority over river views.	
1	Concern about affordability of waterfront buildings.	Concerns noted.
3	There should be no additional hard landscaping / any development should look natural.	Noted and agreed.
1	Limit new buildings and preserve views of the Cathedral and natural environment.	Noted and agreed.
1	Object to any new buildings while there are existing vacant buildings.	Noted, however any new buildings are likely to occupy space that are currently vacant to make them more viable.
1	Avoid overdesigning or commercialising the area.	Noted and agreed.
1	Essential need to plant a high hedgerow to screen the Old Cattle Market car park from the river banks and footpaths.	Noted. This will form part of the proposals for the Malting and Central Car Park / River Park.
6	Suggest providing an access link between the strip of land behind Churchfields to the lower meadows / Middle Street meadow / the Town Path. Footbridge over the River Nadder - concrete footings already exist on the eastern side of the river.	Suggestion noted.
1	Object to the idea that a small amount of important water meadows should be	Noted.

Question 6: Would you support enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment? This could include improving ecology, interpretation, socialising areas, wayfinding, footpath, cycleways and ensuring that new buildings face and celebrate the rivers.		
No. comments	Comment	Officer response
	disturbed to allow a southern entrance to Churchfields Trading Estate.	
1	Suggest make access to river through council owned properties such as Riverside and Grosvenor House.	Suggestion noted.
1	The Town Path should remain as it is.	Noted. Improvements could be made as part of recommendation to enhance the water meadows as a visitor attraction.
1	The Town Path needs improvement.	
1	The tarmacked and street-lit Town Path, while very useful for travel, is not a good example to follow.	
1	Consider widening the Town Path so that there is safe room for both cyclists and pedestrians.	
1	The ability to cycle away from traffic along the river is appreciated.	Noted and agreed.
1	The paths need to be surfaced/improved.	Noted.
1	Greater control of anti-social behaviour along the Town Path.	Concerns noted.
1	Churchill Gardens could be more developed for recreational use and Elizabeth Gardens used for more cultural events, concerts, etc.	Suggestions noted.
1	Provide things for young children, young people and families to do.	
3	Include picnic areas/tables/benches.	Noted.
1	Do not include too many paths and benches.	Noted.
2	There should be points of permitted access for swimming / paddling.	Noted. The River Park project will look at opportunities to increase spaces for public access to the river.
1	There should be no prevention of using the area for boating.	Creating opportunities for more engagement of the river is an objective for the River Park, although this must be balanced with the conservation objectives for managing this part of the River Avon.
1	There should be restrictions on fishing.	Noted. There are currently restrictions for fishing and environment agency licence is required by all people fishing.
3	Dogs must be kept under control, especially near the sheep.	Noted.
1	Request for signs to explain the geography / route of Salisbury's rivers.	Noted.
1	Request to see clear plans for sustainability in the long term.	Noted.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
1	The Council needs an empty properties strategy.	It is expected that investment in the city will lead to reduction of vacancies.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
10	Would like to see more space for local artists/students to display/sell their work in pop-up shops and galleries.	Noted. The CAF promotes pop-up uses but it is outside its remit to list specific end users. It is also beyond the remit of the CAF to identify new galleries. The CAF does, however, recommend that concepts for public art are developed working with both local and nationally recognised artists.
4	Support No.36 pop-up shop on High Street.	Support noted. 36 High Street is an explorative project to test feasibility of support for locally-based artisan traders.
1	Entertainment/experiences are the future of town centres.	Noted. The CAF recommends supporting delivery of more of this type of venue/event in the city.
1	Indoor market/food hall should be developed in the current library buildings, as per The Market House, Altrincham; The Picturedome, Macclesfield; Mathallen, Oslo.	Suggestions noted.
15	Landlords must be made/incentivised to reduce rents.	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc.
3	Discounts should be available for local and independent producers and makers.	Noted, although this is beyond the remit of the CAF.
1	Would pop-up businesses be charged business rates?	Pop-up businesses would pay business rates, although this is beyond the remit of the CAF.
1	Who would pay for the upkeep of pop-up premises?	The terms of leases for pop-up premises is beyond the remit of the CAF.
1	Provide incentives for different kinds of businesses rather than more charity and coffee shops.	The CAF recommends a range of measures and proposals to support small / independent businesses.
1	There are many empty historical buildings which should be preserved.	Agreed.
1	Review of listing should be carried out to remove heritage blight from derelict sites.	This is beyond the remit of the CAF. Listed buildings are part of the rich heritage of Salisbury.
3	Pop-ups must adhere to the same requirements on signage/shop fronts as other city centre businesses.	Agreed. The CAF proposes initiatives to review, update and enforce shopfront guidance.
1	Columbia Threadneedle support proposals for flexible uses. The LPA should promote redevelopment of existing plots along the High Street, including the existing New Look building.	Support noted.
3	Pop-ups and use of vacant space should be encouraged for cultural uses and the arts.	Noted.
2	Please expedite the delivery of pop-up shops.	Noted. Pop-up shops are one of the recommendations in the CAF that can be taken forward relatively quickly.
2	Use vacant properties to house the homeless.	This is beyond the remit of the CAF.
9	Would prefer vacant buildings to be put to permanent use.	It is acknowledged that there are vacant /derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
		catalyst for wider economic recovery in the city.
1	The concept of pop-up shops will soon become outdated.	Evidence demonstrates that pop-up shops can be very successful and offer many benefits over traditional premises to lots of types of businesses.
1	Concern that pop-ups in other cities have not been successful.	
1	Turn an empty shop into a drop off point for Teracycle recycling (items that are not currently recyclable in Wiltshire).	Noted, although it is outside the remit of the CAF to specify in detail who the end users of pop-up shops will be.
1	Provide a zero-waste shop to fill up bottles and containers with food and detergents to cut down on packaging.	
5	Provide pop-up space for community benefits, e.g. repair shop, swap shop, charity.	
2	Provide a community information hub/volunteer centre.	
1	Support compulsory purchase of long-term empty properties.	
1	Pop-up shops would not suit Salisbury's environment.	Introduction of kiosk style pop-up retail units provides the opportunity to add to vibrancy of the retail offer in the city centre and provide alternative spaces for small scale retailers.
2	Use upper floors of city centre properties for residential.	The CAF proposes initiatives to support re-purposing of upper floors, which could potentially include residential.
2	Properties that have been empty for a long time should be developed into hotels or housing.	It is acknowledged that there are vacant / derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
1	Pop ups should be time-limited so that businesses paying full rent and rates do not feel hard done by.	Noted. Lease details of pop-up shops is beyond the remit of the CAF.
2	Vacant buildings should be made more attractive.	Noted. It is expected that investment in the city will lead to reduction of vacancies.
1	Do not like the look of vinyl displays in the windows of empty shop.	Noted.
1	Need to make sure that pop-up premises are of high quality.	The CAF does not prescribe detailed design criteria, but any future planning application will be required to conform to relevant policies of the development plan, including Wiltshire Core Strategy CP57 (Ensuring High Quality Design and Place Shaping).
4	Depends on the type/quality of the pop-up shop/event.	Noted, although it is outside the remit of the CAF to specify in detail who the end users of pop-up shops will be.
2	Not sure pop-ups will resolve the general move towards online shopping.	The CAF is not suggesting that pop-up shops alone will address the move towards online shopping; it encourages multiple events and activities, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to

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No. comments	Comment	Officer response
		meet the needs for different groups of people. This will promote the city as more than just a retail destination.
2	Pop-ups should be in existing buildings, not new venues i.e. kiosks as we need to support/fill existing premises.	The CAF recommends taking a proactive approach to improving the utilisation of underutilised or vacant buildings which could include pop-ups. However, kiosks may be appropriate in locations where there are no vacant buildings.
1	Oppose pop-ups as they would affect the viability of existing long-standing businesses.	The CAF supports seeking pop-up uses in vacant buildings, which will improve the viability of the city centre as a whole to the benefit of other businesses.
1	Rather than pop-ups, move some of the satellite business's such as in Estcourt Road into the central area.	The CAF cannot require individual businesses to change locations.
2	Persuade the GPO to release the large vacant GPO building in Castle Street/Chipper Lane and reuse this space. Also, council owned buildings on Churchfields Road.	The former post office building has had planning permission in the past for hotel use. Commercial decisions about this building are beyond the remit of the CAF.
2	An eclectic mix even in the short term would be good for everyone.	The CAF encourages multiple events and activities in the city, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to meet the needs for different groups of people.
1	Provide a vacant building to house the Charter Market when the weather is too bad for it to be outside.	Noted. Would require a sound business case to deliver this.
1	Rent for a space on the market is too high.	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc.
5	Use Market Place for events like the Salisbury Festival and the summer market programme.	Noted. The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
1	The Christmas Market tepee was a welcome improvement of this type.	Noted.
1	Rent at the Christmas Market is overpriced.	Noted, but the level of Christmas market rent is not within the remit of the CAF.
1	Access for wheelchairs/pushchairs around the Christmas Market is difficult.	Noted. The CAF does not specifically deal with the Christmas market. It is acknowledged that there are issues with the standard of roads and pavements in Wiltshire, due to a lack of funds for ongoing maintenance. Wiltshire Council's Cabinet have responded by agreeing additional funding to help to address the issues.
10	Market Place would work well for events e.g. pop up cinemas, pop up bars, street food, screened sports events, stages for arts, music and comedy etc.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
	Relocate the Market Place toilets to the library and use this underground space to	Noted, but it is not the purpose of the CAF to set out detailed proposals.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
	store equipment for events in the Market Place.	
1	The Market Place looks better when being fully used and enjoyed.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
1	The Charter Market needs some new stalls to add excitement.	This is outside the remit of the CAF.
2	Any activities in the Market Place must be properly cleared up afterwards.	Noted. Salisbury City Council is responsible for street cleaning and litter bins in Salisbury. The City Council have environmental enforcement policies.
2	The integrity of the Charter Market must be protected.	The CAF's recommendations will improve the vitality of the city centre, which is expected to boost the local economy to existing retailers.
4	Do not support events in Market Place that are too loud.	The CAF recommends the hub of activity around Market Place to strengthen the viability of Salisbury, but it is inevitable that not all activities will suit everyone, for whatever reason. Any events will be temporary and set to volumes that would not cause undue disturbance to local residents.
1	Buses should be free on market days to attract more people to use the market.	Wiltshire Council do not operate the local bus service.
1	Market Place should be empty at times. Vibrancy needs to be balanced by calmness occasionally.	By encouraging more events and activities in the Market Place this will help to help strengthen the commercial, retail and leisure core of Salisbury.
1	Shade is needed on Market Place and through the city as global warming progresses, otherwise parts of the city will become heat exuding deterrents.	Noted.
1	Do not support events in Market Place that promote polluting vehicles.	This is noted. The CAF promotes a strategy that discourages car use to encourage the use of more sustainable modes of transport.
1	Would like to see a bigger variety of shops/uses around Market Place, not just cafes/pubs.	The Market Place is one of the city's best assets and therefore the CAF recommends encouraging more events and activities in the Market Place to help strengthen the commercial, retail and leisure core.
2	Surrounding bars/restaurants should be allowed to use Market Place by extending their seating when there are no other events on.	Noted.
1	Picnic tables and chairs on Market Place so people can eat outside.	Noted.
1	Needs to be made easier to set up temporary activities.	Noted. The CAF recommends pop-up uses and encourage 'meanwhile uses' for empty commercial properties.
3	The city centre needs to shift its focus to events, activities and creativity.	The CAF encourages multiple events and activities in the city, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and services to meet the needs for different groups of people.

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
4	Support for indoor food markets.	Support noted.
1	One off event in disused buildings e.g. secret cinema, silent discos, children's activity days, craft fairs.	It is acknowledged that there are vacant / derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
1	Carry out market research to find out what events people in Salisbury would like.	Future projects/proposals coming out of the CAF will be subject to further consultation with relevant stakeholders.
1	School/college age young people should be asked what they would like to see happening in Salisbury.	
1	Any events must be accessible to all and not restrictive due to price or timing.	The CAF does not provide details of specific events. It makes sense that events are accessible to as many people as possible to ensure their success, but it would be impossible for events to be suitable to all in terms of pricing and timing.
1	Concern about impact of new events on availability of car parking.	The CAF seeks to reduce the prominence of cars within the central area, encourage better use of Park & Ride facilities and to create more people-friendly streets. Increased pedestrianisation will increase footfall, which is expected to benefit businesses.
1	Concern about impact of new events on cost of additional policing.	Concern is noted, but it is considered that the potential benefits to the vibrancy and economy of Salisbury that new events could bring will outweigh the potential increase in cost of additional policing.
1	Buskers should be moved from the High Street to the Market.	Dealing with buskers is beyond the remit of the CAF. The CAF recommends encouraging more events and activities in Market Place to help strengthen the commercial, retail and leisure core
2	Additional events should not result in additional lighting.	Noted, but it is inevitable that not all events will be to the liking of everyone. The Illuminating Salisbury project forms part of funding bids and, if successful, will provide a fantastic outdoor visitor light attraction that will illuminate the stories of Salisbury's rich heritage.
1	Unclear what is meant by 'vibrancy'.	In the context of city centre vibrancy this means ensuring the centre is full of energy and life and offers many different activities so that the city is resilient to future change and can remain successful.
2	Salisbury City Council aspire to develop a policy to allow greater flexibility of land uses within the central area through a Neighbourhood Development Order (NDO). The CAF team should not produce pre-emptive studies without close consultation with the Steering Group to avoid conflict.	The council are and will continue to work closely with Salisbury City Council as they develop their neighbourhood plan, and it is intended that the CAF will form part of the evidence that supports this process.
1	Would like to see the return of the Fisherton Street Festival.	Noted. The CAF proposes the enhancement of the Cultural Quarter which will provide

Question 7: In order to create interest and vibrancy, would you agree with the CAF's approach of supporting temporary/pop-up uses in vacant buildings and ensuring there is more activity in the Market Place?		
No. comments	Comment	Officer response
		cultural opportunities and improved leisure and recreational opportunities, such as festivals.
1	Free table tennis should be provided.	This is not within the remit of the CAF.
1	The War Memorial on Guildhall Square limits what can be done on this space and makes it less easy to combine with Market Place to accommodate large audiences.	Noted. Relocation of the War Memorial has been considered in the past, but Market Place and Guildhall Square are two separate entities and Market Place. Both are flexible spaces for events.

Question 8: The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?		
No. comments	Comment	Officer response
20	The station is an important gateway to the city that needs to be improved.	Agreed. The CAF recognises the importance of the railway station and proposes redevelopment around the railway station, including better wayfinding infrastructure and public realm improvements.
1	Money should not be spent on improving the station forecourt.	Disagree. Currently there is a high volume of traffic in the forecourt area, lack of good quality pedestrian areas, poor quality connections with the Salisbury city centre, and poor wayfinding and information provision.
1	Investment should not be concentrated on a single area and should be spread throughout the city centre.	The Future High Street Funds bid includes proposals for across Salisbury, and not just the railway Station area. The CAF also makes a series of recommendations to guide future developments and initiatives across the city, not just the railway station area.
2	Concern that Salisbury is not a big enough place to support this proposal.	The enhancement of the railway station area will add commercial value and provide new vitality to the area, thereby helping to boost the local economy.
3	Concern that development around the station will reduce the number of people going into the city centre. The station area should not be a destination in its own right.	To the contrary, the Salisbury Train station project will include better wayfinding infrastructure and public realm improvements to encourage visitors from the station into the city centre.
2	Not clear who will benefit from the proposals / nearby residents will not benefit.	The enhancement of the railway station area will bring benefits to the whole of Salisbury in that it will provide new vitality to the area, boosting the local economy.
1	Do not think the plans will improve public uptake of railway use.	Noted. Additional parking, and an easier bus-rail interchange will allow people who currently avoid travel to the station to use it.
1	It is hoped that the redevelopment will persuade people to use sustainable transport options.	Noted. One of the key aims of the Salisbury train station project is to deliver a sustainable transport hub.
2	There needs to be a transport strategy in place before any proposed development goes forward.	The Salisbury Transport Strategy has informed the CAF. Detailed proposals to enhance the railway station area will be informed by highways modelling/transport assessments.

Question 8: The CAF proposes enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians. To what degree would you support such proposals?		
No. comments	Comment	Officer response
7	The station needs to have better wayfinding and signage for pedestrians and cyclists.	Redevelopment around the railway station will include better wayfinding infrastructure for all users.
3	Buses, cyclists and pedestrians need to be kept safely separated.	Agreed, the needs of all users will be considered as part of the redevelopment around Salisbury train station.
13	Improved cycle infrastructure is needed from the station	Agreed, this is being considered as part of the proposals for redevelopment around Salisbury train station.
2	Strategic cycle routes are needed to provide safe links from residential areas to the train station.	The CAF recommends an accessibility study to include a review of cycle routes.
7	Better secure storage for bikes is needed.	Agreed, this is being considered as part of the proposals for redevelopment around Salisbury train station.
1	Cycling Opportunities Group for Salisbury have reservations about the proposed location for cycle storage which can only be accessed via South Western Road or Churchfields Road and using a shared route with pedestrians.	Noted, the location for cycle storage has not yet been fixed and will be subject to further consultation.
1	Would like to see a bike hire scheme at the station.	Noted.
2	Cycle access to the station from Churchfields Road should be improved, e.g. not via the existing shared use ramp.	Noted. The proposals to enhance the station forecourt include the improvement of cycle routes and access.
1	Provide charging points for electric bikes.	Noted, this is being considered as part of the proposals for redevelopment around Salisbury train station.
1	Cycling Opportunities Group for Salisbury have concerns that the plans do not address the ability of cyclists to arrive and leave the station safely.	Noted, cycle routes into and out of the station are still being considered as part of the forecourt enhancement proposals and will be subject to further consultation.
1	Cycling Opportunities Group for Salisbury comment that the mini roundabout at Fisherton Street/South Western Road, and Churchfields Road are dangerous for cyclists due to HGVs and traffic congestion.	
1	Cycling Opportunities Group for Salisbury raise concern that the location of the proposed decked car park will remove option of cycles accessing the station via the safer existing through route from Churchfields Road.	
14	Improved/wider walking routes are needed to/from the station, e.g. along South Western Road.	
1	A pedestrian crossing outside the station is needed.	The CAF recommends improved pedestrian facilities along Churchfields Road, including formal crossing points and enhanced footways.

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1	The mini-roundabout at the junction with Churchfields Road blocks easy walking from Crane Street / Queen Elizabeth Gardens.	The CAF recommends measures that will improve the safety and accessibility of walking and cycling routes within the central area. It recommends delivery of a coordinated wayfinding strategy to improve ease of movement.
1	Please investigate the possibility of a footpath from the station car park, down the side of Grosvenor House to the end of Fisherton Island and through to Elizabeth Gardens.	The CAF recommends measures that will create people-friendly streets, including the delivery of a coordinated wayfinding strategy to improve ease of movement.
10	Traffic from Churchfields will be harmful to the environment of the new station area.	The future of Churchfields Industrial Estate will be re-considered through the Local Plan Review.
1	While Churchfields remains in situ any plans for the train station should be put on hold.	
4	An alternative route to Churchfields is needed that doesn't go past the station.	
1	Use land around the station for a new access through from near St Paul's roundabout to Churchfields Road so that traffic can avoid the railway bridge / station approach route.	
1	The Wiltshire Council owned building on Churchfields Road should be redeveloped for housing.	
44	The station should be linked with bus services/Park & Ride/a transport interchange.	One of the key aims of the Salisbury train station project is to deliver a sustainable transport interchange.
2	It is questionable whether buses should be brought to the station forecourt as South Western Road is already very congested with some of the poorest air quality in Salisbury. The annual mean concentration of NO 2 on South Western Road leading from Fisherton Street to the station has exceeded the legal limits and has been the highest reading within Salisbury's ring road, for at least the last 5 years.	One of the key aims of the Salisbury train station project is to deliver a sustainable transport interchange. By encouraging people to use more sustainable modes of transport, this will help to improve air quality.
6	Bus access to the station should be from a reopened northern entrance to avoid the need to traverse South Western Road.	The CAF proposals include consideration of a northern entrance to the station.
1	Cheap/free bus fares should be offered to train users.	The setting of bus fares is outside the control of Wiltshire Council.
1	Cycling Opportunities Group for Salisbury comment that bus services need to be improved to reduce the need for travel by car. At present, Bemerton and Wilton are the only destinations served adequately by bus to and from the station.	Bus services are not operated by Wiltshire Council.
1	Concern about potential loss of bus access to Fisherton Street.	Wiltshire Council are working in consultation with the bus company.
7	There should be a shuttle bus/tram from the station to the city centre	Noted, but bus services are not operated by Wiltshire Council.
3	Need to improve the Stonehenge bus stop.	Agreed, this is being considered as part of the Station forecourt redevelopment project.
1	Long bus journeys to the station discourages use of trains.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city

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		centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion, which will reduce bus journey times.
25	Provide more parking spaces at the station e.g. decked parking.	To enable forecourt improvements the provision of more parking spaces is being considered, such as through the development of a decked car park.
1	Consider building a car park over the tracks, west of the station.	
1	Convert a site on Churchfields to provide more car parking for the station.	
1	Object to visual appearance of multi storey car park.	There is potential for provision of a decked car park at the station, not a multi-storey car park. There are no detailed plans yet of what a decked car park will look like, but consideration will be given to the external appearance of the decked car park to ensure that it complements its surroundings.
5	Continued ease of parking is needed for commuters.	Proposals for the station forecourt include the provision of appropriate parking for commuters.
2	The car park needs to be resurfaced and pavements need repair and maintenance.	The Station forecourt proposals will include an enhanced surface car park.
1	Disabled parking at the station is needed.	Agreed, disabled parking will be provided as part of the Station forecourt redevelopment project.
1	Concern that station parking will be used by car users who aren't using the station.	It is not within the Council's remit to control who can and cannot park at the station.
2	The proposals to increase parking at the station contradicts the CAF's intentions to reduce vehicles in the city centre.	To enable transformational forecourt enhancements, some existing parking will be lost which needs to be provided elsewhere, such as through a decked car park, to cater for existing commuters. This does not contradict the CAF's intentions to reduce vehicles in the centre.
1	Any additional or replacement car parking at the station should be well served by electric charging points.	Electric charging points will be provided as part of the Station forecourt redevelopment.
1	Include solar canopies to allow for renewable energy generation as well as e-car battery recharge.	Electric charging points will be provided as part of the Station forecourt redevelopment. Options for other sustainable opportunities will be explored.
3	The 20min bays are well used and at times overwhelmed, so a similar number of 20min bays will be needed.	Noted. 20-minute bays will be included as part of the Station forecourt redevelopment project.
1	Much better drop / pick up spaces are needed.	Noted, this is being considered as part of the Station forecourt redevelopment project.
1	If housing is built, then adequate car parking much be provided.	Any housing proposals will have to adhere to the transport policies of the Wiltshire Core Strategy in relation to provision of parking.
1	Car parking should be reduced and replaced with trees and meadow plants in keeping with the natural environment.	Car parking at the station is required to enable commuters to use the railway service, rather than continuing their journey by car. Green public realm enhancements will be considered as part of the forecourt improvements.

