

Salisbury Neighbourhood Development Plan

**Steering Group Agreed Site Allocation Report
(Call for Sites conducted 1 June to 19 July 2020)**

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Introduction and background

1. In the period 1 June to 19 July 2020 the Salisbury Neighbourhood Development Plan (SNDP) Steering Group (SG) ran a “Call for sites” in Salisbury in order to identify potential land for housing allocations. The methodology used is described in the document “Methodology for Site Assessment and Allocation” (The Methodology) and is available to view on the SNDP web pages. The Methodology can be accessed by following this [link](#).
2. The Methodology proposed a 4 stage process:
 - Stage 1: Area of Search
 - Stage 2: Strategic Assessment
 - Stage 3: Sustainability Assessment
 - Stage 4: Local Needs Assessment
3. In addition, the “Site Assessment for Neighbourhood Plans Toolkit”¹ sets out further methodological advice for neighbourhood plans, and states that the allocated sites must be: *suitable, available, and achievable*.
 - a. A site is **suitable** if there are no insurmountable physical or environmental factors which would restrict development, or it has received planning permission.
 - b. A site is **available** if there is evidence that a landowner or developer is willing to sell or develop the site at a known point in the future, and within the plan period.
 - c. A site is **achievable** if there is evidence that it is economically viable and there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time.
4. The Call for sites returned 13 separate site proposals which will be discussed in this report and will be considered in terms of:
 - Each stage of the assessment process outlined in the Methodology.
 - Each site will be considered whether it is suitable, available and deliverable.
 - SNDP SG aspirations for each site (this will be discussed under the previous 2 headings)
5. **Upon agreement of the content and recommendations of this report, individual site proposers will be contacted and, where appropriate, invited to work with the SG to identify a suitable planning approach for each site.**

Strategic Environmental Assessment

6. Strategic Environmental Assessment (SEA) is a mechanism for considering and communicating the potential impacts of an emerging plan (including neighbourhood plan), and potential alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the

1. ¹“Site Assessment for Neighbourhood Plans: A toolkit for neighbourhood planners”, Locality, 2015, pages 11-14.

plan-making process with a view to avoiding and mitigating potential negative impacts. Through this approach, the SEA for the SNDP seeks to maximise the emerging plan's contribution to sustainable development.

7. The SG commissioned AECOM to undertake an SEA to run in parallel to the site allocation process. The first SEA report, "SEA Site Assessment" (SEA) was published in January 2021 and was considered in detail by the SG who suggested that certain amendments would be necessary. The SEA had been prepared during two periods of Covid 19 Lockdown restrictions and was based on a desk exercise because site visits were not possible. For this reason, the SG sought amendments based on their local knowledge of the individual sites.
8. The SEA scored the 13 proposed sites and offered recommendations on mitigation measures that might lead to reduced environmental impacts. It should be read in its totality alongside this report.

Housing and economic land requirements

9. In 2020, the SG requested the Local Planning Authority (LPA), Wiltshire Council (WC) to provide a housing requirement figure to use in the site allocation process. This was not provided, and there was an informal agreement that the SNDP could allocate sites according to availability.

The Local Plan Review

10. In January 2021, WC issued its Regulation 18 Local Plan for consultation². The Emerging Spatial Strategy indicated that in the plan period to 2036, between 40,840 and 45,630 new homes would be required in Wiltshire. For Salisbury urban area (which is a larger area than the neighbourhood plan area based on the Salisbury Parish Boundaries), between 10,470 and 10,975 dwellings and 10 hectares of employment land would be required.
11. For the Salisbury urban area, the residual housing requirement was 940 dwellings and 5 hectares employment land. In addition, there is a "brownfield target" of 410 dwellings.
12. The Emerging Spatial Strategy takes an approach of restrained growth for the Salisbury urban area, respecting the City's environmental and landscape constraints. The strategy proposes that should progress be made towards the brownfield target, future Local Plan reviews may require less greenfield land.
13. The Local Development Scheme (July 2020) for the Wiltshire Local Plan Review sets an adoption date target of Quarter 1 (Jan-Apr) 2023. The Submission Draft LPR can be expected in around Q4 (December) of 2021. The SNDP SG aims to undertake its Regulation 14 consultation in Summer of 2021 and hopes to be able to submit under Regulation 15 at the same time as the LPR is submitted to the Secretary of State.
14. Since the plan preparation timetables for the LPR and the SNDP are generally aligned, the SG and the LPA are working closely together to ensure that the policies in the respective plans are mutually supportive, mutually exclusive and aligned. This can be seen as a more rigorous approach than the "basic conditions" of a neighbourhood plan, and a positive attempt to

² The consultation closes on 9 March 2021 which occurs after this report will become publicly available.

collaboratively prepare detailed land use policies at the strategic and local level in the different plans.