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1	Expensive car parking at the station discourages use of trains.	Car parking fees are outside the control of Wiltshire Council.
2	The rail providers should pay for the increased parking as they will be the beneficiaries.	Wiltshire Council and Network Rail / SWR are working in collaboration to deliver a mutually beneficial scheme. The forecourt proposals will deliver a transformational scheme that will draw people into the city centre, to the benefit of the local economy. Various potential funding streams are being explored to deliver the scheme.
1	Better taxi connections are needed.	This is outside the Council's control.
16	Open the north side of the station for pedestrian/cycle access.	Phase one of the station redevelopment is likely to involve the enhancement of the forecourt. Later phases will include the wider area surrounding the station. This will include proposals to deliver, for example, smaller homes, commercial floorspace and the potential for the rail operators to meet future operational objectives. Further consultation will take place when appropriate.
3	Land north of the station should be used for housing and commercial development.	
1	There is not much space for development north of the station.	
9	Not sure that there is a need for a 'business hub'/extra office space.	
4	Object to building new commercial buildings when there are existing ones that are empty / concern about pulling the city's centre of gravity away from the existing centre.	
1	Concern that a business hub would attract more cars and further decrease air quality	
1	Do the plans mean the closing of the train depot?	
1	If the northern area is redeveloped, what will happen to the old railway social club?	
1	If the depot is to be moved, what efforts are being put into retaining the facilities on another site?	
1	South Western Rail request that the text in the main CAF document (page 50) is less specific about the railway depot site. It suggests that the depot may be relocated to the engine shed site – it would be preferred if this is less specific and just talks about catering for increased railway operating demands with improved depot facilities including stabling and that this may involve the use of the old engine shed site. More detail will be established through a masterplan.	Change to CAF: Delete first bullet point under “Infrastructure requirements or opportunities” in Station section and replace with “Meeting increased railway operating demands with improved depot facilities including stabling. This could potentially involve the use of the Engine Sheds site”.
4	Creating a new link from Platform 6 to the Maltings / rear of Fisherton Mill area would enable better integration with the Maltings redevelopment.	The Maltings and Central Car park masterplan acknowledges the potential to explore linkages to Platform 6. Any such connection would need to be delivered in collaboration with Network Rail.
1	Given the MoD sites in the area, it would be useful to think about security clearing a business hub, for potential use for conferences etc.	Noted, although it is too early at this stage to know who potential end users will be.
1	A station car park on the southern side of the station will lead to increased car traffic on South Western Road. The potential for car	Noted. Options for parking on the northern side of the station can be explored when later phases of proposals for the wider railway area

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	parking on the northern side of the station could help alleviate this.	are examined. These later phases will be subject to further public consultation.
1	The design of the Plaza must be place-specific for Salisbury.	The design of the plaza will be given more consideration during later phases of the proposed Railway Station area redevelopment.
5	Introduce green space/planting as part of the plaza proposals.	Green public realm / landscaping will be considered during later phases of the proposed Railway Station area redevelopment.
3	Not sure if the station forecourt area is big enough for the proposed uses.	The station forecourt proposals are essentially about improving the existing uses. The potential for a people-friendly plaza and business hub is proposed for the wider station area, to the north.
1	Winchester should be looked at as a good example.	Noted.
2	Not sure how much a plaza would be used.	The CAF provides a platform for city improvements, such as the regeneration of the station area to stimulate investment and boost the local economy.
1	The Council should focus their efforts on basic maintenance of the Highway around the train station.	The Council is responsible for highways maintenance, but this falls outside the scope of the CAF and is also not undertaken at the exclusion of all other proposals for the city.
1	Provide a 'Changing Places' toilet as part of the development.	Noted.
1	Too much space on the forecourt is given over to cars.	Agreed, the proposed forecourt enhancements seek to improve the public realm in this area so that it is not dominated by cars.
4	Include a screen/information kiosk/welcome hosts/ambassadors to inform visitors of events currently going on in the city.	The proposals to enhance the forecourt include the potential to include a welcome point/pavilion. This will provide a focal point and shelter for tourists arriving to both the City and en-route to Stonehenge and also serve as a Wayfinding and Information point.
For 1	Lighting around the station area needs to be improved.	Lighting will be addressed as part of the forecourt enhancements.
1	The blank walls on South Western Road could do with improvement.	Later phases of the Station redevelopment project will consider how the public realm can be improved and will be subject to consultation.
2	The mini roundabout junction to Fisherton Street needs to be remodelled.	The Salisbury Transport Strategy sets out a variety of measures that address congestion. A Transforming Accessibility Project is also underway.
1	Need to stop traffic from taking the short cut to the station entrance which is a hazard to pedestrians.	Proposals to enhance the station forecourt will include consideration of traffic flows, access and egress.
4	The area would benefit from redesign of traffic flow for taxis/buses.	Proposals to enhance the station forecourt will include consideration of traffic flows through the forecourt. The Salisbury Transport Strategy sets out a series of measures designed to improve key junctions and circulation around the city's highways network.
1	Taxi drivers must be made to adhere to road markings.	This is outside the remit of the CAF.
5	The walk to the city centre via the Fisherton Street rail bridge should be improved - the	Later phases of the Station redevelopment project will consider how the public realm in

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No. comments	Comment	Officer response
	route under the railway bridge is not a pleasant experience.	this area can be improved and will be subject to consultation.
6	Churchfields Road has a dangerous crossing point about 200 meters from the mini roundabout for access to the train station. Considered against current design guidance the width of the island is sub-standard, being too narrow for buggies/bikes/mobility scooters and this is exacerbated by the HGVs accessing Churchfields. Work on the station forecourt must be expanded to incorporate the replacement of the existing pedestrian crossing point on Churchfields Road with a significantly improved crossing facility. A zebra crossing would cost in the region of £35,000.	Future improvements to the station forecourt and masterplanning for the wider station area will consider pedestrian/cycle infrastructure.
1	To improve visibility at the pedestrian crossing island on Churchfields Road several trees need to be substantially cut back.	The CAF recommends that Improved pedestrian facilities along Churchfields Road, including formal crossing points and enhanced footways should be considered in any future policy.
2	Do not support any proposals for shared pedestrian/cycleways on Churchfields Road.	Noted. The CAF seeks to improve cycling and walking routes and recommends an accessibility study which will review cycle routes.
1	Concern that enhancing the forecourt and creating a business hub may conflict with pedestrianising Fisherton Street.	Proposals for the station area will reduce the dominance of the car at the station forecourt, enhance wayfinding and improve pedestrian flows, and transform the public realm, all of which will draw people into the city along Fisherton Street.
1	Is it possible to widen the railway bridge?	This is outside the remit of the CAF and the control of the council. It is not clear what benefits this would bring and structurally and financially is unlikely to be feasible.
11	The historic value of the station needs to be preserved.	Any proposals for the station area will ensure that the built heritage of this area is not compromised.
2	The station building needs better upkeep / in need of repair and refurbishment.	This is outside of Wiltshire Council's control.
1	The station needs platform-lifts.	
2	The ticket office is too small and is often crowded. More barriers are needed to avoid bottleneck when a busy train empties.	
3	The development must not have adverse impacts on the amenity of nearby residents/ concern about increase in noise, litter and anti-social behaviour.	Proposals will need to protect the amenity of neighbouring uses. Anti-social behaviour, including littering, falls outside the scope of the CAF.
1	The railway system should be decarbonised.	The provision of rail services and pricing of tickets is outside the control of Wiltshire Council.
3	Provide additional out of town stations to enable easier access for people who live outside of Salisbury, e.g. Wilton, Porton.	
1	Station services at Grateley need to be improved.	
1	The train service from Salisbury needs to be more reliable.	

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No. comments	Comment	Officer response
1	Salisbury should push for train services further afield than London, Exeter, Portsmouth and Cardiff.	
1	Train tickets are overpriced.	

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
3	Rents must be set against costs to reduce the council tax burden.	Rental levels are set by landlords.
2	Need to ensure long term occupation if the council is going to make this investment.	Agreed.
2	Not clear how the council would persuade private landlords to take part in this initiative.	Agreed. We will work with the High Streets Task Force to develop best practice ways to engage landlords.
11	Workspaces must be affordable.	Agreed.
1	Landlords should be charged for empty buildings to make them reduce rents which are affordable to the market.	This would not be within the Council's powers.
1	Landlords should be forced to rent out, redevelop or sell in a reasonable amount of time.	This would not be within the Council's powers.
1	Query where the money would come from to fund this initiative.	Each property would need to be subject to its own business case showing that the scheme would be viable.
4	Business rates are too high for this initiative.	Business rates are set by central government.
2	Use space for community hubs for young people.	Opportunities for such uses would be supported in appropriate locations.
1	Provide spaces for Salisbury's ageing population.	
1	Consider a space for a recycling facility for hard to recycle items.	
1	Use space for indoor markets for small stalls.	
4	Provide workshops.	
4	The old post office should form part of this initiative, e.g. space for workshops, the Library/gallery, space for the homeless, return to use as post office as suggested uses.	The Council supports bringing underutilised properties back into use to support the local economy and vibrancy of the city centre.
1	Would like to see one of the larger underused buildings (e.g. in Castle Street) used as a Youth Hostel. This type of use would not require car parking.	
3	The empty properties along Castle Street should be used for this initiative.	
2	Steynings' in Crane Street should form part of this initiative.	
1	Consider using one of the large empty properties for the Library.	
2	Deliver a Heritage Centre / use empty shops for local history displays.	

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
1	The police station should return to its original building.	This is a matter for Wiltshire Police.
23	Nor clear what is meant by 'heritage living'.	This is a catch-all term to describe repurposing heritage buildings for residential uses. It is not meant to imply high maintenance.
1	Heritage living implies high maintenance. Young people seek low maintenance/high convenience accommodation.	
12	This idea should be good for supporting new/start-up/creative businesses.	Agreed.
1	Not sure there is enough business to support this initiative.	The intension would be to attract new business to the city as well as support additional businesses.
1	Temporary / pop up spaces should be tailored for local groups and start us.	Noted and agreed.
2	Wiltshire Council should do more to support existing businesses.	It is expected that the range of recommendations within the CAF will create an improved environment for business in central Salisbury.
1	Workspaces must be sustainable/green.	The council's development plan and national planning policy includes building standards requirements. This may be reviewed through the Local Plan Review process.
1	Click and collect should be encouraged.	Noted.
2	Pop up uses, and evening leisure pursuits must not create disturbance/conflict with nearby residences.	Agreed. Sites for pop-up uses will need to be carefully planned to avoid conflict with residential uses.
1	Additional residential parking is needed to avoid putting further strain on the already over-subscribed residents parking zones.	Parking is considered where planning permission is required, although to promote sustainable transport other initiatives such as car clubs should also be promoted.
1	Stop allowing out of town superstores. We need shops in the city.	The CAF recommendations are designed to support bringing more active uses back to the city centre.
1	The use of the old BHS store as a cinema was a fantastic initiative.	The CAF encourages temporary pop-up uses to help create and maintain vibrancy.
3	The old BHS building should form part of this initiative, e.g. suggested location for Three Chequers Medical Practice.	The council will work to support the Three Chequers Medical Practice however it can.
2	Try to encourage retail diversity.	The council cannot bring specific stores to the city but can assist in creating the right economic conditions to encourage commercial investment.
2	Do what can be done to keep remaining retail outlets.	
2	Do not encourage any more coffee shops.	
1	Do not allow vacant units to be filled by gambling and loan shops.	
3	Query why these spaces are not already being used.	There are likely to be a number of reasons, and part of the task will be to identify and overcome such barriers.
1	Permanent repurposing of empty buildings would be preferable.	Noted.
9	Empty shops need to be brought back into use.	Agreed.
2	Ongoing maintenance of such buildings will be important.	Agreed.
2	Any redevelopment works must be of a suitably high standard.	Agreed.

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
2	Wiltshire Council should refurbish the Grosvenor House for this initiative.	Wherever possible the Council will consider opportunities to make the best use of properties within its ownership.
1	Wiltshire Council should refurbish the Old Fire Station for this initiative.	The Old Fire Station has already been refurbished into an operational short-lease business hub.
1	Example of success elsewhere e.g. Joynes House in Gravesend, previously Kent Council Offices.	Noted.
1	Empty properties should be acquired by the council through compulsory purchase.	Each property would need to be subject to its own business case showing that the scheme would be viable.
1	Query whether this initiative has been a success in other urban towns, or whether Salisbury will be a pilot case.	By supporting a mix of uses, Wiltshire Council believe we can enhance the viability of individual buildings. Residential property can achieve a higher value and support young people finding a place to live.
1	Towns across the country have been trying to get people and businesses into empty buildings without much success - not clear what would make Salisbury any more successful.	
1	Consideration is needed on the potential impacts on essential services located in the city centre.	Agreed. This would need careful consideration.
1	Salisbury City Council (SCC) comment that the neighbourhood plan will contain a Housing Mix policy. Early evidence indicates a shortage of city centre housing for young people - SCC aspire to allocate housing for young people and to support the night-time economy.	Noted.
	The Salisbury Neighbourhood Development Plan Steering Group comment that these issues will be addressed through the NP. The SNDP should lead on the matter of land use flexibility in the central area.	It is hoped that the CAF recommendations will assist the neighbourhood plan in taking forward detailed proposals that translate to policy.
1	Planning policy should support change of use of some secondary/tertiary shops to residential; and support new uses for unused upper floors above shops.	The Local Plan Review will carry out a comprehensive review of the current town centre retail planning policies to ensure they are flexible and adaptable to respond to the changing role of the city centre.
1	Could an area with Poultry Cross next to its corner be demolished? North side/west end of New Canal; east side/north end of High Street; south side/east end of Silver Street. The result would transform traffic movement in the centre entirely.	This area contains a number of Listed and historic buildings. This does not form part of the CAF recommendations.
1	Any repurposing must respect the character and design of the original building.	Agreed.
	Interesting and historic interiors need celebrating.	Agreed.
1	Will Historic England be involved with this?	Yes. The council will continue to work closely with its partners and stakeholder, including statutory consultees such as Historic England.
1	Wiltshire Creative support the initiative and requests recognition of the role of cultural uses in finding alternative uses for empty space, e.g. events taking place in the Cross	Change to CAF: An amendment will be made to recognise the role of one-off/cultural events in using empty premises.

Question 9: Would you support the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people?		
No. comments	Comment	Officer response
	Keys during the Salisbury International Arts Festival 2019.	
24	This proposal will help to enable young people to live in the city / Salisbury needs more young people.	The recommendations of the CAF are designed to support the delivery of housing in underutilised space within the city centre.
6	It is not just young people who need support.	
7	No more housing for older people.	
13	Use this initiative to deliver affordable housing.	Delivery of suitable affordable housing will be supported wherever possible.
1	Do not think young people will be able to afford 'heritage' properties.	
2	Do not support new housing in the centre / concern about diluting the city's business core.	The concerns are noted. Any changes of use will be required to meet the council's town centre planning policies in respect of preserving core areas of business.
3	Support this initiative as it will reduce car usage in the centre.	Agreed.
1	New properties in the city should be supported with the infrastructure to enable car-free living.	
1	Shared car use/car club should be part of this initiative.	The council fully support the city's car-share schemes and will support expansion wherever possible.
3	Support city centre housing as this will help to support local businesses.	Agreed.
1	Concern that converted older properties will not be as saleable as newbuilds.	Noted.
2	Provision should also be made for the homeless/people with disabilities that are accessible to the city centre.	Noted.
1	Do not support housing for young people in the city due to concern about antisocial behaviour and negative publicity for the city.	Noted.
1	Do not support hostels.	Noted.
1	Support for conversion of existing building stock over developing on undeveloped land.	Noted.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
23	General support for the project.	Support noted.
12	General objection to the project.	Objection noted.
2	Salisbury City Council and Salisbury Neighbourhood Plan Steering Group are strongly supportive of the project.	Support noted.
4	The project should be delivered as part of a joined-up events economy, e.g. as part of the Arts Festival.	The Council will continue to work closely with its partner organisations, including the Arts Festival, and will be open to opportunities to work together.
1	Concern that the project may compete with other events in the city.	

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
3	Highlight current events / mark local, national, or international landmark events.	Request noted. This is indeed an important aspect of the business plan for Illuminating Salisbury.
5	The project should be of limited duration, e.g. during the Arts Festival, peak tourism season, special occasions etc.	Noted. The business case is currently based on using the lighting and sound infrastructure for both major shows which will be of limited duration and complement the existing cultural and visitor event calendar, while improving the night time environment in a subtler way over a significant part of the remainder of the year.
2	There should be periods of non-illumination to avoid it becoming commonplace.	Agreed. Installations will not be continuous. Sound and light shows will not run far into the night.
1	Feature for maybe an hour or two rather than far into the night or it could become irritating.	
1	Suggest an extended trial to gauge response.	As part of the development of the business case for the whole scheme, an extended trial using leased equipment may be feasible and provide useful evidence to support permanent installation.
4	The themes should be changed regularly to attract repeat visitors.	Agreed and supported by an Outline Business Case (OBC) prepared by the council.
1	Salisbury Cathedral and Wiltshire Creative comment that the CAF cites Lumiere Durham as an example, although it should be noted that this is a short-term festival not a permanent fixture.	Noted and understood. The OBC also cites international examples of permanent fixtures such as Chartres and Le Mans.
4	It should be subtle/calm, not too flamboyant.	Requests noted. The design and storyboarding for the project will take these comments onboard. The OBC acknowledges the requirement for displays to be authentic to Salisbury's heritage and culture.
1	Not just endless changing colours.	
6	The show must be high quality, tasteful / not 'tacky'.	
2	Would prefer to see improvements to street lighting e.g. solar powered speed restriction signs, lighting near the Arts Centre.	Street lighting and ambient lighting improvements will be considered separately. Illuminating Salisbury will be complementary to such improvements that come forward. Separately, Wiltshire Council will be converting most of the street lighting in Salisbury to LED lighting during summer 2020.
14	Money should be prioritised on other essential projects and services ahead of this one.	Noted. Decision making with respect to the proposal to invest capital monies in implementing Illuminating Salisbury will be subject to an HMT Green Book Outline Business Case. There will be an expectation for the project to represent good value for money in generating additional spend in Salisbury's economy by increasing visitor numbers both in terms of number and length of stay. The minimum benefit sought will be £2 benefit to the economy for every £1 spent on the project and work on the business case to date demonstrates it has the potential to generate significantly more. The project is expected to generate significant increase in footfall and visitor spend which will help to boost the local economy.
12	The project would be a waste of money.	
4	The Council should ensure the project doesn't cost too much.	
1	Concern that the costs could outweigh the benefits.	
1	Heritage lottery funds could help deliver the project.	Noted. This will be explored.
5	The project would be good for attracting visitors / will be good for night life.	Agreed.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
1	It is hoped that the project will encourage residents within a 10-mile radius to use Salisbury's evening economy.	Agreed.
2	Not clear who we hoping to attract.	The light show should attract residents and visitors alike. The council is consulting with local stakeholders and will seek to engage with groups such as residents' associations to minimise any disruptive impacts. The light show will drive footfall, increase spend, stimulate the economy and provide revenue and jobs to benefit the city.
3	The project will not benefit local people / could cause inconvenience to residents.	
1	Learn from successful ventures elsewhere e.g. Stourhead / Longleat / Granary Square / Kings Cross / Chartres / Durham.	Noted.
1	The city needs more good quality hotels to attract visitors coming for the lights.	Noted. Part of the strategic case for the project is to encourage commercial investment in hotel space in the city by creating a new visitor attraction which will help maintain numbers throughout the year.
1	Most shops will be closed by night fall so will not get to benefit from evening footfall.	It is hoped that the light show will increase Salisbury's attractiveness for full day outings, with visitors staying out and supporting the evening economy.
1	The light shows should be suitable for day time display.	Noted. The technology permits light shows to work during early evening hours.
1	Concern that similar events elsewhere have not been successful.	There are numerous examples of where illumination events have been successful. In researching the Outline Business Case for the proposed scheme, officers have yet to find any examples of similar events which have not been successful.
4	The temporary light shows at the cathedral worked well.	Agreed.
3	Project is unnecessary. Salisbury already has a vibrant evening economy.	Evidence indicates that Salisbury's evening economy could be boosted and would benefit from an improved event-based economy to support the evening uses.
1	Wiltshire Creative comment that it is exciting that Wiltshire Council wants to invest in the night-time economy but there are concerns about the proposed model. Reference is made to Durham, but this is a 4-day event, not a permanent installation, which has potential flaws. 3D mapping is impressive and immersive but is no longer unique. Wiltshire Creative recommends evidence-based feasibility from a third party before the Illuminations project is fully developed and funded.	Support is noted. Wiltshire Council are keen to work with Wiltshire Creative on the project going forward.
2 1 1 3 1 1 3 2	Suggested locations: <ul style="list-style-type: none"> ▪ The Cathedral and Close. ▪ The Odeon cinema. ▪ The City Hall. ▪ The Guildhall. ▪ The Playhouse. ▪ The exterior of St Thomas's Church. ▪ Salisbury's rivers. ▪ Large walls in the city. 	Noted. These will be considered in further detail as the project progresses.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
1 1 1 18 1 1 4 1 1 3 1 2 1 1 1 2 3 1 2 1 1 1 1	<p>Suggested themes:</p> <ul style="list-style-type: none"> ▪ Local arts/artists. ▪ Secret Spitfires themed aerial displays. ▪ Links to the cathedral. ▪ Local history / built heritage. ▪ The story of the building and development of the cathedral. ▪ The cattle market from the medieval period up to today. ▪ Famous local people and visitors, e.g. Samuel Pepys, Florence Nightingale, Dr Middleton, David Bowie, Ted Heath. ▪ Celebration of old local businesses. ▪ Contemporary themes. ▪ Future of Salisbury, science & technology. ▪ Salisbury's ghosts and hauntings. ▪ Literary connections e.g. Golding, Trollope. ▪ Musical connections e.g. Handel, Andy Sheppard, Dave Dee, Dozy, Mick and Tich. ▪ Homelessness/refugees. ▪ Links to leisure facilities. ▪ The city's parks / spaces. ▪ Nature and local wildlife. ▪ Specific local events. ▪ Transport, e.g. railway links along Fisherton Street. ▪ Salisbury Plain / the army. ▪ Boscombe Down & flight tests ▪ Do not support themes celebrating military / armed forces / war. ▪ History of sites e.g. Bourne Hill, Guildhall. History of Salisbury via surviving buildings. 	<p>Noted. These will be considered in further detail as the project progresses.</p>
3	The light show could be interactive/involve people.	Agreed. This idea is being explored.
2	Themes should be relatable for all, e.g. different ethnicities and religions/ spirituality.	Agreed.
1	It could be used as a means of wayfinding.	Noted. This may be an idea to explore, albeit wayfinding infrastructure will need to be in place all the time whereas Illuminations will be 'off' for some of the time.
1	It may help to make the city safer / reduce crime.	Noted. The business case captures these and other qualitative businesses.
2	Avoid Christmas style lighting outside of the Christmas period and use uplighters instead of fairy light styles lights.	Noted and agreed. Careful consideration will be given to the design of the project to ensure that it is clearly distinguishable from the lighting that is in place over the Christmas period.
2	The Christmas lights at Market Place help to cheer the place up.	
2	Highlight/illuminate the existing historic buildings.	This is being explored. Feasibility testing using up lighting has already successfully taken place at the Clock Tower, St Thomas's Church and the Guildhall and Guildhall Square.
1	Allow consultants in consultation with Wiltshire Council and cultural partners to come up with suitable themes.	Input from members of the public and other stakeholders will also be valuable in building a portfolio of theme ideas.

Question 10: Wiltshire Council is working to deliver the 'Illuminating Salisbury' light show. Do you have any comments on the proposals, or ideas for additional themes that the show could include?		
No. comments	Comment	Officer response
1	Contributions should be sought from local artists and performers.	
1	Could have distinct shows in the different parts of the city.	This will be explored.
1	The project should have a published programme with an organisation in charge.	The commercial case for the project provides a way for the light and sound attraction to be managed by an independent organisation which would as part of its event management activities be encouraged to publish an events programme for it.
1	The project should not be delivered by Salisbury BID.	The project is to be delivered by Wiltshire Council in partnership with other stakeholders and bodies with local interests.
20	The project should not result in unnecessary light pollution/habitat disturbance/loss of night skies.	Concerns noted. The council's ecologist is closely involved in the project planning going forward.
1	Salisbury Area Greenspace Partnership comment that temporary winter light trails through city centre parks (e.g. as in Glasgow, Southampton & Bournemouth) would be preferred to minimise impact on wildlife.	
12	Concerns about the project's energy consumption/lighting must be energy efficient/use renewable energy.	The lighting and other electronic equipment will be energy efficient and the business case is being developed with an aim to have no net additional carbon impact.
7	The project must be environmentally friendly / concern about compatibility with the council's declaration of a climate emergency.	
2	Create colour and interest in the city through greenery, plants, trees, murals instead of a light show.	The light and sound show will create interest and make more attractive the city's green space and heritage. There may be merit in additional planting / artwork being part of the overall scheme which will be explored.
6	The siting/themes will need to be in keeping with character and heritage of the city.	Agreed.
2	Permanent light displays would harm the heritage value of Salisbury.	Concerns noted. The council's conservation team is closely involved in the project planning.
1	Public conveniences for disabled people should be available during the shows.	Noted.
1	There should be no accompanying loud music.	Any musical accompanying will be temporary and set to volumes that would not cause undue disturbance to residents.
1	Include a diverse range of entertainment and music.	Agreed. This idea will be explored.
1	Lighting should be combined with music.	
1	There is no mention of music in this document. There is a large live music scene in Salisbury and this should be included.	
1	Music and a good stage must be provided.	The project will look at creative ways of existing spaces and architecture as a 'stage' for imaginative projections.
1	Need to consider impact of the light show on local traffic management.	Agreed. Detailed consideration will be given to the potential impacts of illumination events on the highways network and parking.
1	Need to ensure Park & Ride services are open late to cope with the visitors.	
1	Limited parking availability may deter people from visiting the light show.	

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
5	Should not place undue burden businesses, e.g. small / independent / local businesses.	Noted.
4	Property owners should not be allowed to pass the cost of restoration to their tenants.	Noted, however this will be dependent on the type of lease a freeholder holds with the leaseholder.
1	Question over who would bear the cost of the work.	Funding is like to come applications to central government funding pots.
6	Concern that this would result in an increase in business rates or additional costs.	
1	The cost of ongoing maintenance also needs to be factored in.	
11	Funding/grants/loans would be needed.	Agreed.
2	Grants should be available to all businesses, not just those with historic frontages.	Noted.
2	Public money should not be spent on this / it should be prioritised elsewhere.	Noted.
2	Money should instead be spent on supporting businesses to stay within our city and keep the high street full.	Noted. Evidence identifies that a new shopfront policy can increase footfall by around 25% so therefore this could encourage the high street to be fuller.
1	The Council should use revenue from car parking charges to fund restoration work.	Noted.
1	Concern that this may discourage investment in the city.	Noted. Evidence identifies that a new shopfront policy can increase footfall by around 25% so therefore investment should be encouraged not discouraged.
1	South Western Railway would welcome funding for restoration works.	Noted.
2	Concern that this would make it more difficult to fill empty premises.	Noted. Evidence identifies that a new shopfront policy can increase footfall by around 25% so therefore investment should be encouraged not discouraged.
1	Put pressure on landlords to refurbish shops.	It is an intention of the CAF to seek any funding available to improve the quality of historic buildings.
2	Business should be incentivised with benefits of compliance, rather than forced to comply e.g. inclusion of attractive properties in a 'visual guidebook'.	
1	Use Compulsory Purchase Orders on buildings that are not being maintained.	Noted.
2	Buildings should not be allowed to fall into disrepair.	Noted, the intention would be to prevent the buildings fall into disrepair.
1	Query whether enforcement of shopfront rules would apply retrospectively.	This could not occur retrospectively unless an occupier breached other legislation e.g. for listed buildings.
1	Improving the looks of shop fronts and advertising will require strict planning constraints and effective enforcement.	It is intended that existing Supplementary Planning Guidance is refreshed to ensure it is compliant with the latest planning policies and a new enforcement regime will be introduced if necessary.
1	Suggest that one company is responsible for coordinating and maintaining consistent approach to shop fronts.	Noted.
4	It is too late for this to be effective / damage has already been done.	Noted.

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
1	Should be informed by a qualified design consultant / architect.	Noted
3	New shops/businesses should be required to conform to more appropriate signage and decoration.	Noted, this is what the CAF seeks to achieve.
1	Wiltshire Council should set an example by restoring Council owned buildings e.g. the Old Fire Station, Grosvenor and Riverside House, the former planning office at Wyndham Road.	Noted.
1	Not convinced that many shop frontages have much history behind them.	Noted.
1	Efforts should be made to improve accessibility of shops rather than historical appearance.	Noted.
20	General support.	Support noted.
12	Would support methods which promote and protect the heritage of the city.	Support noted.
12	This initiative is needed as some parts of Salisbury look tired/scruffy. An improvement would be good for morale.	Support noted.
1	Cycling Opportunities Group for Salisbury support the proposal and comment that is required to demonstrate the character and vibrancy of the city.	Support noted.
1	Salisbury Cathedral welcome sympathetic re-use and re-purposing of neglected heritage buildings.	Support noted.
2	Many 'heritage' properties in Fisherton St, are in poor condition / require upgrade.	Noted. The CAF recommends exploring how this can be addressed.
2	Historic buildings are a reason people come to Salisbury, so this funding is necessary to keep the tourist industry thriving.	Support noted.
10	Existing policies should be enough. These should be enforced.	Noted. The intention would be to ensure the existing shop front guidance is up to date and to provide funding for improvements to be made as well as implementing enforcement.
2	Concern that currently planning policies are selectively applied.	Noted.
3	Wiltshire Council's shopfront policies are dated, and these should be reviewed and consulted on.	Noted. The intention would be to ensure the existing shop front guidance is up to date and to provide funding for improvements to be made as well as implementing enforcement.
1	Review of the Council's shopfront policies should follow the example set by Exeter City Council's Residential Design Supplementary Document.	Noted.
1	Support or opposition will depend on what the new guidance is, how simple it is to navigate, whether it is applied to all parties, and how it is implemented.	Noted.
1	Guidance should include side alleys because they can be eyesores with parked cars, rubbish, broken/dirty masonry etc.	Noted.
1	Guidance should include the requirement to remove all A-boards.	Noted.

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
1	Guidance should include requirements to maintain the appearance of upper floors as well as ground floor.	Noted.
1	Guidance should include requirements for residential buildings, encouraging home owners to keep properties tidy and clean.	Noted.
1	Suggestion of lamps that could incorporate shop signs to bring visual fullness to the roads when looking down them.	Suggestion noted.
1	Dress up the streets with hanging baskets / attractive banners etc.	Suggestion noted.
1	Produce and enforce a 'white lights only' policy to include street lights, shop fronts and advertising.	Noted.
1	Salisbury City Council comment that the forthcoming neighbourhood plan will contain design and heritage guidance based on documents produced by Salisbury District Council.	Noted. The CAF directs actions to be taken by both Wiltshire Council and other third parties such as the City Council. It is intended that areas such as shopfront and design can be taken forward by the City Council.
7	Concern that this will add to bureaucracy of planning process.	Noted, however much of the policy already exists but needs updating or incorporating within more up to date plans.
2	Priority should instead be given to relaxing policy to enable retrofit of businesses with insulation and green, sustainable energy.	Noted. The CAF is underpinned by responding to and mitigating against the impact of climate change.
3	The Council should list all dilapidated city centre buildings and write to the owner/tenant to explain the CAF objectives and require maintenance to be carried out.	Noted.
1	All enforcement must be considered at a public meeting in Salisbury by Salisbury City Council.	Noted.
1	Consider Design Review Panels for planning applications.	Noted.
1	Some chains in other towns have more sympathetic signage than in Salisbury e.g. Boots, Café Rouge, New Look, McDonalds, building societies.	Noted.
3	Design guidance should ensure signage is unobtrusive and complementary to the architecture above ground floor.	Noted.
4	Historic buildings should be maintained and preserved.	This is the aim of the objective.
3	Renovations should not all be historic, should incorporate modern design as well.	Noted.
1	Avoid 'disneyfication' or contemporary interpretation of 'ye olde England' which show a lack of imagination and style.	Noted.
5	Policy guidelines must ensure corporate identities do not spoil Salisbury's character.	Noted.
1	Undertaking building renovations should include installation of swift bricks to retain nesting sites. This should be required through any review of existing SPGs.	Noted. Additional recommendations will be added.
1	This policy should be applied to businesses along Southampton Road.	Noted. Southampton Road is situated outside of the CAF area.
1	Do not like the proposed design of the former British Heart Foundation building.	Noted.

Question 11: In order to improve the appearance and quality of Salisbury's historic shop frontages, would you support Wiltshire Council in taking action such as producing and enforcing planning policy guidance and applications for funding for restoration works?		
No. comments	Comment	Officer response
4	Use of bright paint colours should not be acceptable in historic locations.	Noted.
1	The buildings adjoining the former post office in Castle Street are in a poor state of repair and require maintenance.	Noted. The CAF does encourage the adaptation and re-use of empty buildings.
1	Do not like the street furniture in the Market Place – replace with 'old-fashioned' benches.	Noted.

Question 12: Wiltshire Council is working to deliver improved pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Do you support this? If so, do you have any comments or suggestions for ideas that could be incorporated into the wayfinding strategy?		
No. comments	Comment	Officer response
1	Legibility around Salisbury needs improving.	Noted. The recommendations for a new wayfinding strategy seek to address the issue.
2	Improving information/interpretation boards is a priority.	Noted.
3	This would be a waste of public money.	Noted.
2	Other more essential infrastructure should be prioritised over this.	Quality wayfinding can be a good investment because of its contribution to supporting the tourism industry.
8	Do not think this is needed / local people will not benefit from this.	Delivering better wayfinding infrastructure will complement public spaces and increase visual interest, helping to make Salisbury an even more attractive visitor destination. This will boost the local economy to the benefit of Salisbury residents.
2	Salisbury is not a large enough city for this.	It is considered that the legibility of the city would be improved through improved wayfinding.
3	Prefer money to be spent on physical wayfinding infrastructure rather than digital.	Noted.
3	Wayfinding infrastructure could be sponsored by local businesses / Council advertising.	Noted.
1	Show alternative routes to those that are less well known.	Request noted.
2	Install plaques on walls of specific buildings to show places of interest, to be incorporated in tourist trails.	Request noted.
6	Inspiration should be taken from Bath and Chester, Oxford, the Netherlands, Boston Freedom Trail (USA), Legible London.	Noted.
5	Must ensure that physical/digital infrastructure can be maintained and updated on an ongoing basis.	Agreed. This will be a key consideration to the project going forward.
2	Smartphone apps are the way forward – cheaper, do not add to street clutter, easy to update, can include geographical positioning.	The value of smartphone technology is recognised and will be built into the response. However, physical signage continues to have an important role in helping people navigate their way around.
7	Mustn't over rely on an app as not everyone uses a smartphone. Should be a range of options.	Agreed.

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No. comments	Comment	Officer response
5	Smartphone apps encourage people to look at their phones not their surroundings / should encourage people to look up.	Noted.
5	Don't need an app as people can use (Google) maps for free.	Noted.
1	Do not duplicate what is already offered by the Tourist Information Centre.	Any proposals will assess what is already on offer to ensure there is no duplication.
1	Salisbury Air Quality Steering Group support infrastructure and technology to help way finding around the city, encouraging active travel. Both visitors and existing residents will be the end users and need to be considered. Visitors may wish to walk/cycle to tourist destinations - e.g. Old Sarum, Wilton, Stonehenge and the New Forest - green tourism should be encouraged through wayfinding.	Noted.
1	Go South Coast note that the need to improve wayfinding needs to be matched with more legible public transport networks and interchanges which make it better for residents and visitors.	Agreed.
4	Wayfinding system should be accessible for and tested by people with all disabilities.	Agreed. Any proposals will be tested to ensure they are accessible to all members of the community.
3	Paper maps are also important for visitors.	Noted, although this does not form part of the scope of the wayfinding project. It is hoped that improved wayfinding infrastructure will reduce the need for reliance on paper maps.
1	Create walking routes around parts of Salisbury. Colour code the routes by length. Show toilets, picnic areas, key shops etc.	Noted. This will be considered through the design process.
1	Salisbury Area Greenspace Partnership's Radial Greenways should be used as part of the wayfinding strategy.	Request noted.
2	Could highlight independent cafés along the route / hotels / B&Bs.	This may be possible through digital wayfinding. Signs will need an element of simplicity to avoid navigation instructions becoming too complicated, so individual businesses are unlikely to feature on these. Issues around advertising consent and commercial competitiveness would also need to be considered.
1	Salisbury's parks should be better signposted.	Agreed. These will be considered.
2	Need better signage to/from the car parks.	
3	Better signposting alongside the rivers is needed.	
1	The Town Path should be included in the wayfinding work.	
2	Bourne Hill House Gardens should be included in the wayfinding approach.	
1	The Arts Centre is out on a limb and could do with better signage.	Agreed. Wayfinding to the Arts Centre and Cultural Quarter will be key considerations.
1	Wiltshire Creative support the improvement of wayfinding, as wayfinding around the city	

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No. comments	Comment	Officer response
	is a problem – e.g. people often struggle to find Salisbury Playhouse and Salisbury Arts Centre.	
1	Salisbury Cathedral support improving wayfinding to the Cathedral which is an issue.	Agreed. Wayfinding to the Cathedral will be a key consideration.
1	Need better direction to the Cathedral from Catherine Street at Park & Ride stops.	
1	Develop a clear, signed walking route to link Southampton Road retail parks with the city centre and High Street.	Agreed. This will be considered.
1	Signage needed near Park & Ride alighting points (e.g. near Cathedral Hotel).	Signage to Park & Ride locations will be a key consideration.
2	Signage needed at the Railway Station.	Signage to the station will be a key consideration.
1	Need better direction to the Market Place from Milford Street Park & Ride stop.	Signage to Market Place will be a key consideration.
1	Include directions to toilets.	Toilets will be clearly signed.
1	Salisbury Area Greenspace Partnership notes that care is needed with design & locations of signage. Will need to reassess existing signage to ensure structures do not add clutter but help to reduce it, especially in the Conservation Area.	An assessment will be carried to determine the key decision points in the city to select the most appropriate locations for signage.
7	Too many way markers could cause confusion / must avoid street cluttering	
2	Direction signs should be wall-mounted where possible to reduce street clutter.	
1	Install signage points on every city junction.	
1	Wayfinding should be artistic and human.	
7	Signage should be traditional and in keeping with the historic city.	
1	Keep signage in keeping with existing black metal way-marking signposts.	Requests noted.
2	Keep the design simple.	
3	Consistency of design throughout the city.	
2	Colour code signage to lead to different areas of the city.	
1	Wayfinding should be comfortable to use in all weather conditions.	
4	Include wayfinding markers/lines on the pavements.	This will be considered.
2	Use pictorial signs/photographs of the destinations.	The wayfinding approach is likely to use easy to interpret symbols to avoid risk of photographs becoming outdated.
1	Install a set of Blue Plaques.	Unlikely to fall within the scope of the Wayfinding Strategy.
5	Signage should incorporate distances and walking / cycling times e.g. to the Railway Station, Churchfields, Five Rivers Health and Wellbeing Centre, the Hospital, Old Sarum and Stonehenge.	Agreed.
1	Success of the routes will depend on how frequent the wayfinding infrastructure is and if	Noted.

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No. comments	Comment	Officer response
	we can offer supplementary products like maps, audio guides, apps etc.	
3	Signage needs to be vandal proof; finger posts need to stay pointing in the right direction	Agreed. Any infrastructure will be designed to be of high quality and very durable.
1	Need to ensure maps are accurate. There are some errors in the existing way markers.	Agreed. Accuracy will be critical.
1	Maps need to be kept up to date.	
1	This project should be delivered alongside the illumination and street lighting projects.	The Council will work closely with appointed consultants to ensure that these projects dovetail together.
1	Walkways and cycle paths should be lit with sustainable/renewable energy.	Request noted. This will be sought where possible.
1	Use 5G technology.	Noted.
1	Make use of new fibre optic broadband capability.	
1	Digital displays are needed.	
1	Incorporate a 'What's On' page.	Opportunities to incorporate digital displays will be considered and could potentially link with 'What's On' information.
2	Introduce festival apps like Edinburgh Fringe app (map, info, bookings etc.)	
2	Make sure software is inclusive for all / is supported by guidance	Agreed.
1	Include 'Selfie hot spots'.	This will be considered.
	The app will work well for visitors / help to plan ahead.	Noted.
3	Include app links/QR codes on lamp posts/ bollards etc. explaining facts about the city, for children and adults.	This idea will be explored.
1	These could include history, rivers, famous people	Request noted.
1	Need to link to other well-known apps such as Ordnance Survey and CityMapper	This will be explored.
3	Must be multilingual.	Noted. Where possible, symbology that is understandable to all will be used.
1	Build on existing app developed as part of the City Challenge.	Noted.
7	Clearer signage is needed for cyclists.	Agreed. This will be addressed as part of the project.
1	Wayfinding for cyclists needs to be combined with improved roads, parking, storage space on trains, etc.	
2	Need to include better demarcation of National Cycle Way routes 24 and 45 and the Golden Way Cycle Route.	Request noted.
2	Cycling wayfinding seems premature until more/better/safer cycle paths are put in place.	The wayfinding work will complement other recommended strategies in the CAF which seek to improve footpath and cycle provision.
3	Signage should link with routes into the city from the wider residential and business areas beyond.	This will be considered.
1	Cycling route signs should be added to existing signage.	Request noted.
1	Cycling Opportunities Group for Salisbury comment that the plans show little gain for cyclists. There is a lack of cycle waymarking - coherent wayfinding must be integrated for	The CAF presents a series of recommendations which are intended to improve the city's street function in favour of the cyclist.

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No. comments	Comment	Officer response
	cycling routes in consultation with local and national cycling groups. Would like a strategic plan for cycle route signing led by Wiltshire Council that is centrally-funded and implemented for all new developments. The CAF does not explain how proposed way finders could be used by cyclists without needing to dismount. Cycle tourism to Salisbury should not be underestimated - cycle tourists spend more money locally than other tourists.	
1	Road signs on outskirts of city should be improved.	Will be addressed where possible.

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
11	Public art should be regularly changed.	Noted.
5	Introduce a small for regularly changed art, like the 'fourth plinth' platform in Trafalgar Square.	Concepts for public art will be developed through consultation with the community and stakeholders, which could include an arts platform for different art over time.
2	Space should be made for temporary sculpture installations in the Cathedral Close.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
1	Query whether more well-known artists' work could be loaned.	The CAF recommends that concepts for public art are developed working with local and nationally recognised artists.
1	Support for permanent installations.	Support noted.
1	Do not support permanent installations.	Noted.
10	Object to money being spent on public art.	Quality public art can be an extremely good investment of taxpayers' money because of its contribution towards creating vibrancy and boost to the local economy.
4	Public art shouldn't be at excessive cost or result in tax increases.	Public art can be funded from a variety of sources. A public arts project forms part of the bid for the Future High Streets Fund, for example.
1	Request that public art is managed professionally through S106.	
2	Request to know where money is coming from.	A public arts project forms part of the bid for the Future High Street Fund whereby a public arts consultant has been appointed to help commission a number of public art and lighting artists to create high quality public realm interventions in Fisherton Street, if funding is successful.
12	Public money should be prioritised on other essential infrastructure before public art.	Quality public art can be an extremely good investment of taxpayer's money because of its contribution towards creating vibrancy and boost to the local economy.
1	Public money should be spent on buses/solar panels instead of art.	
3	Art could be supported through sponsorship.	Agreed.