15. Therefore, if the SNDP SG has concerns about the proposals in the LPR, it will use regular meetings and submission of evidence from the SNDP to make the case that the LPR approach should be modified where a conflict between strategic and local policies appears apparent. The SG will make all reasonable attempts to seek an agreed outcome on policies in the LPR and the SNDP.
16. Whilst the SG considers that the LPR is generally supportive of the SNDP, the matter of the brownfield target, and the expectation that brownfield development in this plan period would reduce the need for greenfield allocations in future LPRs will be disputed. The SG will seek to change the approach so that allocations for brownfield land in the current SNDP will lead to reductions in green field development in this plan period (i.e. that greenfield allocations proposed in the LPR may not be necessary where the SNDP allocates sufficient land for housing). As this matter is likely to take months to resolve, this site allocation report will focus on progressing land for housing and seek to maximise brownfield delivery as evidence in support of this requested LPR policy modification.

Salisbury Parish land requirement

17. The National Planning Policy Framework 2019 (NPPF) sets out how neighbourhood plans should approach the matter of meeting local housing requirements. The following NPPF paragraphs are relevant. The minimum number of homes needed has been determined as set out above.

*60. To determine the **minimum number of homes needed**, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. (emphasis added)*

18. The NPPF continues, and sets out how neighbourhood plans should consider housing requirements.

65. Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations . Once the strategic policies have been adopted, these figures should not need retesting at the neighbourhood plan examination, unless there has been a significant change in circumstances that affects the requirement.

66. Where it is not possible to provide a requirement figure for a neighbourhood area , the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body. This figure should take into account factors such as the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority.

19. This shows that the LPA should have set out a housing requirement for the Salisbury neighbourhood area when requested by the SG in 2020. The LPR has not provided a figure for the Salisbury neighbourhood area, but for the Salisbury urban area (which is much larger and

contains parishes surrounding Salisbury City (i.e. Salisbury Parish). The LPR therefore considers the “Salisbury” requirement as an aggregate of a number of parish areas. However, this is not what was required in NPPF 65, and makes it difficult for the SG to meet its identified need. In 2021, the SG will seek clarification from the LPA on the specific housing requirement for the SNDP.

20. Para. 66 of the NPPF states that where it is not possible to provide a requirement figure, the LPA should provide an indicative figure. This also has not been done, but as a proxy, the LPR has allocated land within the neighbourhood area and has set a brownfield target for the Salisbury urban area (but not the Salisbury neighbourhood area). However, on the latter point, it is likely that the majority of brownfield land in the Salisbury urban area will be within Salisbury City and this is the assumption that will be made here.
21. Therefore, though no formal “indicative figure” has been provided, there has been a proposed approach in the LPR which, for the purposes of this report and future discussions with the LPA, will be as follows:
22. Land north of Downton Road was proposed for allocation (it is also being considered in this report). The site straddles the boundary between Salisbury and Britford Parishes with a total allocation of 220 homes. The number of dwellings expected to lie in Salisbury parish has not been made clear, but for the sake of argument, the site is fairly evenly distributed across the boundary so it would be generous to consider that the Salisbury neighbourhood area portion of this allocation is half the total, or 110 dwellings.
23. As stated already, the brownfield target for the Salisbury urban area is 410 dwellings. However, to reiterate, this target is not included in the housing requirement for Salisbury: it is in addition to the housing requirement.
24. **In conclusion, since no housing requirement figures have been forthcoming from the LPA, it will be assumed that 110 dwellings will be required in the Salisbury neighbourhood area.**

Housing Needs Assessment and affordable housing

25. A separate Housing Needs Assessment (HNA) was commissioned from AECOM by the SG and was published in December 2020. This document should be read in its entirety and will be used in support of specific SNDP policies on housing need for particular sectors of the local population and housing mix and size. It can be downloaded by following this [link](#).
26. For the purposes of the site allocation, the SG agreed that additional affordable housing would be required.
27. The Wiltshire Core Strategy (January 2015) Paragraph 6.44 and Core Policy 43 require sites with 5 or more dwellings proposed to provide at least 40% (net) affordable housing. This 40% affordable housing contribution will become an underlying assumption of this site allocation report.