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
1	Concern about impact of future cuts to the arts.	Whilst funding is becoming increasingly challenging, funding opportunities from other organisations will be closely monitored.
1	Artists should be invited to contribute work for free.	Noted.
1	Who will oversee choosing the art pieces?	Concepts for public art will be developed through consultation with the community and stakeholders.
4	Public art should be chosen by the people of Salisbury.	Concepts for public art will be developed through consultation with the community and stakeholders.
12	Public art should be of high quality.	Agreed.
3	Pieces must be adequately maintained.	Agreed.
15	Public art should represent Salisbury's history and people.	Concepts for public art will be developed through consultation with the community and stakeholders.
12	Public art should complement historic character of Salisbury and not compete with existing architecture.	
5	Public art should reflect local themes.	
2	Public art should be beautiful and inspiring.	Noted.
6	Scope of public should include street performers/musicians/buskers.	The CAF recognises that to help create vibrancy, activities that happen in addition to retail, leisure and service offer should be encouraged. This could include street performers, musicians etc.
17	Support for mural projects such as at Milford Hill bridge, and the stone curlew at Lush House.	Support noted.
5	Would like to see mosaics, e.g. in underpasses, on blank walls.	Concepts for public art will be developed through consultation with the community and stakeholders. The CAF specifically refers to the provision of public art in underpasses.
3	There should be a mix of modern and traditional art.	The CAF recommends that concepts for public art are developed working with both local and nationally recognised artists.
3	Support for contemporary art.	Support noted.
4	Do not support modern art.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders. There will never be a consensus of what is quality public art, and what is not.
1	Unsure if public art is needed to enhance Salisbury.	Public art can make a valuable contribution to the cultural landscape of Salisbury and transform lacklustre street scenes.
13	Need to ensure public art is durable/concern about vandalism.	Selecting appropriate materials will help to ensure the durability of public art and can also make harder to vandalise.
2	To avoid vandalism, public art should be in visible locations/CCTV.	To have maximum impact, public art will be located where it is visible and can be enjoyed by many. Selecting appropriate materials will help to ensure the durability of public art and can also make harder to vandalise.
2	Public art should include light installations.	The Illuminating Salisbury project forms part of the Future High Street Fund bid and, if successful, will provide a fantastic outdoor

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No. comments	Comment	Officer response
		visitor light attraction that will illuminate the stories of Salisbury's rich heritage.
6	Public art should include water features, could be illuminated.	The Illuminating Salisbury project forms part of the Future High Street Fund bid and, if successful, will provide a fantastic outdoor visitor light attraction that will illuminate the stories of Salisbury's rich heritage. Similarly, the River Corridor Improvements project includes opportunities for public art.
16	Local artists should be used.	The CAF recommends that concepts for public art are developed working with both local and nationally recognised artists.
2	Local art groups e.g. Salisbury Group of Artists should be involved in selection.	Concepts for public art will be developed through consultation with the community and stakeholders, which would include Salisbury Group of Artists.
1	Should involve the community, but individuals leading public arts projects is not appropriate.	Noted.
1	Should be a mix of local and national artists.	The CAF recommends that concepts for public art are developed working with both local and nationally recognised artists.
2	Public art should challenge people.	Noted.
11	Support for sculpture pieces.	Support noted.
4	Sculptures/art should be in Salisbury's parks and green areas.	Noted. Concepts for public art, which will include locations, will be developed through consultation with the community and stakeholders
6	Public art should include tree planting / flowers.	Public art can include the planting of vegetation to complement public spaces and increase visual interest.
2	Request for 'City Trees' as art pieces from Green City Solutions – added benefit of improving air quality.	
6	Public art should be a community project.	Concepts for public art will be developed through consultation with the community and stakeholders.
1	Could work with vulnerable groups, e.g. the homeless.	Noted.
2	Host a competition to design public art installation.	Noted.
7	Would like to see public art that is interactive / tactile.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
1	Incentivise engagement with art e.g. scanning a piece of art, gain a token towards a 'free coffee'.	
2	Public art should be educational.	Whilst public art can certainly be educational, there should be no single definition of what it should be.
10	Need to include young people/schools in art projects.	Concepts for public art will be developed through consultation with the community and stakeholders, which will include young people.
5	Provide a graffiti wall / urban graffiti projects.	Concepts for public art will be developed through consultation with the community and stakeholders.
1	Create Instagram opportunities.	Noted.
1	Businesses should link together with each other and schools/community for	Noted.

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No. comments	Comment	Officer response
	maintaining the high standards of works, once completed.	
2	Safer Salisbury's Hidden Figures Sculpture project could form a valuable element in this.	Noted.
1	Need to publicise trails better.	A consultant has been appointed to deliver a Wayfinding Strategy that will significantly improve the public realm and visitor experience of moving through the city and key arrival points to Salisbury.
1	A street art sculpture trail is already being developed.	Noted.
2	Would like to see art on walking trails, e.g. embedding metal buttons in the pavement through Character Areas (e.g. "Water Meadow Trail", "Chequers Trail").	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
2	The Baron trail was very popular.	Noted.
2	Public art will enhance the city centre/shopping experience.	Agreed. Public art can make a valuable contribution to Salisbury's cultural landscape.
6	The Market Place should be a focal point for public art.	Creating vibrancy is an important theme of the CAF, which includes maximising the potential of Salisbury's existing assets, such as the Market Place, through for example, public realm enhancements.
1	Art should be bold, interesting and relevant.	Noted.
1	Tranquillity and beauty should be themes.	Noted.
6	Art in the library/Young Gallery should be retained.	Concerns about the relocation of the Young Gallery are noted, and the Council are committed to successful relocation of gallery space within the Cultural Quarter.
3	Request to know what is happening to the Young Gallery.	
5	Request for new galleries for exhibitions and collections, e.g. with cafes.	It is beyond the remit of the CAF to identify new galleries, but it does advocate enhancement of the public realm through public art.
1	Art should bring colour and movement to concrete/overbuilt areas.	Noted. There is no single definition of art and design. For example, it can be permanent or temporary; it can incorporate text, photography, print, moving images, projection, live art etc. Therefore, whilst colour and movement are certainly one aspect of public art, it should not be to the exclusion of all aspects.
1	Carved maps in pavement at High Street could be refreshed.	Noted.
1	Suggest unique pieces of art in the character areas to show transition between areas.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
2	Request for large, simple pieces.	
1	Request pieces that will not quickly become outdated.	
3	The Arts Centre needs to be supported / linked up with.	
2	Support displays of art at Five Rivers.	
1	Piece made from natural materials.	
1	Signage around Salisbury could incorporate public art.	Noted. Improving wayfinding and signage around the city is a key aim of the CAF and is

Question 13: Wiltshire Council is working to deliver new public art in the city. Do you support this? If so, how do you think art in the public realm could contribute to Salisbury, and do you have any comments on the types of public art that you would like to see in the city?		
No. comments	Comment	Officer response
		being pursued through a specific wayfinding strategy.
4	Concern that art is subjective and may not be liked by all.	There will never be a complete consensus of what is "good" art, but this does not mean that public art should not be provided. Concepts for public art will be developed through consultation with the community and stakeholders.
2	Art is a talking point even when not to everyone's taste.	Comment noted.
4	Art has worked well in the Cathedral Close.	Noted. A Salisbury Heritage Trail app is currently being developed for a smart phone. It will be targeted towards tourists as well as residents to encourage the exploration of various locations in Salisbury, such as Cathedral close, that represents the city's heritage, history and mysteries.
2	Would like to see more art in Cathedral Close.	
1	Artwork should be sustainable.	Noted, addressing climate change/ sustainability is a key objective of the CAF.
1	Art should celebrate wildlife.	Noted.
2	Would like to see sculptures out of recycled rubbish.	Noted.
3	It is important to have a range of different types of art to cater for different tastes.	Agreed, there is no single definition of art and design.
3	Public art should be all through the city.	The CAF's geographical remit is the central area of Salisbury and it recommends introducing new public art throughout the city.
1	Local artists need local facilities at a reasonable cost.	Noted, although the provision of facilities and setting of costs for these facilities goes beyond the remit of the CAF.
3	Would like project to include well designed seating.	Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street. This includes the creation of waterside seating areas to complement existing café culture.
1	Would like to see art on bridges and along rivers.	The River Corridor Improvement project includes public realm enhancements which could include public art.
1	Consider that there are enough art venues already.	Noted.
1	More art in underpasses.	Noted. The CAF recommends the improvements of underpasses through public art.
1	Suggest temporary art on boards while building works are taking place.	Noted.
3	Could display art in empty properties.	Noted. The CAF recommends the preparation of a "meanwhile use" strategy for empty or under-utilised buildings and to set aside funding to reduce the negative impacts of vacant premises and enable meanwhile uses to be delivered.
1	Install public art on site of former BHF.	
3	Public art should be part of Salisbury's tourism draw.	Agreed, public art can make a valuable contribution towards the city's cultural landscape.
1	Introduce a Constable / Landscape Art Museum.	Noted.

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No. comments	Comment	Officer response
1	Introduce art on the railway wall at South Western Road.	Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street. The proposed improvements include public art in key locations, including the Fisherton railway bridge.
1	Colour, shape and size are important considerations.	Agreed.
1	Would like to see art on Fisherton Bridge, opposite Bishop's Mill.	Wiltshire Council is applying for funding under the Future High Streets Fund, to bring about improvements to the urban environment in various locations along Fisherton Street.
1	Art should be introduced in car free areas.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
2	Public art needs to be closely integrated with wider public realm improvements.	
2	More outdoor exhibitions.	
1	Make links with 1655 collective.	
1	Public art should acknowledge the importance of Salisbury in Spitfire production.	
1	Public art should include a railway theme.	
1	Artwork should relate to street names.	
2	Introduce public art at bus stops/ Park & Ride.	Noted. Concepts for public art, including locations, will be developed through consultation with the community and stakeholders.
1	Salisbury Cathedral (which regularly provides Arts exhibitions) would welcome discussions with art consultant.	Noted.
2	Do not support new public art	Noted, but new public art will add vibrancy and interest to the central area.
1	Planting and green space enhances city centre more than public art.	Public art can include the planting of vegetation to complement public spaces and increase visual interest.
1	Request to know where public art will be delivered.	Specific locations have not yet been decided upon. Concepts for public art, including locations, will be developed through consultation with the community and stakeholders.
1	Use sound within public art.	Noted. Concepts for public art will be developed through consultation with the community / stakeholders.
1	Do not think art will increase people wanting to visit Salisbury.	Delivering new public art will improve open spaces and help create visual interest, which will contribute towards attracting more visitors to Salisbury.
2	Public art is street clutter.	Disagree, delivering public art will complement public spaces and increase visual interest, making Salisbury an even more attractive visitor destination.
1	Do not see benefit for Salisbury residents.	Delivering public art will complement public spaces and increase visual interest, helping to make Salisbury an even more attractive visitor destination. This will boost the local economy to the benefit of Salisbury residents.

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No. comments	Comment	Officer response
2	Installations shouldn't be too abstract, should be understandable.	Concepts for public art will be developed through consultation with the community and stakeholders.
2	Pieces must be politically neutral.	Concepts for public art will be developed through consultation with the community and stakeholders.
1	Sculptures/structures can get in the way of blind people, pushchairs and wheelchairs.	Noted, concepts for public art will be developed through consultation with the community and stakeholders. The CAF recognises the need to ensure the needs of sensory or physically impaired pedestrians are properly integrated into the landscape.
1	Wiltshire Creative comment that the CAF makes no reference to the role of the Salisbury Cultural Partnership which should be added.	Change to CAF: Reference to Wiltshire Creative and cultural partners to be added.
1	Wiltshire Creative request to be referenced as a partner in the 'Who' section, as well as the Arts Council England.	
1	Supply a service which allows tourists to buy art and have it delivered to their home.	Noted.
1	Wiltshire Council should sell art on behalf of artists, taking a commission.	Noted.
1	Public art should have a consistent style e.g. one sculptor, one period.	Concepts for public art will be developed through consultation with the community and stakeholders.
7	Approval for specific existing pieces, e.g. 'The Walking Madonna' in the Cathedral Close, Giles Penny's 'Arms Wide Open', Antony Gormley's 'Iron Men', 'Henry Fawcett' statue.	Noted.
3	Disapprove of certain existing pieces, e.g. the sculpture on Bedwin Street, Barbara Hepworth pieces in the Cathedral Cloisters, marble carving outside Mompesson House.	Noted.
1	Would like a city clock piece, with hourly animation/events to draw a crowd.	Noted. Concepts for public art will be developed through consultation with the community and stakeholders.
1	Would like to see a new statue celebrating Millicent Fawcett.	
1	Request to move the statue of Sidney Herbert from Victoria Park to the centre of Salisbury.	
1	Do not support idea of an archway to Fisherton Street.	Noted.
1	Support for new sculpture in Guildhall Square.	Support noted.
4	Do not like the sculpture that is proposed for Guildhall Square.	Noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
6	It is not clear how the character areas would be adopted in practise.	The character areas could be used to inform more detailed planning policy / guidance, such as through the Salisbury NDP.
29	The character areas are too prescriptive and need to be flexible/diverse/should be allowed to develop their own character organically.	Any policy developed around the character areas should not limit other uses but positively encourage the character identified.
2	Concern that the approach could ghettoise parts of the city.	
2	Oppose moving business uses into a defined character area.	
1	Concern raised by a business owner whose property straddles two character areas.	
4	The areas are too simplified / artificial.	The concept is based largely on the current function of the areas.
2	Concern that this might discourage people from exploring the whole city centre area.	The policy is intended to ensure there is more interest created in all areas and encourage visits to areas of our City that don't currently benefit from visitors.
1	The character areas do not consider the city's many green spaces.	Noted. However, a key theme that runs through the CAF is improving open space and the environment and includes improving connections between the existing green spaces to enhance nature, leisure and enjoyment.
7	The city isn't big enough to have character areas. Salisbury as a whole is a character area.	The city has several areas that function differently, and the aim of the CAF is to support policy that strengthens the special function of specific areas.
1	Character areas are only suitable for modern cities, not suitable for Salisbury.	Salisbury being a medieval city benefits from many different character areas already as defined by the Conservation Area Appraisal.
2	Defining character areas should have been done decades ago to guide development in the city and define identities.	Support noted.
5	The character areas approach will be good for navigation, wayfinding will be key.	Support noted.
1	Salisbury NDP should extend the character area approach to the rest of the city.	This could be taken forward by the Salisbury NDP.
2	The system will be good for start-up businesses and branding.	Support noted.
1	The character area concept is an unnecessary expense.	Noted, however the character areas will be used to direct future policy.
1	Design approach for character areas should be subtle and not have bright lights/signs.	Any policy developed around the character areas should be in keeping with the city.
Comments relating to the Fisherton Street character area		
1	Fisherton Street does not have any specific character.	Fisherton Street is broadly characterised by independent shops and businesses.
1	Fisherton Street has a lot of independent retailers and this should be enhanced.	Agreed. This is the intention of the character areas.
1	Wiltshire Creative would support the addition of Digital and Artistic community and Fisherton Street proposals and would like to be involved.	Noted.
1	Highways England comments that Fisherton Street is a key gateway into the city from the A36 and any public realm improvements which redistributes street space between	Noted. Any transport modelling that will need to be undertaken to support CAF projects will ensure that the A36 is considered and Highways England are involved.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	pedestrians, cyclists and vehicular traffic, and any changes to traffic circulation at the Fisherton Street mini-roundabout will need to consider any potential impact on traffic flow from the A36.	
1	Did not like the design of the Malthouse Lane City Hall 'sail type' building presented at the public exhibition.	This is an initial artists impression. Any designs will be consulted on prior to any planning application being submitted.
Comments relating to the Chequers character area		
2	The section fails to recognise the individual character of each of the Chequers – more detail is needed.	The main CAF document references the conservation area appraisal that provides more detail to the individual chequers.
1	Culver Street car park should be demolished and rebuilt.	Noted.
Comments relating to the Cathedral Close character area		
1	The North Gate end of High Street/ Crane St/ New St should be included in the Cathedral character area to benefit independent businesses with this identity.	The Cathedral Close area applies the same boundary as the Cathedral masterplan. This area sits within the central character area where a key characteristic is that it provides a key pedestrian route as well as recognising the area as the main retail core of Salisbury.
1	The Cathedral Close is also a Cultural Quarter.	Noted. The CAF notes the cultural uses that take place in the Cathedral Close.
1	Support for initiatives to improve access to Salisbury Museum.	Support noted.
6	Access to the riverside from Cathedral Close is constrained by property owners' rights, health & safety, insurance implications and such reference should be removed.	Change to CAF: Reference to this will be removed from the CAF.
2	Objection to the concept of a bridged access to the Close as this would change the historic layout of the space, which was originally selected because it was not easily accessible (protected by walls and gates on three sides and by the river on the fourth).	Noted. The CAF aims to 'explore the potential towards the water meadows', all elements will be explored when this element of the project is undertaken.
2	Support for concept of improving access to the water meadows from the Cathedral Close.	Support noted.
1	The reference on page 53, relating to developing a working relationship with Cathedral Close owners with a view to allowing access to the river should be omitted – no consultation about such implications has taken place with residents.	Noted. This relationship will be explored when this element of the project is progressed.
3	Object to replacing character area keywords 'quiet', 'visiting', 'contemplation' with 'tourism'.	Noted. Contemplation and tourism are considered to cover quiet and visiting.
3	'Tranquillity' should be added as a defining characteristic on the keyword map.	
2	The CAF should better reflect that the character of the close is distinct and must be preserved.	Noted. The preservation of the Close is emphasised within the design recommendations on page 53.
1	Clarification is sought on the phrase 'public realm strategy to embrace Cathedral movement strategy'.	The CAF commits to a refresh of the public realm strategy. The statement ensures that the public realm strategy when it is refreshed will also consider the Cathedral's movement strategy.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
1	Object to promotion of events in the Cathedral Close'.	Noted. The CAF has been developed alongside the Cathedral who are keen to encourage events and fundraising activities.
1	Any activities in the Close should be appropriate to the peace and conservation status of the Close.	Noted.
1	The CAF should be more specific about what type, frequency, and duration of event is aimed for in the Close.	Noted.
1	Under the 'Design Recommendations' section the 'Cathedral Masterplan' needs to have its full title.	Change to CAF: The Cathedral masterplan should have its full title: 'Salisbury Cathedral "An exceptional place" Revised masterplan'. To be amended throughout.
1	The Close is an important green space in the city, which should be recognised.	Change to CAF: Text to be added to the Cathedral Close section to recognise that the Close is also an important green space in the city, providing a space of tranquillity and contemplation.
1	P54 & p55 should refer to the fact that the Close is a Heritage Asset of international significance in its own right.	Noted, although highly prized the Close does not have an international heritage designation such as a World Heritage Site.
1	The Close has special rules governing activities like advertising displays which should be acknowledged.	Such rules would be followed in any proposals and are acknowledged through ensure strategies such as the Cathedral Master plan are considered through any proposals.
3	The Cathedral Close must not be commercialised / 'disneyfied'.	Agreed.
1	Reference to "Cathedral stone works" should more accurately read as "Cathedral Works Yard of stonemasons and glazier".	Noted.
1	Opposing to the use of Leaden Hall as offices, should be residential or up-market boutique hotel with restaurant.	The CAF does not suggest a future use for former Leaden Hall school buildings.
1	Use the Cathedral grounds for summer entertainments.	Noted and agreed.
Comments relating to the Churchfields character area		
3	Churchfields should not be included as a character area.	Although, Churchfields does not appear to be particularly characterful it is an important employment area close to the centre of Salisbury and we should be clear where future policy will be developed.
7	Redevelopment of Churchfields should be accelerated, and existing businesses moved out of the city.	Wiltshire Council will review the role of Churchfields Industrial Estate through the Local Plan Review.
1	Relocate the house hold waste recycling centre.	
1	The Household Recycling Centre and adjacent business sites would provide a good location for a hotel/conference centre or higher education establishment.	
1	Make new direct access road to Churchfield Industrial estate to reduce traffic passing through city centre.	
1	Move Churchfields to Old Sarum.	