Steering Group Site visit 12 and 13 October 2020

28. Members of the SNDP SG visited the proposed sites on 12 and 13 October 2020. Land owners were invited to join the group to explain how they envisaged the development would proceed. Some sites were not visited because the proposers did not respond to the SG invitation. These

were Bishop's Drive and 44 Churchfields. During the site visits, the SG considered how each site might be developed as a starting point for discussions with proposers.

Assessment stage

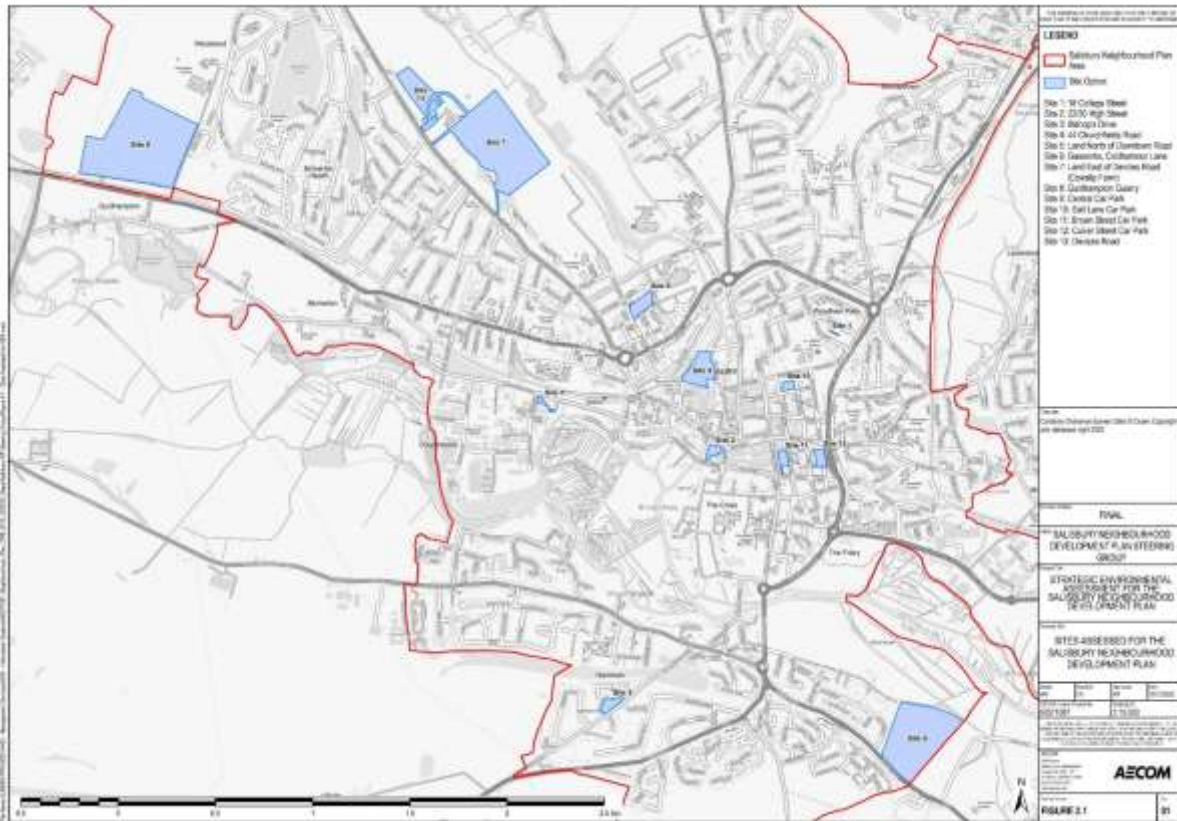
Site Longlist

29. 13 sites were put forward in response to the Call for Sites, set out below:

Site ID	Name of site, address	Size (Ha) ³
1	18 College Street	0.04
2	22/30 High Street	0.39
3	Bishop's Drive	0.55
4	44 Churchfields Road	0.17
5	Land North of Downton Road	9.76
6	Gasworks, Coldharbour Lane	0.86
7	Land East of Devizes Road (Cowslip Road)	14.63
8	Quidhampton Quarry	18.29
9	Central Car Park	1.95
10	Salt Lane Car Park	0.27
11	Brown Street Car Park	0.40
12	Culver Street Car Park	0.47
13	Devizes Road	2.82

30. The following figure shows the location of the proposed sites.

³ Represents total site size and not necessarily developable area.