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
6	The HGV testing station should be relocated to a more suitable site such as Solstice Park. A site at Wilton should be identified for car dealers to offload cars, to then be driven to the showrooms to avoid HGV having to come into the city. An alternative route to Churchfields is needed, excluding the city centre, Mill Road, St Paul's roundabout and Fisherton Street. While HGV movements from Churchfields continue, all other benefits of the CAF are put at risk/devalued.	Noted. It is acknowledged the vehicle access especially for HGV's is one of the main issues / environmental impact. The council is intending to review Churchfields through the Local Plan Review.
3	Churchfields is very untidy and needs maintenance with more trees planted. Churchfields is in a poor state of repair.	Noted. Part of the aim of the CAF is to improve the quality of place.
1	Any development should avoid any detrimental impact on the River Nadder.	Noted. The river is protected through law and any development would need to reach a net gain for biodiversity.
1	The public footpath and trees must be retained along the river bank.	Noted. It is important to retain trees and public rights of ways, although sometimes PROW do need to be diverted.
2	Support any reduction of heavy traffic from Churchfields.	Support noted.
1	Any re-location of significant trip generating employment uses from Churchfields to other parts of Salisbury will need to assess traffic impacts elsewhere on the highway network.	Noted and agreed any re-location promoted through a Local Plan Review will be supported by transport modelling.
1	The CAF makes no reference to Salisbury's Cultural Strategy or Cultural Partnership.	Change to CAF: Reference to Wiltshire Creative and cultural partners to be added.
1	If Churchfields isn't redeveloped, then deliveries should be restricted to vehicles that are small enough to access the site via the routes from Churchfields Road and not via the city centre.	Noted.
1	The Steering Group for the Salisbury Neighbourhood Development Plan has determined that the failure of Wiltshire Core Strategy Policy 20 on Churchfields could be addressed in the neighbourhood plan. The possibility of relocating the household waste recycling centre to a site outside the city would benefit the CAF area and would reduce lorry traffic there.	Noted. However, the CAF is clear that Churchfields is of strategic importance and its future will be determined through the Local Plan Review.
Comments relating to the Centre character area		
1	The centre character area is too small.	The Centre focuses on the retail core surrounding Market Place / Guildhall Square.
1	The centre has a mixed-use character.	Agreed.
1	Maintenance of the surface in Market Place, Guildhall Square Ox Row etc is essential, requiring proper stone work, not tarmac covering.	Noted.
1	Support High Street/Crane Street as an opportunity area but would urge that servicing is fully assessed as part of the proposals. Support for concept of link into the River Walk. Support redevelopment to	Support noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	find alternative uses at ground and upper floors.	
1	Columbia Threadneedle hope to be involved in the creation of a further masterplan for the High Street/Crane Street/Fisherton Street area.	Noted.
1	There is not enough detail given about the proposal to develop around the Crane Street/rear of the High Street area.	Noted, such proposals need to be worked up further. Any detailed proposal will be consulted on separately.
1	Any development around High Street/Crane street should not create a further requirement for delivery lorries.	Noted. Delivery lorries would need to be considered as part of any redevelopment.
1	The cycle link between Fisherton Street bridge and Crane Street bridge must be retained.	There is no proposal to stop up this route.
1	Columbia Threadneedle Property Investments support the principle of improving connections with the landscape setting, particularly the River Walk. There should be scope for premises along the river to be developed to provide facilities to support this. Salisbury City Centre is an excellent location to provide space for creativity and culture and encourage innovation. Whilst the city centre should remain a key location for retail, we consider that the framework should be open to flexible uses to encourage start-up business, cultural uses, restaurants, city centre vibrancy and limit vacancy rates. We would therefore support the objective to nurture small business and entrepreneurs to give Salisbury a draw for local people, tourists and businesses alike. This in turn supports the vision to create a memorable and rich experience for visitors and locals ensuring that they want to spend time within the city centre and stay for longer periods.	Support noted.
3	There is a good opportunity to improve the riverside public realm to the rear of New Look on High Street with small, in-keeping cafés and outdoor seating.	Noted.
1	Between Fisherton Street and Cranebridge Road it would be good to open up and declutter the riverside routes with sensitive and 'soft' designs.	Noted.
1	Support the sensitive refurbishment of The Compleat Artist on Crane Bridge Road.	Noted.
1	Would like to see more 'going on' in Market Place.	Noted and agreed.
1	The riverside path between Crane Bridge Road and Fisherton Bridge needs improvement as a priority.	Noted, this is included as a project within the River Corridor project.
Comments relating to the Meadows character area		
1	The water Meadows character area only really consists of the Town Path and the path skirting Churchfields Industrial Estate	Noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	as other areas of the water meadows are not accessible.	
1	The water meadows south of the city near the College should be included by extending the character area slightly south of the 'cathedral' area to include Churchill Gardens and the water meadows.	Churchill Gardens is outside of the scope of the CAF's area. This could be considered by the Salisbury NDP who could extend CAF principles to the wider Neighbourhood Plan area.
Comments relating to the Castle Street character area		
1	The conversion of the Friends Provident buildings to older persons housing doesn't align with the CAF strategy for this area.	Concern noted.
Comments relating to the Maltings, Cultural Quarter and Central Car Park character area		
1	Object to a cultural quarter.	Objection noted. The intention would be to make the area more attractive to visit.
1	Culture and arts can be found in a wide range of places in the city, not just the 'Cultural Quarter'.	Noted. The cultural aspect of theatre and entertainment is focussed around the Playhouse area and this should be encouraged.
1	A hotel and gym do not fit with the Cultural Quarter.	Noted. Given the regional nature of the performances put on by both the Playhouse and City Hall a hotel can support these facilities by providing nearby hotel accommodation for visitors.
1	The library is misaligned with other uses in the Cultural Quarter, being used during the day and shut in the evenings as opposed to the City Hall/Playhouse being open in the evenings and shut during the day.	Noted. With an improved facility and public realm that encourages dwell time the intention would be to encourage more people to visit the area during the day time to support the cultural facilities as well as areas of Fisherton Street. The library with its footfall can encourage this.
1	The library is not a cultural offering, it is an essential community resource.	As well as an essential community facility a library does provide an important cultural aspect through the provision of books and historical records.
1	The Cultural Quarter is inaccessible and too upmarket environment for the library.	The proposed location for the library is accessible by bus from Fisherton Street and is a short level walk from its existing location.
17	The library should stay in its current location.	Noted.
1	The library should be mentioned more in the CAF.	Noted.
1	Concern that the new 'temporary' library does not have enough space for arts facility, meeting space, reference library.	Noted. A separate location will be found to house the arts facility. The area within the new building is of a similar floorspace to the current library.
1	Would not support move of local history materials to Chippenham.	Noted. There is no intention to move local history materials to Chippenham.
1	Support for a new library.	Support noted.
1	The new library must offer as much and more than the present one.	Noted. The vision for the new library is to offer a much improved environment.
1	Don't move the Young Gallery.	Noted. To deliver the projects within the CAF the gallery will need to move.
1	The Young Gallery should be protected.	The Young Gallery will be re-housed.
1	Library services (reference library, computer access, meeting rooms etc) need to be retained.	The library facility will be retained.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
2	Art galleries need to be in the same building as the library.	Noted. It is not considered that the art gallery needs to be within the same building as the library.
1	Support proposed arcade link at between The Maltings and Market Place.	Support noted.
1	Concern that the cultural quarter will represent a cultural divide in the type of people in the area.	Concern noted, however the CAF aims to make culture accessible for more people rather than creating a further cultural divide.
1	The CAF does not acknowledge culture as a driving force behind the city's renewal.	Change to CAF: Amend to reflect the aspiration for Salisbury to be 'A city with a rich and diverse tourism industry and cultural offer'
1	The City Hall / Playhouse area needs to be enhanced visually as a place to congregate.	Agreed, this is the intention of the CAF. The area is included in the area for the Maltings re-development and will include public realm enhancements.
1	Would support opening the entrance to the City Hall from Fisherton Street to open access to the Cultural Quarter.	Support noted.
1	Support enhancement to the cultural quarter, but Arts Council England should be referenced as a partner.	Change to CAF: Reference to Wiltshire Creative and cultural partners to be added.
1	Wiltshire Creative recommends that Arts Council England are involved in the process.	
1	The development of a cultural quarter should be based on appropriate feasibility and evidence. There is little in this section as to how culture is being used as an economic regenerator and driver of the Recovery programme. Would like to see reference to the cultural strategy and the Salisbury Cultural Partnership, both of which are vital partners.	Change to CAF: Include reference to Wiltshire Creative and cultural partners and recognise the importance of culture as an economic regenerator.
2	Do not build more shops.	Noted. The CAF focuses on delivering city centre regeneration in line with the masterplan for the site, this is intentionally flexible to ensure uses delivered on the site are as required by the market and do not intend to deliver a development of shops.
1	Do not move the city centre away from the Market Place.	Noted, there is no intention to move the city centre away from the Market Place. The aim of the CAF is also to strengthen the core around Market Place.
1	Include a youth hostel in the redevelopment.	Noted. All uses will be considered at the appropriate time
1	Incorporate pedestrian links to tourist attractions, Government public offices, a Post Office, health gym, theatre, gardens, river, hotels, subsidised parking, and other attractions.	Noted. The Maltings and Central Car Park masterplan makes it clear that pedestrian links are important throughout the proposed development.
1	Introduce a tram/shuttle between Maltings and station platform 6 or Move the railway station to the Maltings for a comprehensive interchange.	Noted. This is not a viable proposition for the council to deliver.
1	Include electric vehicle charging facilities.	Noted, the inclusion of electric vehicle charging facilities are a requirement of government planning policy and will be installed where appropriate.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
3	Include a bus station at The Maltings. Build a transport interchange at the Maltings.	It is unlikely that a bus station could be included however bus stops will be included where feasible.
1	Parking in the Maltings area needs to be retained for market stall holders.	Retention of such space is confirmed within the endorsed masterplan for the Maltings and Central Car Park.
1	Do not support housing development as part of the Maltings.	Noted.
1	All buildings should be architecturally appropriate, unlike the existing Maltings /Sainsbury's/Tesco.	Noted and agreed.
1	Include tourist information, medical health centre, 24-hour free toilets, refreshments; drop off and ample parking, taxi and shop-mobility scooters, cycle stands, etc.	Noted.
1	Cycling Opportunities Group for Salisbury request a rethink the Maltings masterplan to include less retail, more housing and a transport interchange.	Noted. The CAF focuses on delivering city centre regeneration in line with the masterplan for the site, this is intentionally flexible to ensure uses delivered on the site are as required by the market and do not intend to deliver a development of shops.
1	Wiltshire Creative support proposals for The Maltings and request involvement in the plans going forward.	Noted.
7	Retain/enhance the coach park.	Noted, the aim of the CAF is to retain and enhance the coach park area.
2	The coach park should be improved with a picnic area and café.	This could form a key element of the proposal.
1	Something like a tram from the coach park would be good for people with poor mobility.	Noted.
1	Robert Dyas building should be demolished to enhance riverside setting.	Noted, when the site is planned in detail this could be considered.
2	Open Priory Square to increase footfall. Priory Square needs improving with trees and landscaping.	As detailed in the masterplan for the Maltings and Central Car Park there is an intention to open up this area to increase footfall and draw pedestrians through the scheme as well as making public realm improvements.
1	Don't forget that Priory Square is so called because there was a Priory on the site.	Noted and agreed. This is a key part of the archaeology of the site and appropriate studies will be undertaken to inform any planning application on the site.
1	Coach drop off is needed in central Salisbury.	Noted. There is an additional coach drop of point on Exeter Street close to the Cathedral.
1	Highways England comments that significant development in the Maltings area will need to be supported by a transport assessment in line with the requirements of Department for Transport Circular 02/2013.	Noted and agreed.
1	Natural England comment that the Maltings and Cultural Quarter character area should refer to the protection and restoration of the Special Area of Conservation chalk rivers, including the flora and fauna.	Change to CAF: Add new text to reflect this: ' <u>Delivery of central element of River Park to include protection and restoration of the River Avon SAC chalk river and its flora and fauna</u> '.
1	Go South Coast consider that the Maltings Redevelopment should rationalise car parking in the city centre.	The intention of the CAF is to rationalise car parking.
1	Page 58 of the Summary document states that "Phase 1 ... is under construction with a	Noted.

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	new hotel, library and gym." This should say temporary library.	
1	The CAF doesn't mention what will happen to the existing frontage of the library.	Development should be delivered in line with the Maltings and Central Car Park masterplan, and this sets out the importance of retaining the historic archway frontage of Market Walk.
1	A state-of-the-art interactive heritage & visitor centre should be developed as part of the redevelopment of The Maltings, to celebrate Salisbury's unique heritage, to be funded by the developer and Heritage Lottery Fund Grant.	Suggestion noted. However, this is not a viable proposition for the council to deliver at this time.
1	Concern that multi storey car parking on the central car park would compromise the residential scale of the city.	Noted. Any proposal would need to meet the Salisbury Skyline and design policies of the Wiltshire Core Strategy.
1	Need to make sure the coach park stays in the Maltings.	Noted.
1	Sainsburys comment that in line with wording in the Wiltshire Core Strategy Development Template on The Maltings and Central Car Park, specific mention should be made to the re-provision of a supermarket within the site. Sainsburys desire to remain within any redevelopment proposals.	Noted. This is a requirement of the Maltings and Central Car Park masterplan. The CAF requires any development to be in line with this as well as the Wiltshire Core Strategy.
1	Object to knocking down the Maltings	Noted.
2	The area could be improved with tree planting / make sure redevelopment includes street trees.	Landscaping will be integral to the redevelopment.
1	Car parking spaces in central car park should be reduced in width to make more space for trees.	Noted.
2	Entering the Maltings car park from the north on the Avon path is dangerous for cyclists.	The improvements through the River Park should improve safety.
1	Long stay parking at the Maltings should be removed.	Noted. This will be considered through the parking strategy and has always been the intention with the implementation of the Park & Rides.
1	Do not support proposed redevelopment of Market Walk.	Noted.
1	If the Maltings is redeveloped where will all the cars go?	A parking strategy will need to be developed as part of the redevelopment that will consider this.
Comments relating to the Station character area		
1	Wiltshire Creative support proposals for the station and encourage consultation with cultural partners and artists to deliver this development.	Support noted.
1	Welcome redeveloping land around the station and an enhanced arrival experience to the city.	Support noted.
2	Improving the railway station area is a priority.	Support noted.
2	A transport link should be developed from the Railway Station to the city.	Noted.
1	Go South Coast consider that providing additional parking at the station should be	Noted. The aim of improving the station area is to make a more welcoming access point to

Question 14: Do you support the approach taken in defining character areas in Salisbury's central area?		
No. comments	Comment	Officer response
	resisted to meet the aims and objectives of both the CAF and STP.	Salisbury as well as encouraging more to use public transport.
1	The railway station proposal and joint pavement/cycle lane on Churchfields Road would be dangerous.	Noted. This could only be achieved if suitable safe widths were achieved.
1	The station should be a transport hub with connections to local buses, coaches, and trains.	Noted. The CAF recommends this area should include space for buses and taxis.
1	Highways England support proposals to improve facilities, signposting and general environment at the station area, but any further mixed-use redevelopment of the wider site will require engagement with Highways England through the mast planning process to assess impact on the A36 St Pauls roundabout.	Noted. A transport assessment would be prepared to support any planning application
2	Car parking will be required the station.	Noted, the CAF aims to deliver more station car parking.
1	Support tree planting at the station.	Support noted.
1	Arrival experience at the station should be improved. Tarmac and parking should be screened.	This is a key aim of the CAF.
1	Open Wilton Railway station.	This is outside of the scope of the CAF.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
Comments relating to general observations on the CAF		
2	Support for proposed investment in Salisbury. Investment will deliver multiple returns to communities, businesses, and economic prosperity.	Support noted.
10	Question where the money will come from to pay for the CAF projects.	The CAF will provide a platform for city improvements to stimulate the economy which is now even more imperative given the current situation. Therefore, funding spent on CAF projects is an essential investment.
1	Do not agree with money being spent on CAF projects.	
1	The CAF should list the projects in order of priority and state where funding will come from for each.	
2	The budget for the development should be based on the essentials in the first place and the 'nice to haves' only if the budget allows or for a future development.	The CAF's proposals will drive footfall, increase spend, stimulate the economy and provide revenue and jobs to the benefit of all
1	Make sensible choices with the funding available, making cosmetic changes will not be beneficial in the long run.	Agreed.
3	The CAF proposals are idealist / 'pie in the sky'.	It is considered that the CAF proposals present an ambitious, yet realistic set of goals.
4	Salisbury has a history of grand schemes that never come to fruition.	Deliverability is key, and the council is working hard to ensure that the recommendations made are realistic and can come to fruition. Many of the projects depend on the outcome of the Future High Street Funds bid or funding from other streams which have not yet been
4	Request that the CAF proposals start to happen quickly.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
		secured. Proposals will be implemented as soon as appropriate.
1	For the CAF to succeed there needs to be strong management, government funding and coordination with Salisbury residents.	Agreed. The CAF provides a framework from which coherent bids for funding can be made. The council will continue to engage with the public and key stakeholders as the project progresses.
1	Ongoing maintenance will be key to success.	Agreed.
2	Be mindful that Salisbury is generally not a rich place, with two of the poorest wards in the county and poor potential employment opportunities.	The CAF will provide a platform for city improvements to stimulate the economy and support communities.
8	The scope of the central area does not allow for addressing more strategic issues that impact the city.	Wiltshire Council have commenced a review of the Wiltshire Core Strategy (known as the Local Plan Review). This will review all policies including for the environment, green infrastructure, sustainable transport and design and be subject to community consultation to inform its content. The CAF is focused on Salisbury city centre only and is therefore a non-strategic document. However, its recommendations will form a source of evidence to inform the Local Plan Review.
1	The city centre has a strong sense of community spirit which must be protected.	Agreed.
1	Please don't sell any public spaces to private companies.	The council will continue to keep under review the best options for land and property in the council's ownership.
1	Examples of good practise in other cities are not comparable to Salisbury, as they are not historic cities.	The CAF's recommendations have been made based on a thorough understanding of Salisbury and its context, including a review of the plans, policies and strategies affecting the central area; site visits and walkabouts; spatial, socio-economic and property market reviews; and stakeholder and community engagement.
1	Salisbury Civic Society support the themes and desired outcomes on pg. 6.	Support noted.
1	Wiltshire Creative note that while the Council often talks about culture being a key driver of the recovery programme, there is little reference to culture in the draft CAF – it needs to be firmly embedded in the development of Salisbury.	Change to CAF: Emphasis on culture to be strengthened.
1	Wiltshire Creative comment that currently the potential for the creative industries to return to Salisbury is missing from the CAF.	
1	Salisbury Conservation Advisory Panel generally support the CAF, although raise questions as to how the aspirations would be translated into actions.	Support noted. It is considered that the CAF proposals present an ambitious, yet realistic set of goals. The recommendations cannot be delivered by a single organisation - some could be delivered in the short-term, while others may take longer. Delivery will be dependent on a range of different partners working together, including Wiltshire Council, Salisbury City Council, the Environment Agency, private sector representatives, and the community.
1	Salisbury Conservation Advisory Panel comment that it would be useful if analysis could be carried out straight away to determine the more critical proposals to establish how realistic their achievement would be. It is acknowledged that some aspirations are dependent on the success of the Future High Streets Fund bid.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Salisbury Neighbourhood Development Plan Steering Group hope that the CAF outputs will serve as evidence for the emerging NP policies. The SG wishes to work closely with the CAF team and the Local Plan review team.	The council are working closely with Salisbury City Council and the Neighbourhood Plan Steering Group as they develop their neighbourhood plan and will continue to do so. It is intended that the CAF will form part of the evidence that supports this process.
1	Build a new housing village near Porton.	Porton is outside the geographical remit of the CAF.
1	Acronym 'CAF' can refer to other things which could cause confusion.	Do not consider this to be an issue.
Comments relating to healthcare provision		
1	Salisbury District Hospital (SDH) support the CAF objectives which will benefit Salisbury's residents (including hospital staff), will produce economic benefits and have potential positive impacts on health and wellbeing.	Support noted.
1	SDH support the acknowledged links to healthcare delivery and reiterate the importance of developing improved links to the hospital from the city centre.	Support noted.
2	Three Chequers Medical Practice and the NHS CCG comment that with new housing and an ageing population their 5 practises have had to consolidate to 3 to better serve the patient base. A new, centrally located purpose-built surgery is required in Salisbury which the CAF should acknowledge.	The provision of health care facilities to meet future development and serve an ageing population is a strategic issue that is more appropriately addressed in the Local Plan Review.
1	Three Chequers Medical Practice and NHS CCG comment that redevelopment of Salt Lane/Brown Street car parks could provide a site for a new surgery premises.	
	Three Chequers Medical Practice and NHS CCG comment that if Salt Lane/Brown Street car parks are unavailable, what other site could Wiltshire Council/Salisbury City Council propose to alleviate the challenges being faced at present by the Three Chequers Medical Practice? The ideal site would be centrally located, of ½ to 1 acre in size to support a building of circa 1500m2 GIA over 2, or possibly 3 storeys. The site should have enough space/accessibility for car parking and good public transport links.	
1	Three Chequers Medical Practice query what thought has been given to the provision of medical facilities in the city centre in drawing up the CAF.	
1	Three Chequers Medical Practice comment that 'Improved health and well-being' (on pg. 11) not only means mean reducing traffic in the city, but also providing accessible facilities to maintain health and well-being.	Noted.
Comments relating to ecology / wildlife		
1	Natural England advises that while this is a strategic level plan Wiltshire Council should undertake a Habitats Regulation Assessment with respect to the River Avon	All necessary parts of the framework will be subject to assessment under the Habitat Regulations as each project is brought forward and has enough detail. Wiltshire Council will