Stage 1 and 2: Area of Search

31. The Stage 1 assessment required all sites be within the Salisbury Settlement Boundary. All sites submitted met this criteria though one site straddles the boundary between Salisbury and Britford Parishes.
32. Stage 2 required that each site should be able to accommodate 5 or more dwellings or at least 2 new business, is wholly within the settlement boundary (neighbourhood area), does not have significant environmental constraints, any part of the site lies within Flood Zones 2 or 3, or has any special national or international heritage designations.
33. Few of the 13 sites passed all these tests, and on advice from the LPA, it was decided to consider all 13 sites in the SEA process so that there was a better understanding of whether the sites were suitable for allocation. Therefore, all sites were progressed to stage 3.

Stage 3: Sustainability Assessment

34. At the time that the Methodology was prepared, the SEA had not yet been commissioned. The Methodology proposed sustainability assessment criteria which have now been overtaken by the AECOM SEA assessment. The SEA assessment is a separate document and should be read in its entirety alongside this Site Allocation Report. The SEA did not recommend that any sites be excluded at this stage so all sites proceeded to Stage 4.

Stage 4: Local Needs Assessment

35. In January 2021, when this report is being written, the SNDP policies have not yet been drafted. However, the SG is aware of the major issues affecting Salisbury City, and will refine its policies

in Q1 and Q2 of 2021. In addition, the LPR heralds changes to the Wiltshire Core Strategy approach, and though the SNDP must be in conformity with the adopted Development Plan Policies (which include the Core Strategy), it may also look to the emerging LPR policies.

36. The SG considered this fluid policy context and determined that it would be best for Stage 4 to consider each site in very broad terms and that through a process of negotiation with individual site proposers, it would seek to refine a policy approach that took account of local circumstances and requirements, the policies in the Development Plan and the emerging LPR policies. Therefore, at Stage 4, the assessment would be very broad.

37. The Methodology proposed that each site would be considered in terms of the following evidence:

- a. The Housing Needs Assessment
- b. The Community Online Survey
- c. The outputs from the NDP working groups and their evolving policy responses to:
 - i. Climate change
 - ii. Transport
 - iii. Green Infrastructure
 - iv. Design
 - v. Employment

38. The SG met on 25 January to consider the SEA and the 13 sites and scored each site against how well it would be able to meet emerging NDP aspirations on the following matters:

- Built Environment (could a development lead to an acceptable design outcome?)
- Green Infrastructure⁴ (could a development improve local GI?)
- Landscape (could a development make a positive Landscape contribution?)
- Sustainable Transport (could a development lead to an overall modal shift towards sustainable transport?)
- Affordable Housing and Special Needs Housing (could a site deliver affordable and/or special housing?)
- Community Benefits (could a development to new community benefits in addition to housing)
- Employment (could the development have a positive impact on Salisbury’s economic development and competitiveness?)

39. The SG assessed each site against these criteria using the following coding:

	Benefit likely
	Benefit unlikely but neutral impact
	Likely to be harmful

⁴ Green Infrastructure is considered in a multi-functional way including recreation, trees, biodiversity, habitats, etc.

Built Environment (could a development lead to an acceptable design outcome?)

Site ID	Name of site, address	Assessment
1	18 College Street	This is a narrow and difficult site to develop and sits between two rows of back gardens. Any development would need to address the matter of overlooking and privacy. However, there is a building in situ at present (the former Citizens Advice Bureau) so development on the site is possible in theory and careful design would be required to protect neighbour amenity.
2	22/30 High Street	This site may be difficult to develop because it is located between the river walk and the pedestrianised High Street. It currently has an attractive and plain brick façade on upper floors with shop windows on the street elevation. The rear of the building on the river side is blank and unattractive. Given the logistical difficulties in developing this site, it may be desirable to reduce development costs by demolition and reconstruction with an iconic modern design that will complement the Conservation Area. This approach might be resisted by the LPA but there may be a case to make for a new building if the overall benefits outweighed the harm to the Conservation Area. A new development would result in significant enhancements to the river frontage and would re-open access between the High Street and the river.
3	Bishop's Drive	Development on this wooded site would result in the loss of mature and protected trees. Overall, new development would be detrimental to the built environment.
4	44 Churchfields Road	The current house on the site is well maintained and makes a positive contribution to the area. Redevelopment of the site would neither improve nor detract from the local built environment.
5	Land North of Downton Road	The site is currently agricultural and well designed built development would be possible. The SG was concerned that this would lead to additional congestion on the local road network.
6	Gasworks, Coldharbour Lane	The site is currently derelict and any development would be beneficial. In addition, a number of improvements could be sought including re-instatement of the existing street pattern which the site currently blocks; better access to the River Avon with green infrastructure; a footbridge connecting the site to Waitrose; well planned development that could address flooding concerns, and possibly a community hub.
7	Land East of Devizes Road (Cowslip Road)	This site lies within a Conservation Area and forms the backdrop of a sensitive view of Salisbury from