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	SAC and the project is an umbrella for sub-projects which have the potential to affect the SAC. Some of the sub-projects will need assessment at the appropriate time.	take advice on the appropriate timing from the County Ecologist and Natural England.
Comments relating to planting / landscaping		
1	Salisbury needs paint & flowers, painting buildings frontages & signage in keeping with existing character.	One of the aims of the CAF is to preserve and restore historic shop fronts.
3	Good quality-maintained street planting should be provided.	Agreed. The CAF promotes enhancement of the city including planting many new trees.
1	Planting/landscaping should be sustainable and wildlife-friendly.	Agreed. While the CAF is a high-level document, it sets out a range of recommendations such as the River Park that will help improve opportunities for wildlife in the central area.
1	The landscaping work of Nigel Dunnett should be considered.	Noted.
1	There is a tree that blocks the view of the Cathedral on College Roundabout – request to reduce this in size to reveal the cathedral.	The CAF does not specify detailed proposals.
Comments relating to commercial development / business / employment		
7	Salisbury doesn't need any more shops.	The CAF encourages more events and activities, aiming to create vibrancy by broadening activities in the city in addition to the day-to-day retail, to meet the needs for different groups of people.
4	Salisbury has a poor choice of shops.	The council cannot bring/ dissuade specific stores to the city but can assist in creating the right economic conditions to encourage commercial investment.
1	Avoid big stores like Primark coming to Salisbury.	
1	Cheap clothes shops are needed to attract young people.	
4	Prioritise getting empty shops refilled.	It is expected that investment in the city will lead to reduction of vacancies.
2	Support for pop up shops.	Support noted.
9	Independent businesses should be encouraged/supported.	The CAF recommends a range of measures and proposals to support small / independent businesses.
1	Creative sub-let spaces for artists/artisans to work/sell should be provided.	Noted. The CAF recommends seeking to nurture the city's creative industries, artists and small businesses and entrepreneurs.
7	Special support should be given to local businesses.	The CAF recommends a range of measures and proposals to support small / independent businesses.
25	Rents and rates are too high/should be reduced	Generally, market rental rates are determined by the attractiveness of the location to retailers, depending on level of footfall, accessibility etc. Business rates are set by central government.
1	Introduce a small business start-up rates to attract entrepreneur retailers to enter the market.	
1	Charge double business rates for empty stores to encourage rent reduction.	
1	Internet shopping should be taxed to re-level the playing field.	
1	Need to keep money in the local economy.	The CAF's recommendations will help to do this.
1	Encourage local traders and create a city currency or token and incentivise tourists who use it by giving them discounts.	This is beyond the remit of the CAF.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	To address shrinking retail market a City Centre Action Plan is needed.	The CAF's proposals will drive footfall, increase spend, stimulate the economy and provide revenue and jobs to the benefit of all.
3	Footprint for shops should be reduced.	This is beyond the remit of the CAF.
1	Some of the retail units on Catherine Street should be converted to residential to reduce oversupply of retail.	Catherine Street (along with Winchester Street and Milford Street) has many independent businesses, which is one of the city's strengths. The CAF seeks to nurture and complement these businesses through better wayfinding to improve pedestrian flow, street enhancements and events to help enhance their trade.
1	Redundant retail space in the city centre should be transformed for community/leisure uses e.g. community space for vulnerable people, creative space, repair cafes, toy libraries, sharing libraries, craft markets.	It is acknowledged that there are vacant/derelict properties in the city centre which would benefit from commercial uptake and regeneration. The CAF considers possible options for enabling regeneration. It is anticipated that through redevelopment of parts of the city centre this will provide a catalyst for wider economic recovery in the city.
1	There are too many charity shops.	The council cannot bring specific stores/businesses to the city but can assist in creating the right economic conditions to encourage commercial investment.
2	There are too many cafes/fast food outlets.	
1	High quality restaurants are needed.	
1	Shopping in Southampton Road has pushed people away from visiting the centre.	The CAF aims to create vibrancy by broadening activities in the city in addition to the day-to-day retail, leisure and service. By offering a range of attractions and events this avoids an over-reliance on major retailers to provide city centre vibrancy.
1	The Christmas market should be centred around the Cathedral.	Noted.
1	Salisbury should host an annual summer carnival.	
1	Castle Street Friends building should have been developed into new shopping centre.	The CAF aims to create vibrancy by broadening activities in the city in addition to the day-to-day retail. no such market demand has been forthcoming for such a development in the city.
1	Kings Cross Granary Square / Regents Canal and Coal Drops Yard, led by Argent should be looked at as a good example.	Noted.
1	More employment opportunities are needed for young people	The CAF seeks to create vibrancy, particularly in relation to young people and ensuring that Salisbury is a place where younger people would like to remain or return to. By seeking to increase visitor numbers, footfall and dwell time in the central area, the CAF is encouraging more spending, business and investment and therefore employment opportunities.
1	Sainsburys comment that supermarkets make a significant contribution to the employment market and the CAF should acknowledge this.	It is agreed that supermarkets make an important contribution to local employment.
1	The appearance of White Lion Walk should be improved.	Enhancement of the public realm is being promoted through the CAF.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	The Council should give incentives for traders that add character to their shops.	Noted.
1	The Salisbury Neighbourhood Development Plan will consider the preparation of an employment Neighbourhood Development Order for central Salisbury.	Noted.
1	Preferred to visit Salisbury before Sunday trading was allowed.	Noted.
Comments relating to flooding / drainage		
1	Would like to see maps that show changes to EA's flood maps.	Flood maps can be accessed on the Environment Agency's website.
1	Sustainable drainage systems are essential to ensure Salisbury is a sustainable, green city.	Development will incorporate sustainable drainage principles.
1	Salisbury's streets do not drain well which is not good for pedestrians getting wet.	
1	Salisbury's ability to cope with new development is limited because of flood risk.	The River Park project will address the impacts of climate change and prevent future flooding.
Comments relating to tourism		
6	The CAF places too much focus on visitors over Salisbury's residents.	The CAF has been prepared to generate benefits for both residents and visitors.
1	Concern that there is not enough understanding of what visitors/tourists want from their visit to Salisbury	The CAF has been informed by a number of strategies and studies including the emerging Cultural Strategy; the brand positioning of the city, celebrating Salisbury's traditions and the city's originality; and the Cathedral Masterplan.
3	Keep the Tourist Information Centre in its central position.	Noted.
1	The Tourist Information Centre should be enhanced / made easier to find.	Noted.
2	Salisbury needs more hotels /a high-quality hotel.	Agreed, there remains a need for city centre hotel accommodation to support Salisbury's tourism economy.
2	A Youth Hostel is needed as a low-cost accommodation option.	The CAF would not preclude the development of B&B, hostel or budget hotel accommodation, should proposals of this nature come forward
1	Develop self-catering holiday flats in some of the empty buildings.	
1	Hotels need parking.	Noted.
3	There is a need to try and improve the unique appeal of Salisbury to tourists, e.g. more than just the Cathedral	This is one of the key aims of the CAF.
1	Reducing cars in the city centre will be good for tourism.	Noted, one of the aims of the CAF is to reduce cars in the centre.
1	Promote Salisbury as a portal to Historic Britain, with connections to heritage sites across the region, e.g. Salisbury Cathedral, Old Sarum, Stonehenge and Avebury, the New Forest, Romans at Rockbourne, Workhouse in Christchurch.	One of the key aims of the CAF is to promote Salisbury's rich and diverse tourism industry and to broaden the city's offer.
1	Through compulsory purchase of B&Q, Matalan etc. redevelop the area into the 'Constable Museum' to improve tourism, capitalising on the water meadow views that inspired his work. This would also enable	Compulsory purchase is timely and costly and there would need to be a strong business case to support this. The CAF makes many other recommendations to improve tourism which are more realistic and deliverable.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	additional lanes, including Park & Ride / bus lane on Southampton Road, and could be catalyst for further investment in the city.	
1	Use technology to create virtual experiences of lived histories, making virtual tourism one of Salisbury's USPs.	A heritage app is being developed.
1	Create a Salisbury 'Sky Rail' (monorail)	This is beyond the scope of the CAF.
1	Make Salisbury a medieval attraction	One of the key aims of the CAF is to promote Salisbury's rich and diverse tourism industry and to broaden the city's offer.
Comments relating to highways / transport		
17	The CAF does not address issue of HGV or the traffic in and around the city.	The decant of heavy industry uses from Churchfields Industrial Estate continues to be a policy position that the council are exploring.
6	Traffic issues on Southampton Road need to be resolved.	The Salisbury Transport Strategy sets out a variety of measures to address congestion. The CAF seeks to minimise car use in the city centre and encourage the use of the more sustainable modes of transport, thus alleviating congestion. Wiltshire Council are in discussions with Highways England regarding improvements to the A36.
1	Southampton Rd is primarily through traffic, not affected by parking or Park & Ride.	
2	The road networks in and out of the city, e.g. to the A303 and Southampton need to be improved.	
1	Salisbury is blighted by through traffic to Poole, Southampton and Portsmouth.	
1	Would like to see traffic diverted from London Road as source of noise and air pollution.	
1	Highways England comment that it is acknowledged by all parties that the A36 experiences congestion at peak times and offers limited potential for capacity improvements within the existing highway boundary. Highways England are currently exploring potential future options that may provide some benefit to the operation of Southampton Road, subject to the availability of funding and a suitable delivery mechanism.	Noted.
1	Highways England comment that as modelling shows that a significant proportion of the traffic on the A36 is making short local trips. Highways England support measures to improve walking and cycling routes and public transport provision.	Noted.
1	Highways England welcome the reduction in parking availability in the city centre and suggest consideration is given to pricing policies too, particularly the currently under-utilised Park & Ride services.	Noted. Wiltshire Council do not operate the local bus service and budgetary constraints are a major factor in the council's ability to influence fare prices.
14	Salisbury needs a bypass.	A bypass option was considered through the Salisbury Transport Strategy and was discounted on the grounds of viability. Access for through traffic is being explored.
1	Government funding could be secured to pay for a new bypass.	
1	A new bypass would enable development in other parts of the city.	
1	Out of town stores on Southampton Road should be moved to a new out of town site along a new bypass.	
4	A road connection is needed between Churchfields to Netherhampton Road.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Concern that the impact of 600+ houses and consequent traffic in Harnham has not been considered by the CAF.	The CAF sets out a high-level framework of recommended initiatives to be taken forward. As these are taken forward to more detailed stages of planning, potential impacts on the highways network will be considered in more detail.
1	Access to the hospital should be improved to avoid ambulances having to transit the city centre.	The CAF recommends that sustainable transport routes to and from strategic employment areas near the central area should be investigated and improved to strengthen connections.
2	Refer to good examples of street layouts in other cities, e.g. Bath, Romsey, York, Lincoln, Ghent.	Noted.
1	Re-prioritise St. John Street for two-way traffic by removing the coach drop off points. Enable vehicles to be able to turn right from New Street into a single lane. North bound vehicles should have two lanes for the full length of St. John Street - the left lane serving New Street - the right lane serving Catherine and Ivy Streets. Coach drop off to be relocated in Exeter Street in the current car parking between 09.30 and 19.30.	Noted. This will be considered. The council's Highways team are feasibility testing several options for partial pedestrianisation in the city to deliver the CAF's People Friendly Streets aspiration.
	Coach drop-off in St. John Street is dangerous for passengers stepping into the middle of the road. A wider coach drop-off bay at Exeter St should be considered.	Noted. This will be considered.
1	There are too many traffic lights in centre. Particularly Exeter Street/Catherine Street.	Traffic lights are positioned to allow optimum safe flow of vehicles through the central area. Any proposals that are progressed under the People Friendly Streets recommendations will consider potential impacts on existing traffic lights.
1	Narrow roads and tight turnings create bottlenecks and stem the flow for business, tourism and leisure usage.	Salisbury is an historic city with a medieval street pattern which was not designed for modern vehicles. The CAF makes recommendations to explore ways to optimise the available highways space in favour of pedestrians and cycles.
2	The city needs a transport strategy.	The Salisbury Transport Strategy was prepared in May 2018.
1	The CAF should add the Wiltshire Council document 'Development related Travel Plan Guidance' to its references.	The CAF is intentionally high level and does not set specific requirements of future planning applications.
1	Speed limits should be restricted to 20mph.	Noted.
1	Road markings should be improved.	Noted.
1	New Street/High Street crossing is dangerous for tourists who don't comprehend the sequencing of the lights.	The CAF proposes the definition and implementation of a clear street hierarchy which shows which roads may be suitable for pedestrianisation or enhanced pedestrian spaces. This will include the consideration of the High Street / New Street / Crane Street area.
1	A less car dominated city will be good for wheelchair users.	Agreed.
1	Many people who provide care for residents in their own homes need to travel in and out of the city during the day, which needs to be	Noted. This will be a consideration.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	considered in planning for highways changes.	
1	Accessibility for people with mobility issues needs to be built in.	
1	SDH are currently reviewing its movement strategy, aspiring to reduce the number of cars coming to the site. It will be essential to align our approaches to ensure there are enough alternative means of accessing the hospital to support the shared objectives.	Agreed. Wiltshire Council would like to maintain a close working dialogue with SDH to ensure that the approaches are in alignment.
1	Introduce more car-free days.	This has been successful in the past and elsewhere. It would need to be delivered in close collaboration with Salisbury's business community.
1	The city centre should be car-free.	The council's Highways team are feasibility testing several options for partial pedestrianisation in the city to deliver the CAF's People Friendly Streets aspiration.
1	Would support measures to reduce traffic through narrow streets in the Chequers.	
3	Need to prevent cars from passing through the city to avoid the queues on the ring road / "rat running".	
5	Ensure that motorists wishing to park in city can only enter from the ring road.	
1	Need to consider wider impacts of improvements to the pedestrian environment in Fisherton Street, e.g. may result in traffic being directed up Minster Street which would compromise another aim of reconnecting Market Place with the Maltings area; or potentially may lead to more traffic on South Western Road/Mill Road/Crane Street/New Street.	A full analysis of how traffic moves in, around and through the city will be undertaken as evidence to support the right strategy for delivering People Friendly Streets in the city centre.
1	Potential to route certain vehicles (e.g. buses and taxis) through the Maltings via Summerlock Approach, which could allow pedestrianisation of Silver Street and Minster Street.	
1	If Brown Street were to become two-way it might be possible for Catherine Street to be completely pedestrianised which would enormously benefit the environment for shoppers and other businesses in Catherine Street.	
1	Other than removal of car parking spaces in the Market Place there has been little progress towards goals set by past Transport Plans and the Salisbury Vision.	
1	Currently lorries, often serving High Street shops, unload in Crane Street at peak times and blockages cause tailbacks and increase air pollution due to idling engines. This might be avoided by restricting the times when loading and unloading is allowed.	Noted. This will be considered.
2	Make it an offence to leave engines idling.	It is agreed that this practise should be discouraged wherever possible.
1	The congestion on the ring road must be eliminated if the city is to be able to attract more business or visitors.	Noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Bring in a congestion charge.	The Salisbury Transport Strategy sets out a variety of measures that are designed to help address congestion.
1	Should plan for future transport technology like autonomous call up electric minibuses and taxis	The CAF seeks to promote sustainable transport modes, and opportunities to support electric vehicle infrastructure will be given further consideration.
1	Electric taxis with charging points at set destinations.	
3	Infrastructure should be put in place to encourage uptake of electric bikes	
2	Potential options should be explored for expanding Salisbury's car club.	Opportunities will be explored in collaboration with local service providers.
1	Traffic on Netherhampton Road is bad and is going to get worse.	Concerns are noted.
1	Salisbury's streets are not suitable for buses.	Salisbury is an historic city with a medieval street pattern. While tight in some parts, there is nonetheless a requirement and demand for a public transport system within the city to support sustainable transport to and from the city.
1	Roundabouts and Verges should be sponsored, with paid for floral displays.	Noted.
1	Salisbury should have unique themed taxis.	This would be at the discretion of the privately-owned taxi companies.
1	The Salisbury Neighbourhood Development Plan steering group will be exploring policies for connectivity by non-motorized travel modes, including linkages to surrounding parish areas.	Noted.
1	Support for the CAF's provision for cycling.	Support noted.
1	More segregation of cyclists from pedestrians.	Separation of space for pedestrians and cyclists will be delivered wherever possible.
5	Improved cycle routes and joined up infrastructure needed, e.g. to residential suburbs.	This is beyond the scope of the CAF, albeit the proposals for the River Park would not preclude the option being explored.
2	There should be consideration given to introducing cycle contraflow in streets which may be one-way for vehicular traffic.	Options for contraflow routes will be considered as part of the package of highways initiatives to be pursued under the People Friendly Streets theme.
1	Walking and cycling facilities should have been prioritised earlier before unsustainable patterns of travel became established	Comment noted.
1	Better and more attractive routes across the ring road are needed, e.g. bridges, at-grade crossings, lower speed limits,	Comment noted.
2	Pedestrianisation must consider the needs of less able-bodied people, e.g. wheelchairs.	Agreed. This will be a key consideration.
1	Wheelchair users should test any adjusted routes to ensure they are suitable.	
1	Improving the connection between pedestrian spaces is a priority.	Agreed.
3	Support for pedestrianisation.	Support noted.
1	Before finalising the proposals first test it out on people moving through the city for different purposes - ensure the plans will work for different people.	Any changes are likely to be transitional.
1	Salisbury Civic Society supports the creation of people-friendly streets, with a	Support noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	preference for the 'pedestrian prioritised' approach.	
1	Salisbury Civic Society request a commitment in the CAF to a previous statement that one goal will be to 're-emphasise the public realm to give pedestrian priority'. If further work is to be done, it is unfortunate that such work could not be done prior to the document being produced, and the Society hopes that the statement constitutes a commitment to this work being carried out, soon.	The CAF document represents a commitment towards to the delivery of its content.
1	Salisbury Civic Society would support a pedestrian prioritisation from the New Street junction to the High Street Gate, and into the Close.	Noted. The council's Highways team are feasibility testing several options for partial pedestrianisation / reprioritisation in the city to deliver the CAF's People Friendly Streets aspiration
1	Pedestrian paths should be improved at India Avenue and Sarum Close as the existing routes/paths are dangerous.	This is outside of the central area.
11	Public transport is too expensive.	Wiltshire Council do not operate the bus and rail services and cannot influence fare prices.
1	Introduce a bus fare system like in Rennes (France).	This would be a matter for the local bus service to consider.
4	There is a poor bus service to outlying villages, needs to be improved.	Improved bus services into Salisbury is subject to discussions with the bus company.
8	Salisbury needs more frequent bus services, and later bus times	
2	Bus lanes / priority should be installed to increase the attractiveness of buses / Park & Ride service.	Wiltshire Council are working towards a Transforming Accessibility Project for Salisbury that will consider bus routes.
1	Bus times should be aligned to train times, especially the London route.	This would be a matter for the local bus service to consider.
1	Public transport system needs to be more integrated.	
1	Replace diesel buses.	The local bus service is working towards a phased electrification of the bus fleet.
1	Go South Coast support the promotion of sustainable transport, and that continued an improved access for buses will play an important role in delivering the people friendly streets objectives of the CAF.	Noted.
1	Go South Coast consider the CAF should acknowledge developing schemes in respect of the World Heritage Site at Stonehenge and its environs so that the city can benefit from these proposals more widely.	Noted. The CAF seeks to deliver improvements to the Station Forecourt's Stonehenge bus stop to provide a better environment for those visiting the World Heritage Site via Salisbury station.
1	Go South Coast support the relationship to the Salisbury Transport Plan/ Local Transport Plan and agree that the role of the A36 and the congestion along it means rat-running occurs in the city, with local journeys often taking place through the City Centre and accordingly we support the proposals to close key streets to all traffic except buses and taxis.	Noted.
1	Go South Coast are open to various options in the CAF subject to suitable modelling and	Noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	assessment together with consultation with Highways England.	
1	Go South Coast agree with prioritising places and spaces for pedestrians, cyclists and public transport over private cars.	Noted.
1	Go South Coast agree that Park & Ride should be better utilised and are keen to work with Wiltshire Council to deliver this.	Noted.
1	Go South Coast believe that improving the public realm and access to the city centre will help promote sustainability.	Noted.
1	Go South Coast advise caution in referencing Oxford and Cambridge Park & Ride schemes both of which are entirely commercially operated, dedicated Park & Ride Services in cities with limited and relatively expensive city centre parking.	The concerns are noted.
1	Go South Coast support the closure of Brown Street and part closure of Salt Lane Car Parks. Further parking reductions need to be made to align with the proposals to remove internal circulation in the city centre by cars.	Noted.
1	Go South Coast consider that in the short-term Park & Ride can be better promoted through signposting, better facilities and further promotion.	Noted. The CAF recommendations around improving wayfinding should help to address this concern.
1	Go South Coast support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre.	Noted.
1	Go South Coast support aspirations in the longer term for buses to be connecting larger settlements with no access to rail, e.g. Amesbury.	Noted.
1	Go South Coast are disappointed that the consultation question on Park & Ride is somewhat pointed, highlighting people's concerns but not what they like about Park & Ride.	Noted.
1	Go South Coast agree with the general approach to Churchfields, although there should be a travel planning forum for businesses on Churchfields as well as looking at better sustainable transport access alongside the support for relocating and new start-ups with less traffic intensive uses.	Noted. Unfortunately, there are not currently staff resources to run a Travel Planning Forum. Improved bus services to Salisbury rail station may help improve access to Churchfields.
1	Accurate real time bus departure/arrival display system is needed.	The council is currently working with consultants to develop a new real time passenger information system which we hope will be implemented in Salisbury shortly.
1	The X3 could call on South Western Road to serve the railway station.	The council is currently working with the rail operating company to improve Salisbury rail station including creating new bus stops which would allow the X3 to serve the station.
1	There is poor frequency of service in Lower Bemerton.	Noted.
1	Bus stops need seating for the elderly.	Agreed.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Bus stops should be in pairs either side of the road.	This is not always practical given variations in highways layout.
2	Bus service needs to be run by Wiltshire Council.	Bus services are operated by a private company in Salisbury.
1	Tax increase to subsidise the buses.	Noted.
1	Introduce an elevated monorail linking Stonehenge, Woodhenge, Durrington, Amesbury, Woodford Valley, Salisbury Sports Centre, Waitrose, The Maltings, Queen Elizabeth gardens, Cathedral. Later extend to Avebury. Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury.	This would be beyond the scope of the CAF.
Comments relating to education		
1	The CAF makes no reference to the school's waste awareness program which is due to commence in 2020.	This is beyond the scope of the CAF.
1	Salisbury needs a university.	Noted. However specific education provision is outside the remit of the CAF.
Comments relating to sports / leisure		
1	Salisbury requires more affordable sports facilities.	Noted.
1	Salisbury currently performs well in terms of arts and entertainment, although there is a lack of late-night economy choices.	Noted.
1	There is not enough for people to do in Salisbury.	Noted. The CAF recommends the encouragement of more activities for people.
1	More activities are needed, e.g. indoor ski/snowboard complex, trampoline park, climbing wall, escape rooms.	
6	Young people need safe spaces to hang out / things to do / a youth club.	
1	Too many pubs and clubs have closed.	
1	Leisure facilities need to be more affordable.	Noted.
1	More arts and crafts workshop spaces are needed.	Noted, the CAF recommends delivery of more 'maker space'.
1	Build a new bowling alley.	Requests noted.
1	Build a new cinema.	
1	The existing Odeon cinema could be converted to a better alternative use.	Noted.
Comments relating to climate change		
1	Make Salisbury renowned for being a centre for ecologically sound businesses and tourist attractions.	While the CAF is a high-level document, it sets out a range of recommendations such as the River Park that will help improve opportunities for wildlife/ecology in the central area, as well as recommendations for broadening the city's tourism offer.
1	Opportunities for nature should be woven into plans for the city, e.g. pockets of green spaces, roof gardens, living wall planting.	The CAF recommends a range of initiatives in the city for the benefit of wildlife, including tree planting and the delivery of the River Park which will provide enhanced nature areas.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
5	More electric charging points (esp. people that live in town) are needed.	Electric car charging points are a requirement of planning policy guidance and will be delivered.
1	Would like to see improvement to Salisbury's environment.	Noted, part of the aim of the CAF is to improve Salisbury's environment and public realm.
1	Not enough renewable energy generation.	All development is required as a minimum to meet national policy standards on renewable energy. Measures over and above will be encouraged and facilitated wherever possible. There are several opportunities within the central area where renewables could be built in.
1	Maximise use of solar panels on roofs.	
1	Tree planting is needed in the city e.g. in Fisherton Street, Maltings, Milford Street.	The CAF provides a positive environment for enhancement of the city, including tree planting.
2	Make Salisbury a green, sustainable city.	
1	Plant hedges around the ring road to filter pollutants.	
1	Use Bishop's Mill as source of hydro-electric power.	Any such proposals would need to be agreed by all parties including the Environment Agency, Natural England and Historic England, due to sensitivities of the watercourse and the historic environment.
1	The CAF only seeks to deal with the effects of climate change, does not actually combat climate change.	The CAF is an overarching strategy which recommends several initiatives which seek to both respond to the effects of climate change and to mitigate against it, e.g. building flood resilience and supporting modal shift away from the private car. Change to CAF: This will be clarified in the amended CAF.
1	" <i>Future generations depend on us acting now to combat climate change.</i> " – This statement is true, but no actions or commitments within the CAF flow from it. Greenwashing that undermines the credibility of the CAF.	
7	More action is needed to combat climate change/respond to the climate emergency.	
1	Salisbury should be a plastic-free town.	Noted.
1	Ensure lowest possible construction/ implementation resource costs and running cost, low ongoing maintenance and input costs quantified in energy terms.	Noted. The council's development plan and national planning policy includes building standards requirements. This may be reviewed through the Local Plan Review process. All redevelopment will be required as a minimum to meet national policy standards on renewable energy. Measures over and above will be encouraged and facilitated wherever possible.
1	Natural England encourage Wiltshire Council to commit to, or promoting, carbon zero building design.	
1	Natural England comment that the CAF could mention the aspiration for carbon neutral zero transport.	Noted. The CAF's recommendations for delivering people friendly street support modal shift away from the private car.
2	The CAF should embed the council's stated commitment to getting to zero carbon by 2030, setting clear targets and a plan of action.	Change to CAF: Commitment to carbon neutral by 2030 to be emphasised.
1	In seeking to meet the target of zero carbon by 2030, the CAF should acknowledge that 50% of a building's lifetime CO2 contribution is during construction.	This is understood.
1	There needs to be a focus on re-wilding any part of the city we possibly can.	There is a need to balance the greening of the city while ensuring it remains attractive for business and for visitors.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	The first question to ask for each development or change is: "Does this help prevent climate change?" .	Addressing the climate emergency is a key objective of the CAF and there are several recommendations aimed at responding to the climate emergency, supporting sustainability and urban greening.
1	A community compost scheme should be introduced.	Noted.
1	The Salisbury Neighbourhood Development Plan will be setting out policies for a zero-carbon strategy.	Noted.
Comments relating to design / character		
1	Design needs to be good quality.	Policies in the Wiltshire Core Strategy require new development to be of high-quality design and to be sympathetic to existing architecture and heritage (e.g. CP57 "Ensuring High Quality Design and Place Shaping").
2	Need to include some 21st century design.	
1	Development shouldn't be too modern.	
1	The planning authority needs to be more proactive in demanding good quality architecture.	
1	Object to new build type homes which are dull and unattractive. New builds should have character.	
1	Any new developments should be on the same scale as the original city.	
1	Design must complement Salisbury's heritage.	
4	Do not like design of Castle Street retirement flats.	This is outside the scope of the CAF.
1	Principles of low carbon design (e.g. materials) and adaptability need to be integrated into the plan.	The Wiltshire Core Strategy requires sustainable construction and low-carbon energy too be integral to all new development.
1	Salisbury Civic Society supports the use of independent design review.	Supported noted.
1	The Salisbury Neighbourhood Development Plan will be updating design guidance from the former Salisbury District Council such as shopfronts, conservation area, etc.	Noted.
Comments relating to housing		
3	Not enough consideration of highways impacts from new housing developments.	The CAF is intentionally high level and does not specify detailed requirements for any future planning applications.
1	Object to housing allocation on Netherhampton Road due to flooding, impact on Cathedral views, highways impacts.	This is outside of the scope of the CAF.
1	Consider turning vacant properties into housing.	This is an opportunity which the CAF recommends could be explored.
1	Housing in the city will encourage people to walk rather than drive.	Agreed.
4	More affordable homes are needed.	Agreed. The CAF seeks to encourage the development of housing in the city, a proportion of which should be affordable.
3	More homes for young people are needed.	Agreed. The CAF seeks to encourage the development of housing in the city, in particular that which would be marketable to the younger generation.
1	Go South Coast note that there is a need for a greater supply of housing for younger people in the city centre.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
3	Salisbury doesn't need more housing.	This is not correct. There are national and local shortages of housing. Local authorities are duty bound to address this shortage.
3	There are too many homes for older people.	It is recognised that there have been a number of Salisbury housing developments which cater for the older generation.
2	Request no more housing on greenfield sites around the city / need to protect green edges to the city.	The scope of the CAF is the central area of Salisbury only and does not make recommendations for edge of settlement sites.
1	Salisbury has enough empty sites for housing.	The CAF sets out a range of recommendations intended to help stimulate reuse of previously developed land in the city.
1	Do not build any more housing in locations that require residents to have a car.	The CAF seeks to promote car-free city living wherever this is possible. It is recognised that some parking will be required, in line with the Council's Parking Strategy.
1	New housing must deliver walkable and cyclable connections to the city to avoid reliance on cars.	
3	City centre housing will need parking space, e.g. for those that can't work in Salisbury.	
1	Do not support further housing development until infrastructure is improved.	Any proposals for new housing development must demonstrate that this would not place undue pressure on infrastructure, which may include financial contributions towards services.
1	Too much pressure on Drs/hospital for any more housing development.	
1	Housing scheme for the homeless needed.	Noted.
1	The Salisbury Neighbourhood Development Plan will be undertaking a housing needs assessment and it is hoped that this can be carried forward to the Salt Lane Car Park housing proposal which might be carried forward as an allocation in the neighbourhood plan.	Noted.
Comments relating to street scene / street furniture		
3	More city centre water points are needed.	Salisbury City Council have installed public drinking fountains at Market Place and High Street.
2	More city centre recycling bins are needed.	Noted.
1	Do not like the plastic litter bins that are being used to replace the metal bins – these should be refurbished.	Noted.
6	More public seating needed, incl. covered seating areas.	Changes arising from the CAF will consider the need to provide adequate seating and spaces to enjoy the environment.
2	Support for removing uncoordinated street furniture/signage.	The CAF recommendations for improving wayfinding should help to address this.
1	Salisbury Cathedral Close Preservation Society would support a consistent policy on street furniture/signage for Salisbury, especially in historic/conservation areas/settings of listed buildings.	
5	Cycle parking should be well designed/sheltered.	Agreed.
2	Put a fountain in the Market Place.	This formed part of the original proposal for resurfacing Market Place. However, there was a level of public opposition and the water fountain proposals were subsequently removed.
7	Poor city centre cleanliness.	

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
2	More litter clearance is needed.	Salisbury City Council is responsible for street cleaning and litter bins in Salisbury. The City Council operate in line with their own environmental enforcement policies.
15	Uneven/broken road surfaces, in poor repair.	The CAF promotes a review and update of the previous city-wide strategy for the public realm. This could include the need for repairs to match the existing.
1	Too much antisocial behaviour.	This is a matter for the police.
5	Need to improve street lighting.	Wiltshire Council will be converting most of the street lighting in Salisbury to LED lighting during summer 2020.
2	Need to remove graffiti.	Noted.
1	Building frontages need maintenance and improvement.	This is acknowledged. The CAF seeks to encourage review and update of existing shopfront planning guidance.
1	Do not allow businesses to leave rubbish bins permanently on the pavements.	Concern noted.
Comments relating to infrastructure		
7	Salisbury needs a bus station	Noted. Wilts and Dorset made the operational decision that they did not need a bus station any more.
7	Salisbury needs a police station / in a more central location	Noted, however the current police station is more central than the Wilton Road site.
1	The police station on Wilton Road should be reopened	Noted.
5	Salisbury needs a post office	Noted.
1	141 Castle Street should be converted to a police station	Noted.
4	Centrally located disabled toilets / changing places are needed	Noted. A disabled toilet is located in Market Place. New facilities are intended to be provided through CAF projects as well as the proposed regeneration of the Maltings and Central Car Park site.
3	Not enough public toilets need to be modernised	Noted, new public toilets will be incorporated into the regeneration of the Maltings and Central Car Park scheme
3	Toilets needs to be opened for longer and on Sundays, bank holidays	Noted, hopefully with the Maltings and Central Car Park scheme toilets etc will be open for longer hours.
1	All toilets should show a map of all alternatives, including braille.	Noted.
2	Toilets should be free to use	Noted, however there are running cost involved in ensuring cleanliness.
1	Shops should be encouraged to allow public use of their toilets	Noted.
2	Need to improve availability of doctor's surgeries.	Noted, however this is outside of the remit of the CAF. The provision of health care facilities to meet future development and serve an ageing population is a strategic issue that is more appropriately addressed in the Local Plan Review.
1	Doctor's surgeries need to be in a central location to meet the needs of the older population moving into the city. Do not want to see GPs, currently in out-dated accommodation, moving out of town.	Noted.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
1	Salisbury needs a national coach station	Noted, it is the intention of the CAF to provide an improved and regenerated coach park.
2	Move citizens advice at from Five Rivers to a more central location, e.g. the Guildhall	Noted.
1	Rubbish trucks should be used for advertisements and leave scented air fresheners with each collection.	Noted. Advertisements could be placed on the side of rubbish trucks.
Comments relating to heritage		
1	Support for heritage app	Support noted.
1	Make heritage app available for people without phones	Heritage information should also still be available in other formats as well as
1	Make more of our Roman Heritage and Roman roads	Noted, all aspects of heritage should be considered.
8	Any development needs to reflect Salisbury's heritage / character.	Noted. One of the aims of the CAF is to enhance the public realm through amongst other things updating and reviewing the previous public realm strategy, this considered Salisbury's heritage / character in detail.
7	Introduce city trails on themes, e.g. historic buildings, wildlife, Constable, Turner, Spitfires 'Look Up Salisbury' book.	Noted, this can be considered in the development of any heritage trail.
1	Heritage needs to play more of central role in leading the CAF	Noted. One of the key themes of the CAF is to create 'A City that celebrates its rich heritage'.
1	Wiltshire Creative questions the value of heritage trails as the feedback they have received is that there are already numerous trails, even "enough" or "too many". Would advise Wiltshire Council executes robust feasibility before setting up more trails	Noted. However, if there are too many it maybe the trails need condensing and organising in a more appropriate way.
1	Focus should be on emphasising the city's heritage	Noted. One of the key themes of the CAF is to create 'A City that celebrates its rich heritage'.
1	Need to make more of heritage apart from Cathedral	Noted. One of the key themes of the CAF is to create 'A City that celebrates its rich heritage'.
1	Consult with the Tourist Information Centre and Salisbury City Guides.	Noted.
1	Salisbury Cathedral comment that development of heritage trail apps is led by evidence of outcomes. In other places a place-based interpretation strategy has been a helpful basis from which to build.	Noted and agreed.
Comments relating to city events		
1	There is a lack of clear communication about events and places to visit.	Noted.
1	Salisbury has some good current events e.g. car boot sales, St George's Day, food markets, car rally's etc.	Noted. Much of this is well organised by the City Council.
1	Salisbury has a good classical music offer and more could be done to promote this.	Noted.
Comments relating to green space		
1	Salisbury Area Greenspace Partnership comment that the CAF should refer to Bourne Hill House Gardens. Would like to see the gardens restored & enhanced, there a lot of scope for interpretation, & if	Change to CAF: Additional text to be added to acknowledge the important greenspaces in the area at the Greencroft, Bourne Hill Gardens and the area around the Salisbury Arts Centre.

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	upgraded, the site would help to entice local & visitors to this part of the city centre.	
1	There is an opportunity to dovetail with the evolving Air Quality Action Plan for Salisbury, which includes an action to "develop a strategy for new tree, shrub and hedge planting across the city, and support environmentally friendly management to enhance carbon capture and regulation of air quality".	Noted. This could also be progressed through the emerging neighbourhood plan.
1	Protecting and enhancing open space and green infrastructure must be prioritised.	Noted and agreed.
1	Wiltshire Creative notes that the Improving the Open Space and Environment section talks about "providing cultural opportunities" but there is no mention of cultural partners in the "Who" section.	Noted.
Comments relating to Creating Vibrancy		
1	Would rather Salisbury be quiet, safe, elegant, historic and green than Vibrant	Noted. However, the areas suggested are covered through the other themes of the CAF.
1	<p>Wiltshire Creative comment that</p> <ul style="list-style-type: none"> • Culture is essential to "creating Vibrancy" but there is a lack of reference to cultural partners in the Creating Vibrancy section. Culture should be recognised as a key economic driver and regenerator. Culture should be referenced throughout this section as should the cultural partners as the main "providers" of vibrancy. • welcomes the redevelopment of under-utilised buildings and requests that the CAF recognise that note that culture has a role to play e.g. Salisbury International Arts Festival based an event in Cross Keys in 2019, bringing to life an empty shop. • culture should be mentioned when leisure is mentioned as, although closely related, they are different and perceived differently • under the 'to improve the evening economy' section, references to culture and the cultural strategy should be added. Culture is a vital contributor to the evening economy • under the 'To deliver an enhanced tourist experience' section, under the 'Why?' section reference is made to arts and culture enhancing Salisbury's reputation but, reference to the main cultural partners (e.g. Salisbury Cathedral, Wiltshire Creative, Salisbury Museum, Young Gallery) has been omitted. these should be added. Reference in this section should also include the Salisbury Cultural Partnership and the cultural strategy. 	<p>Change to CAF: Culture and the cultural partners to be re-emphasised throughout. Overall, culture is discussed at various points in the CAF, in particular within the 'creating vibrancy' section.</p>

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	<ul style="list-style-type: none"> • there should be alignment with the cultural strategy, as much of that will deliver events. • many sites have now been re-developed to fulfil other purposes, resulting in the loss of spaces for artists and makers to create their art and share their skills. Consequently, the creative community is being somewhat under-served to learn, thrive and share. • over the last five to ten years many studies have confirmed that opportunities to learn the skills of making and creating are an essential part of the well-being of a community and contribute greatly to the overall mental health of the participating individuals. This presents a strong civic case. It also offers exciting new business models to explore for well managed space-makers within the heart of the city, allowing for new strands of creative entrepreneurship within the city and introducing, supporting and working with other city-based businesses, e.g. hospitality, shopping, culture, sport 	
Comments relating to Bringing out Salisbury's Qualities		
2	Salisbury Conservation Advisory Panel and Salisbury Civic Society comment in relation to the 'Bringing out the Qualities' section that most key actions fall to the responsibility of Wiltshire Council, which will require a considerable input and resource from Wiltshire Council. It is hoped that resources will be available.	Noted. Wiltshire Council is committed to delivery, and the CAF recognises that many of the projects will require partnership working in order to enable delivery.
Comments relating to decision making		
1	Too much politically driven decision making.	Concerns noted.
2	Decisions should be taken in Salisbury not Trowbridge	Noted. Much of the work of the CAF has been undertaken by officers who work from Salisbury.
1	Administration of Salisbury's affairs should be dealt with in Salisbury	
1	Lack of consultation with teenagers.	Noted. Exhibition boards were left at Five Rivers Leisure Centre, a location that teenagers often go.
3	Need to listen to the views of residents	Noted, the CAF is a result of several rounds of consultation and amendments have been made where appropriate.
1	Salisbury should not have to support the rest of Wiltshire	Noted.
1	Future decision making must not be allowed to dilute the objectives of the CAF.	Noted. Once the CAF is endorsed it will become a material consideration in decision making.
1	Concern that Salisbury Area Community Area (and its Area Board) does not include Salisbury District Hospital and secondary schools in Laverstock. Makes funding applications unwieldy.	Noted.
1	Salisbury Neighbourhood Plan Steering Group comment that if a Future Salisbury Place Board has been fully established, its	Noted. Salisbury City Council do sit on the Salisbury Place Board. As Salisbury City Council is the qualifying body to the

Do you have any other comments on the CAF proposals?		
No. comments	Comment	Officer response
	membership should be more transparent. Request information on: who provides the secretariat; when and where it meets; papers for discussion, and; how this will be done. Links between Salisbury City Council, Wiltshire Council, the Future Salisbury Place Board and the Salisbury Neighbourhood Development Plan need to be made explicit, together with protocols. Need to know more about how, when and why the Future Salisbury Place Board will communicate with wider stakeholders.	neighbourhood plan, the Salisbury Neighbourhood Plan Steering Group should ensure discussions with the City Council regarding outcomes of this group.
1	Historic England comment that success will depend on governance, the nature of delivery mechanisms, and clarity in understanding of the relationships between projects which might influence how and in what order they are delivered and their ability to attract the necessary support and resources.	Noted.

Salisbury... our place in the future

A Summary of the
Salisbury Central
Area Framework

August 2020





In March 2018, Salisbury was at the heart of a nerve agent attack, which became a global news story affecting perceptions of the city on an international level and leading to negative impacts on the local economy. Since this event, Salisbury's people have been praised for their resilience and community spirit, to the extent that it was voted the best place to live within the UK (The Sunday Times, April 2019).

However, since then Salisbury has been hit by the international crisis brought about by the Covid-19 pandemic, which has taken a further toll on the city's economy. While the impact of the pandemic has delayed the work on the CAF, the shutdown and economic fallout has made the need to plan proactively for the city centre even more acute. It has accelerated the urgency to deliver the recommendations of the CAF in order to support Salisbury in its long-term recovery.

At the same time, Wiltshire Council has declared a climate emergency and has committed to taking accelerated actions in response, resolving to make the county of Wiltshire carbon neutral by 2030.

The plans and projects recommended by the CAF form an essential part of Salisbury's recovery from recent tragic events, to build a bright and sustainable future for the city.

The CAF has been subject to two stages of widespread consultation with the public and follows numerous meetings and discussions with key stakeholders to gather evidence about local ambitions and to understand the commercial realities facing the city. Wiltshire Council will work closely with its partner organisation to deliver the recommendations of the CAF in a coordinated way.



Five themes identified by the Central Area Framework

Improving open space and the environment

The delivery of a connected River Park through the city centre and improving connections between the existing green spaces to enhance leisure and enjoyment, while setting aside spaces for nature to flourish.

Bringing out the qualities

To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.

1

2

3

4

5

Creating people friendly streets

To make the central area a better place for people to move around safely, comfortably and in a more pleasant environment with reduced noise and air pollution and reduced greenhouse gas emissions, prioritising cycling, walking and public transport.

Creating vibrancy

Enabling spaces and premises in the city to adapt to uses which provide entertainment and experiences to residents and visitors in addition to the day-to-day retail, leisure and service offer.

Identifying character areas and their role in the city

Defining identity and purpose to the various parts of the central area to enhance their character and roles

Creating people friendly streets:

Recommendations

To improve the experience of walking and cycling within, to and from the central area

Deliver attractive and safe streets for pedestrians and cyclists that are enhanced with public art, attractive architecture and landscaping.

To define a 'street hierarchy' designed to reduce the dominance of the private car within the city centre

Deliver a strategy to redefine Salisbury's central area road network to prioritise pedestrians and cyclists as well as the needs of vulnerable road users. The street hierarchy is to be anchored on important destinations within the central area, such as Market Place.

To utilising Park and Ride facilities and work closely with public transport providers to improve services.

Work with public transport providers to improve public transport services to encourage modal shift and support the wider strategy of car parking consolidation, supporting the use of greener transportation.

To consolidate car parking in the city centre

Carry out a full assessment to confirm the demand and usage of all city centre car parks for visitor and residential parking. Based on an expected oversupply, consider options for mixed use redevelopment of Salt Lane / Brown Street car parks.

Improving open space and the environment:

Recommendations

To deliver the River Park project

Deliver a connected green infrastructure corridor through the city centre along the River Avon and deliver flood risk mitigation infrastructure to address flood risk in the central area and the wider city, as well as environmental improvements. The River Park will connect the Fisherton Recreation Ground north of the city towards Queen Elizabeth Gardens in the south.

To celebrate the city's relationship with the rivers and meadows

Enhance the interaction and experience of the rivers and the meadows throughout Salisbury by improving footpaths and cycleways and ensuring that any new development near the rivers seek to face and celebrates the river frontage.



Creating vibrancy:

Recommendations

To accommodate changes in retail and leisure floorspace requirements to encourage city centre resilience.

To consider how planning policy can help support a flexible approach to enabling suitable alternative uses to be supported to ensure that vacant premises do not sit empty, thus helping to maintain/increase and support the local economy.

To encourage use of vacant upper floors and under-utilised buildings in the city centre

Implementation of a programme of engagement with owners and landlords to identify, encourage and support opportunities for delivering commercial and residential units (particularly for young people) within vacant/under-utilised upper floors of city centre premises.

To encourage pop-up/meanwhile uses and events/experiences for those visiting the city centre

To produce and implement a strategy to encourage events and temporary uses which boost visits to the city centre, to add vibrancy and increase footfall.

To improve and protect the evening and night-time economy

Develop a vision and strategy to protect and improve the vitality and viability of Salisbury's evening and night-time economy. This should be in collaboration with a partnership of planning and regulatory authorities, operators, entrepreneurs, landowners, residents and customers.

Bringing out Salisbury's qualities:

Recommendations

To support appropriate reuse of heritage buildings, rear courtyards and upper floors

Undertake feasibility study to fully understand opportunities and challenges associated with bringing disused/underutilised heritage buildings back into use. This may include development of design guides or development briefs to fully understand and frontload constraints. Opportunities should be considered for site acquisition or partnering with developers to assist development that contributes to the Council's strategic objectives.

To enhance the quality of the public realm

Work with partners to prepare an updated Public Realm Strategy and set of design codes for Salisbury city centre. Production of a programme for implementation aligned to major development projects such as the redevelopment of the Maltings and Central Car Park and the Cultural Quarter, and improvements around the railway station and Fisherton Street.

To encourage preservation and restoration of historic shop fronts

Carry out a review of the effectiveness of existing Supplementary Planning Guidance on shop fronts to ensure it is compliant with up to date national planning policy and guidance.

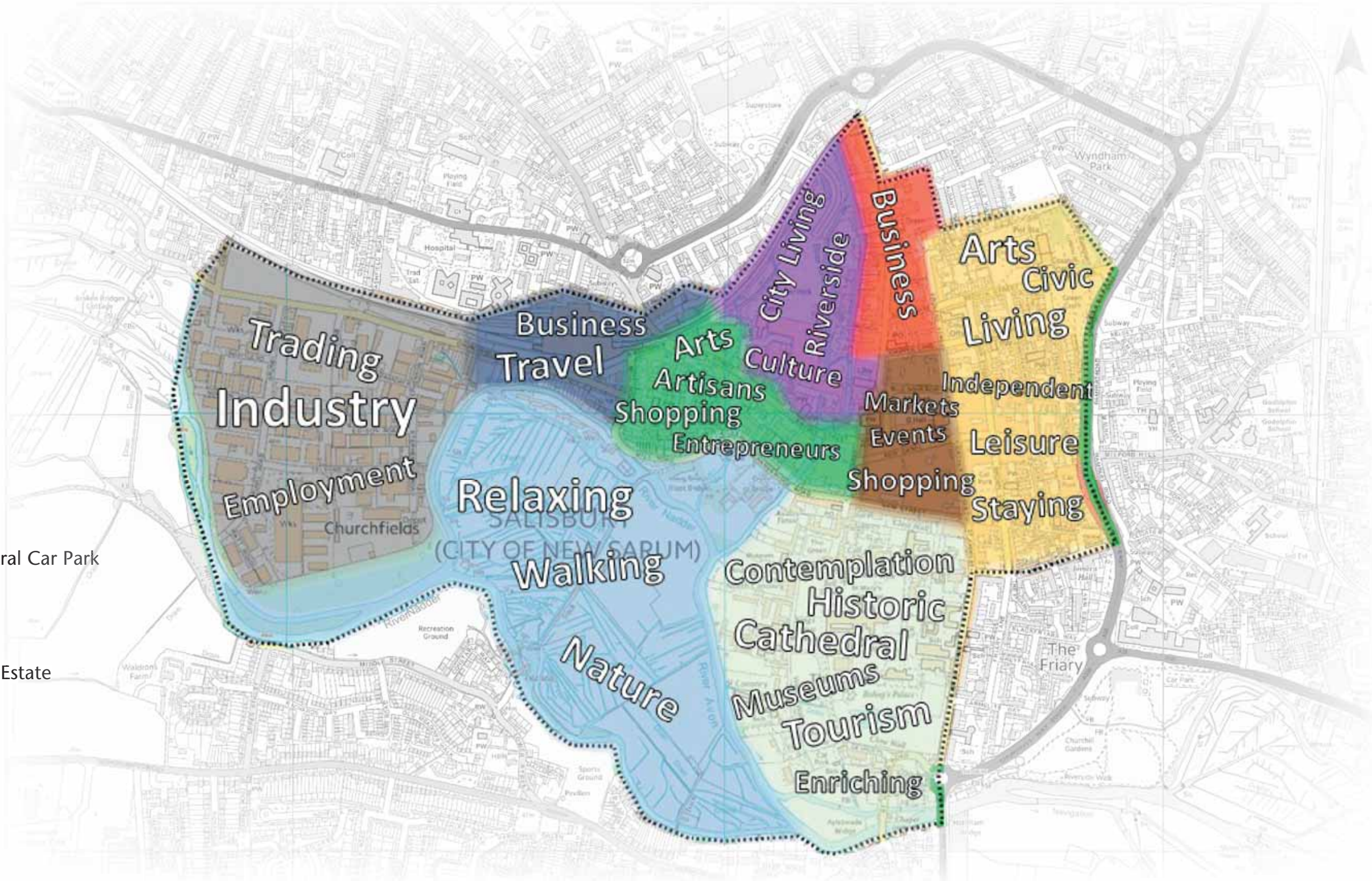
To improve wayfinding in the city centre

Prepare and deliver coordinated wayfinding strategy supplemented with new technology and apps to improve ease of movement, exploration, understanding and enjoyment for residents and visitors.