		Old Sarum. Though the applicant has prepared a landscape assessment, the SG agreed with the LPA that this site would not be suitable for the large scale of housing proposed.
8	Quidhampton Quarry	The quarry is currently derelict and has planning permission for low-level restoration using imported aggregates. Therefore, development of this site would be an improvement over the current situation and would result in a different form of restoration from that currently permitted. Overall, the built environment would be improved.
9	Central Car Park	The current car park is very urban in nature and does not make a positive contribution to the built environment. Redevelopment of the site would result in well designed development with attention to street scene and would be an overall improvement.
10	Salt Lane Car Park	The current car park is very urban in nature and does not make a positive contribution to the built environment. Redevelopment of the site would result in well designed development with attention to street scene and would be an overall improvement.
11	Brown Street Car Park	The current car park is very urban in nature and does not make a positive contribution to the built environment. Redevelopment of the site would result in well designed development with attention to street scene and would be an overall improvement.
12	Culver Street Car Park	This is a very well designed multi-storey car park that offers excellent views over Salisbury. However, it is currently in a state of disrepair due to lack of maintenance. It is understood that WC have identified funds for the refurbishment of the car park. If this were to take place, then the redevelopment of the site would be neutral since the previous car park use and future residential use would be well-designed.
13	Devizes Road	This site lies within a Conservation Area and forms the backdrop of a sensitive view of Salisbury from Old Sarum.

Green Infrastructure (could a development improve local GI?)

Site ID	Name of site, address	Assessment
1	18 College Street	Planting would be required to address neighbour amenity and this would be an overall improvement.
2	22/30 High Street	Improvements to the built frontage facing the river, improvements to the river path, and possible "green" solutions for the building would make a positive contribution.
3	Bishop's Drive	The proposed development would result in the loss of important trees and habitats and would be harmful.
4	44 Churchfields Road	The SG were not able to gain access to this site, particularly the southern section which faces onto the water meadows. Google maps show that there appear to be mature trees on the site and there is a spring. It is therefore considered that redevelopment of the site would be harmful.
5	Land North of Downton Road	The site would impact upon an SSSI, would result in the loss of a greenfield site and agricultural land, might impinge on habitats, and though considerable mitigation would be possible, overall, the impact would be harmful.
6	Gasworks, Coldharbour Lane	The site is currently derelict and makes no GI contribution. Development of the site could result in significant improvement to public open space, access to the River Avon, and make a contribution towards recreation.
7	Land East of Devizes Road (Cowslip Road)	Development of this site would result in the loss of agricultural land and impact upon an SSSI. It would have the potential to result in well-designed GI routes along the river, but overall, the impact would be harmful.
8	Quidhampton Quarry	The site is currently a derelict quarry. The permitted restoration scheme would result in the creation of new calcareous grassland. However, this would probably not be publicly available and though it may provide a habitat, it would not necessarily result in well planned GI. Redevelopment of this site would enable a more accessible and rounded approach to GI to be implemented.
9	Central Car Park	The Maltings Masterplan and the River Park projects by the LPA will lead to significant improvements to GI on this site.
10	Salt Lane Car Park	This is currently a paved car park with no GI value. A well designed scheme introducing planting and other GI would be beneficial.
11	Brown Street Car Park	This is currently a paved car park with no GI value. A well designed scheme introducing planting and other GI would be beneficial. There are some

		young trees included in the landscaping of this car park but they could be replaced in a redesigned scheme.
12	Culver Street Car Park	This is a large multi-storey car park on a compact site – it is unlikely that significant GI could be accommodated, though there may be some potential for landscaping. Overall, the impact would probably be neutral
13	Devizes Road	Development of this site would result in the loss of agricultural land and impact upon an SSSI. It would have the potential to result in well-designed GI routes along the river, but overall, the impact would be harmful.

Landscape (could a development make a positive Landscape contribution?)