Identifying character areas and their role in the city

- Page 400
- Chequers
 - Fisherton Street
 - Centre
 - The Maltings and Central Car Park
 - Water Meadows
 - Churchfields Industrial Estate
 - Station
 - Cathedral Close
 - Castle Street



Chequers

Key objective

To enhance the mixed-use character of the Chequers with a focus on urban living, employment, retail, leisure and culture.

Recommendations

- Consider the future redevelopment of Salt Lane car park and/or Brown Street car park for a mix of uses.
- Strengthen pedestrian routes between the city centre/Culver Street car park and between the city centre/Salisbury Arts Centre.
- Create pedestrian-prioritised streets or spaces to allow active uses to spill out and create vibrancy in the area.
- Work with Winchester Street traders to support activity.
- Enhance the public realm.



Fisherton Street

Key objective

To nurture the city's creative industries, artists, small businesses and entrepreneurs.

Recommendations

- Improve the quality of the public realm along Fisherton Street.
- Improve connectivity between Fisherton Street and adjacent character areas, e.g. The Maltings, Cultural Quarter and railway station.
- Seek funding to upgrade / improve the quality of historic buildings and shopfronts.
- Protect and maintain the nature of existing retail and commercial uses within the characteristic fine-grained, smaller floorplates.



Centre

Key objective

To enhance the mixed-use character of the Chequers with a focus on urban living, employment, retail, leisure and culture.

Recommendations

Continue to support national comparison retailing within the centre area.

Explore opportunities for development at High Street to improve/diversify the retail offer, and create linkages to the river as well as opportunities for living and leisure.

Strengthen role of the Market Place, through a variety of events.

Encourage use of upper floors.

Explore options to enable the upgrade and improvement to historic buildings and shopfronts that have fallen into disrepair.

Enhance the public realm.



The Maltings, Cultural Quarter and Central Car Park

Key objective

To enhance the cultural offer and evening economy, alongside the provision of new urban living.

Recommendations

Deliver regeneration in accordance with the Maltings and Central Car Park masterplan.

Improve city centre vibrancy and vitality during the day and evening by establishing a re-imagined and more attractive Cultural Quarter.

Strengthen connectivity between the Cultural Quarter and Fisherton Street/The Maltings.

Deliver the central element of the River Park to include protection and restoration of the River Avon SAC chalk river and its flora and fauna.



The Meadows

Key objective

To improve the city's access and connectivity to the Meadows and protect its environmental qualities and historical significance.

Recommendations

- Improve access between Salisbury central area and the water meadows by creating better walking routes and opportunities for engagement with the river.
- Raise awareness and promote the positive qualities of the Meadows and improve public understanding of this heritage asset.
- Enhance the water meadows as a visitor attraction, building on the existing work of Harnham Water Meadows Trust.
- enable public access to the river in appropriate locations.



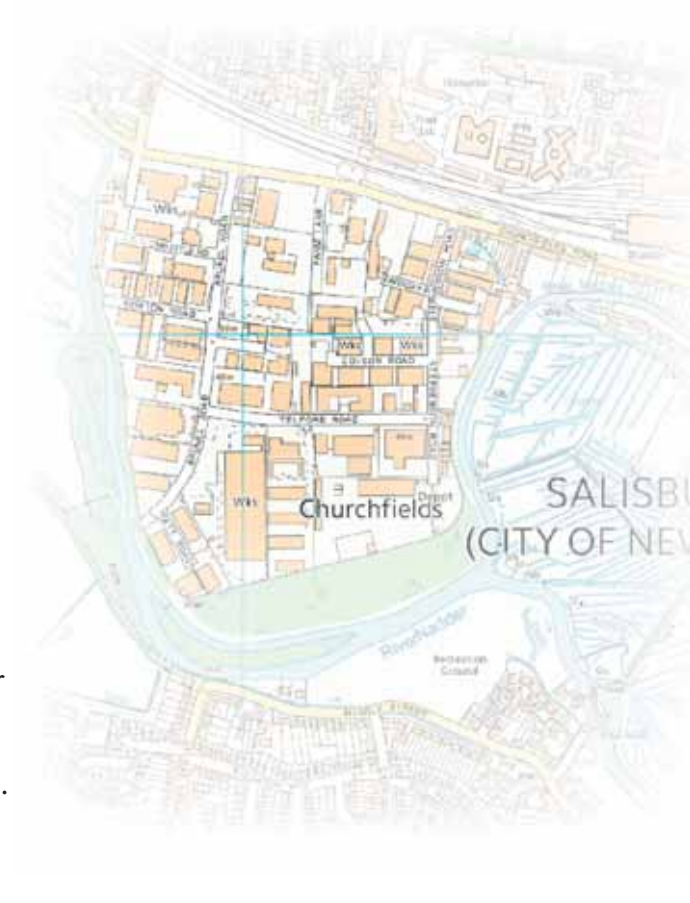
Churchfields

Key objective

To enhance the Churchfields Industrial Estate area and support a diversification of employment generating uses.

Recommendations

- Produce a strategy for the suitable relocation of high traffic generating uses.
- Improve the quality of place to attract start-ups and a greater variety of type of employment.
- Support higher density employment uses, where appropriate.
- Promote relocation of Wiltshire Council's depot and investigate feasibility of residential use for this site.



Station

Key objective

To enhance the city's station forecourt area and create a new hub around the northern station area focused on business and residential uses and an improved transport hub.

Recommendations

Deliver public realm improvements to the station forecourt area, including a much-improved Stonehenge bus stop facility, delivering people friendly streets, and reconfiguration of parking and station-related infrastructure.

Develop a longer-term masterplanned proposal for the redevelopment of the wider station area, to potentially include a business hub (north of station), managed workspace, hotel/ conferencing facilities, retail, and residential uses.



Cathedral Close

Key objective

To celebrate the history and significance of the Cathedral Close by protecting it as a place for worship and contemplation, as a visitor attraction for Salisbury and providing a space for events, the arts, and other enlivening activities.

Recommendations

- Improve connections and pedestrian linkages to the centre.
- support city-wide events and activities that bring together the city and the Cathedral.
- Develop access to the Cathedral's history, heritage and treasures, exploring this alongside the history of the city.



Castle Street

Key objective

To continue its role in supporting secondary town centre, residential and healthcare uses.

Recommendations

- Promote city-centre urban living, incorporating a mix of housing types and tenures.
- Improve way-finding and linkages to the River Park and the Maltings and Central Car Park redevelopment site.
- Support continued healthcare provision.



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Salisbury Central Area Framework

Purpose of Report

1. To:
 - Note the contents and recommendations of the Salisbury Central Area Framework (CAF) (appendix A);
 - Recognise the CAF as an evidence-based document to inform the Local Plan Review, emerging Salisbury Neighbourhood Plan and future planning guidance; and
 - Endorse the CAF as a material consideration in the making of planning decisions.

Background

2. Salisbury is an historic, characterful and successful place. However, in recent years, a combination of the economic downturn, the changing role of small cities, and the nerve agent incident in 2018 have threatened its vibrancy.
3. As part of the ongoing recovery work in the city centre, the Salisbury Central Area Framework was launched to guide future developments and initiatives in the city centre with the aim of bringing positive change to the city and making it a more vibrant, attractive and sustainable place.

COVID-19 Impact

4. The COVID-19 pandemic now presents additional challenges and may accelerate the high street decline that the CAF seeks to address. Whilst the pandemic has delayed the work on the CAF, the shutdown and economic fallout has made the need to plan proactively for the city centre and its economic recovery even more important than before. The plans and projects within the CAF are intended to provide a platform from which the city can bounce back from these events.

What is the Salisbury Central Area Framework?

5. The CAF provides a strategy for the way forward for Salisbury city centre that is:
 - Based on commercial reality
 - Sets out a way towards delivery
 - Promotes better design quality
 - Helps attract inward investment
6. The CAF sets out 5 key themes:

Creating people friendly streets - To make the central area a better place for people to move around safely, comfortably and in a more pleasant environment with reduced noise and air pollution and reduced greenhouse gas emissions; prioritising cycling, walking and public transport.

Improving open space and the environment - The delivery of a connected River Park through the city centre and improving connections between the existing green spaces to enhance nature, leisure and enjoyment.

Creating vibrancy - Enabling spaces and premises in the city to adapt to uses which provide entertainment and experiences to residents and visitors in addition to the day-to-day retail, leisure and service offer.

Bringing out Salisbury's qualities - To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.

Identifying character areas and their role in the city - Defining identity and purpose to the various parts of the central area to enhance their character and roles.

7. Each theme provides an umbrella for various projects and initiatives, ranging from temporary events to public realm improvements to major development opportunities. The CAF is required in order to bring together the existing visions, objectives and baseline assessments that have already been carried out for Salisbury and develop a workable framework for implementation to deliver desired outcomes for the city.
8. The five themes of the CAF are underpinned by the golden thread of responding to and mitigating against the impacts of climate change; responding to climate change is an overarching consideration within the CAF. The CAF provides an ambitious set of recommendations which seek to protect the environment, reduce the likelihood of flooding, and reduce motor vehicle movements through the city while ensuring the city remains accessible to all.
9. Jointly, Wiltshire Council and its partners, including Salisbury City Council, Salisbury's Business Improvement District, Salisbury Cathedral, Wiltshire College and University centre and Swindon & Wiltshire Local Enterprise Partnership, have established a Salisbury Place Board that will deliver the recommendations set out in the Framework in a coordinated way.

Summer 2019 Consultation

10. The council undertook an initial period of consultation on a series of objectives, outline themes and proposals for the CAF between 27 June and 9 August 2019 and invited comments from the public during that period.
11. A public exhibition was also held on 2 July 2019 in the Salisbury Guildhall Square. Wiltshire Council officers and members of the consultant team were available during this time to answer questions about the CAF.
12. The consultation was comprehensive and followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI).
13. Further detail of the consultation undertaken, and the schedule of responses received during this consultation can be found in the Report on the Summer 2019 Consultation (Appendix B). This report summarises the issues that arose and provides details of comments received along with a response from officers where appropriate (section 4). This report also includes copies of the consultation boards and consultation questionnaire.

14. The common themes arising from the consultation responses can be summarised as follows:

Main issues and problems facing Salisbury City Centre

- Levels of traffic in the city centre.
- Concerns over air pollution and the quality of walking/cycling routes and the pedestrian environment.
- A lack of affordable housing in the city centre.
- The number of empty premises.
- A general perceived lack of cleanliness/tidiness in the city centre.

Accessing the city

- Walking and traveling by private car are the most common ways to access the city centre.
- Improvements to walking and cycling routes in the central area are needed.
- There are perceived barriers to using more sustainable ways of accessing the city centre, such as limited bus services and unsafe cycling conditions.
- There was broad agreement with all the ways suggested for encouraging cycling, such as reducing traffic, better signage to raise safety awareness, having a more coherent cycle network.
- Bus and Park & Ride services should be extended.
- Specific parts of the city should be pedestrianised.

Focused consolidation of car parks and better direction finding

- General support of the potential for consolidation of car parking within the central area, although some concern about the implication this could have on the less mobile and those accessing Salisbury for its evening economy.
- Support for improvement to associated wayfinding and introducing measures to reduce through traffic.

River Park

- General support for the River Park and improving connections to parks and meadows.
- The River Park will help mitigate the effects of climate change and flooding; will provide areas for education and relaxation; will add to the overall character; will provide pedestrian and cycle routes and connect the parks; and will help flora and fauna.

Barriers for younger people

- Lack of affordable housing and employment opportunities are key barriers.
- The lack of a university was named by a significant number of people as a contributory factor to the lack of retention of young people.
- The lack of entertainment/leisure and events venues.

Commercial/retail development

- Support for pop-up / temporary uses.
- Market Place should be kept as the city's centre and should cater for a diversity of uses.

Leisure/recreation

- More leisure activities and facilities for different age groups but particularly for the young.
- Improved leisure/entertainment/culture offer needed.
- More museums, art galleries, open-air concerts, street art & performance spaces are needed.

Rail transport/Salisbury railway station

- Public realm improvements, including better signage, are needed to the railway station area.
- Open the north entrance to the station.

City centre development and design

- Provide iconic, inspirational, original buildings to draw visitors.
- Reduce signage clutter.
- Shopfronts in the city are of poor quality.

Historic environment

- Improve facades of deteriorating buildings e.g. Crane Street, Catherine Street.
- Make more of heritage assets in the city e.g. buildings, heritage, surrounding water meadows, rivers, proximity to Stonehenge, Old Sarum cultural offering.

Tourism:

- Competing views on whether the city has enough hotels or needs more hotel accommodation.
- Small B&Bs and family hostels, budget hotels, youth hostels are needed.

Housing

- Affordable live/work units should be built to encourage city centre vibrancy.
- Housing should be delivered to enable older people to downsize into smaller homes.

Employment

- Create employment opportunities to encourage young people to stay in the area.
- Salisbury does not have enough larger employers, leading to out-commuting.

January – February 2020 Consultation

15. Following analysis of the comments received to the summer 2019 consultation, the objectives, outline themes and proposals of the CAF were refined further. This led to the production of the next iteration of the CAF as well as a summary document that crystallised the main themes and recommendations of the CAF.
16. Between 16 January and 28 February 2020, the council then embarked on a further round of consultation on the “Salisbury Central Area Framework”; and the “Our Place in the Future: A Summary of the Salisbury Central Area Framework” <http://www.wiltshire.gov.uk/salisbury-future>. Two extensive full day public exhibitions were held on 21 January and 29 January. Approximately 40 exhibition boards were on display and Wiltshire Council officers, various consultant colleagues and officers from the Environment Agency were available to answer questions from members of the public.

17. As well as consulting on the revised CAF, members of the public were also invited to provide feedback on a number of specific projects that the council are working towards. These include:

Fisherton Street City Gateway Enhancements - This forms part of the Future High Street Fund bid and, if successful, could provide a new welcoming entrance to the city. Various interventions are proposed including signage and building frontages to help change visitors' first impression of the area.

Station Quarter - The project will transform the arrival experience at Salisbury's railway station. Various proposed interventions include an enhanced travel interchange, improved wayfinding and car parking facilities.

Transport accessibility - This project is aiming to improve the routes for walking and cycling into the city including the subways, and improved bus accessibility within the city centre through a programme of highways and structural improvements, subject to funding.

River Park- This joint scheme with the Environment Agency will help reduce the flood risk to various areas in the city and improve leisure and recreational uses as well as ecology and biodiversity enhancements.

Illuminating Salisbury - This was due to form part of a funding bid which has been placed on hold due to COVID-19. If successful in the future, this will provide a fantastic outdoor visitor light attraction that will illuminate the stories of Salisbury's rich heritage.

Public art projects and Wayfinding - A public arts consultant has been appointed to help commission a number of public art and lighting artists to create high quality public realm interventions in Fisherton Street, if funding is successful. A consultant has also been appointed to deliver a Wayfinding Strategy that will significantly improve the public realm and visitor experience of moving through the city and key arrival points to Salisbury.

Heritage Trail app - A Salisbury Heritage Trail app for a smart phone is being developed. It will be targeted towards tourists as well as local residents and those in outlying areas giving them more reasons to explore Salisbury's heritage, histories and mysteries.

18. Further detail of the consultation undertaken, and the schedule of responses received during this consultation can be found in the Public Consultation Report (Jan – Feb 2020) (Appendix C). In summary, responses to the 2020 consultation were as follows:

- **Street Hierarchy**

A significant majority of respondents (84%) were in support of the development of a street hierarchy to prioritise streets and spaces for pedestrians and cyclists over cars. Additional comments included that the needs of disabled people must be considered from an early stage of developing proposals; and that pedestrianisation will make the city more attractive, safe, and clean.

- **Consolidating car parking**

The majority of respondents (63%) were in support of the principle of consolidating car parking within the city centre. Issues raised included that neither Salt Lane or Brown Street car parks should be developed until it is clear what is happening with parking on the central car park / railway station.

- **Park & Ride**

Many commented that the Park and Ride services would be better used if they provided a more extensive service starting earlier and running until later to serve the evening economy, and also provide an improved weekend service.

- **Improvements to urban environment of Fisherton Street**

There was overall support (84%) to bring about improvements to the urban environment of Fisherton Street by widening pavements and introducing public art and improving lighting. Comments included that major improvements would be particularly welcome toward the railway station to welcome visitors to the city.

- **Delivery of a River Park**

There was overall support (91%) for the delivery of a 'River Park' through central Salisbury to incorporate improved green space for recreational use, habitat creation, enhanced routes for pedestrians and cyclists, and flood risk reduction to a wider area. Comments include that the Council has a strong duty to deliver this with the declaration of a climate emergency, and that the reduction of flood risk is a priority.

- **Enhancements to Salisbury's rivers and water meadows**

Enhancements to Salisbury's rivers and water meadows to improve the environment and opportunities for their enjoyment were overall supported (91%). Comments included that tourists and locals should be made more aware of the water meadows.

- **Temporary / Pop up uses**

There was overall support (90%) for supporting temporary / pop up uses in vacant buildings to create interest and vibrancy. Comments included that more space should be provided for local artists to display/sell their work in pop-up shops and galleries and that the city centre needs to shift its focus to events, activities and creativity.

- **Railway Station**

Enhancing the Railway Station area with the creation of a new people-friendly orientated plaza, a business hub to the north of the station and improved interchange facilities for buses, cyclists and pedestrians was supported (88%). Many respondents referred to the fact that the station is an important gateway to the city that needs to be improved.

- **Repurposing of empty or underused buildings to support local businesses**

There was overall support (91%) for the repurposing of empty or underused buildings to support local businesses with the creation of affordable workspaces/shop frontages and provision of 'heritage' living for young people. Comments included that workspaces must be affordable; and that this proposal would support new/start up creative businesses.

- **Illuminating Salisbury**

The Illuminating Salisbury project was by and large supported, however there were some objections to aspects of the proposals. Comments included that this project will attract visitors and contribute towards a vibrant evening economy, but there were also some concerns about the compatibility of it with the council's declaration of a climate emergency and the potential for light pollution/habitat disturbance and its energy consumption.

- **Improving the appearance and quality of Salisbury's historic shop frontages**

The majority of respondents (85%) supported the production and enforcement of planning policy guidance relating to shop fronts in order to improve the appearance and quality of Salisbury's shop frontages. Comments included that Wiltshire Council's current shopfront policies need review; and that undue burden must not be placed on businesses.

- **Improved pedestrian and cycling wayfinding infrastructure**

There was overall support (86%) for the improvement of pedestrian and cycling wayfinding infrastructure (e.g. directional and map signs) and technology (e.g. smartphone apps and digital displays) to help people find their way around the city. Comments included that any physical/digital infrastructure must be maintained and updated on a regular basis; and that a wayfinding system should be accessible to and tested by people with all disabilities.

- **Public Art**

There was general support (70%) for the delivery of new public art in the city. Some objected to money being spent on public art, and that public money should instead be prioritised on essential infrastructure. Other comments included that public art should represent Salisbury's history, local themes and people; and that there should be a mix of modern and traditional art

- **Character Areas**

Most respondents (63%) supported the approach taken in defining character areas in Salisbury's central area. However, some felt that the character areas were too prescriptive, and need to be flexible/diverse/should be allowed to develop their own character organically.

Overview of proposed main changes to the CAF and summary CAF

19. In response to the comments received, the CAF (Appendix A) and the 'Our Place in the Future' summary document (Appendix D) have been further refined. In summary the main changes are as follows:

- General wording improvements and corrections
- To make clear that the CAF is also imperative in responding to the COVID-19 pandemic as well as the novichok poisonings
- To make greater emphasis on threading the climate emergency throughout the document and how the CAF will respond to it
- To further emphasise that any redevelopment of Salt Lane and/or Brown Street car parks will first require a detailed assessment of parking needs in the city.
- Map corrections and map legibility improvements

- Making reference to partners who are or who will be involved in projects, for example, Wiltshire Creative and Natural England.
- Removing reference to creating new links to the water meadows from Cathedral Close and allowing public access to the river.
- Wording amendments to clarify that the long-term future of Churchfields Industrial Estate will be determined through the review of the Local Plan.
- Reduction and refinement of the content of the Our Place in the Future summary document for each of reading.

Conclusion

20. The Salisbury Central Area Framework project was borne out of the recovery work in the city following the nerve agent attack in March 2018, which had a serious negative impact on the city centre economy. The shutdown and economic fallout from the COVID-19 pandemic has now made the need to plan proactively for our city centre even more acute.
21. The CAF focuses on raising the city’s profile as an investment opportunity and to guide the future development. It offers a strategic urban vision for the city centre area, making recommendations on the form of future development and public sector interventions that can bring forward positive change. The council undertook an initial period of consultation on a series of objectives, outline themes and proposals of an early iteration of the CAF in the summer of 2019 and invited comments from the public during that period.
22. Following analysis of the comments received to the summer 2019 consultation, the objectives, outline themes and proposals of the CAF were refined further. This led to the production of the next iteration of the CAF as well as a summary document that crystallised the main themes and recommendations of the CAF.
23. In response to the comments received, the CAF and the ‘Our Place in the Future’ summary document have been further refined. The CAF now represents a robust framework upon which future proposals for Salisbury can be based and taken forward to ensure the city’s resilience for the future.

Recommendation

24. It is recommended that the Salisbury Central Area Framework, as attached at Appendix A, and subject to any other minor alterations required to improve its clarity, is:
- Recognised as an evidence-based document to inform the Local Plan Review, emerging Salisbury Neighbourhood Plan and future planning guidance; and
 - Endorsed as a material consideration in the making of planning decisions.

Simon Hendey

Sam Fox

**Director of Housing &
Commercial Development**

**Director of Economic Development
and Planning**

Appendices

- Appendix A - Salisbury Central Area Framework (CAF)
- Appendix B - Report on the Summer 2019 Consultation
- Appendix C - Public Consultation Report (Jan – Feb 2020)
- Appendix D - ‘Our Place in the Future’ summary document