Site ID	Name of site, address	Assessment
1	18 College Street	This site cannot be viewed from the wider area.
2	22/30 High Street	Views from the river front would be improved by a carefully designed scheme.
3	Bishop's Drive	The redevelopment of this site would be harmful to views of the Cathedral Spire from the south. Loss of trees on the site would diminish the amenity of the Harnham community who value the woodland backdrop.
4	44 Churchfields Road	Redevelopment of the site might result in loss of trees and possible urbanising influence of views over the water meadows. Since no site visit was possible, this conclusion cannot be confirmed.
5	Land North of Downton Road	The site is located in the first view of the Cathedral Spire coming from the east of Salisbury. Development of the site would harm this view and would also harm the green backdrop that the site creates along the River, though this may be mitigated through careful planting.
6	Gasworks, Coldharbour Lane	The site cannot be seen from any distant views, but its development would lead to general improvement of local views.
7	Land East of Devizes Road (Cowslip Road)	Development on this site would result in an urbanising influence on views from Stratton Sub Castle and Old Sarum. Though a strategy has been proposed by the land owner in support of the site allocation, the SG agrees with the LPA that this would not be sufficient to overcome the harm.
8	Quidhampton Quarry	The site is in a recessed position and cannot be seen from a distance.
9	Central Car Park	This site cannot be viewed from the wider area.
10	Salt Lane Car Park	This site cannot be viewed from the wider area.
11	Brown Street Car Park	This site cannot be viewed from the wider area.
12	Culver Street Car Park	The site sits on an elevated position and is therefore visible from a distance. However, a new development would have an equal landscape impact so overall the impact would be neutral.
13	Devizes Road	Development on this site would result in an urbanising influence on views from Stratton Sub Castle and Old Sarum.

Sustainable Transport (could a development lead to an overall modal shift towards sustainable transport?)

Site ID	Name of site, address	Assessment
1	18 College Street	The site is within walking distance of the central area and therefore sustainable transport would be the preferred mode.
2	22/30 High Street	The site is within walking distance of the central area and therefore sustainable transport would be the preferred mode.
3	Bishop's Drive	The site is not within walking distance of the central area and would result in additional traffic.
4	44 Churchfields Road	The site is very near the railway station and within walking distance of the central area.
5	Land North of Downton Road	The site is distant from the central area but there is a park and ride across the street. In addition, there is scope to improve cycle routes into the central area.
6	Gasworks, Coldharbour Lane	The site is outside the central area but has good cycling links. If a footbridge is provided then there will be walking access to a major food retailer.
7	Land East of Devizes Road (Cowslip Road)	The site is a considerable way from the central areas but has good cycling links.
8	Quidhampton Quarry	The site is a considerable way from the central area but there are bus stops nearby. The development is likely to be self-contained with a central community hub which may discourage travel by enabling home working.
9	Central Car Park	The site is within walking distance of the central area and therefore sustainable transport would be the preferred mode.
10	Salt Lane Car Park	The site is within walking distance of the central area and therefore sustainable transport would be the preferred mode.
11	Brown Street Car Park	The site is within walking distance of the central area and therefore sustainable transport would be the preferred mode.
12	Culver Street Car Park	The site is within walking distance of the central area and therefore sustainable transport would be the preferred mode.
13	Devizes Road	The site is a considerable way from the central areas but has good cycling links.

Affordable Housing and Special Needs Housing (could a site deliver affordable and/or special housing?)

Site ID	Name of site, address	Assessment
1	18 College Street	Potential 2 units
2	22/30 High Street	Potential 8-10 units
3	Bishop's Drive	8 units
4	44 Churchfields Road	0 units
5	Land North of Downton Road	45 units
6	Gasworks, Coldharbour Lane	Unknown. May be significant number.
7	Land East of Devizes Road (Cowslip Road)	Unknown. May be significant number.
8	Quidhampton Quarry	Unknown. May be significant number.
9	Central Car Park	Unknown. May be significant number.
10	Salt Lane Car Park	Unknown. May be significant number.
11	Brown Street Car Park	Unknown. May be significant number.
12	Culver Street Car Park	Unknown. May be significant number.
13	Devizes Road	Unknown. May be significant number.

Community Benefits (could a development to new community benefits in addition to housing

Site ID	Name of site, address	Assessment
1	18 College Street	None
2	22/30 High Street	Potential for new services, new retail, restaurant, gallery, etc.
3	Bishop's Drive	None
4	44 Churchfields Road	None
5	Land North of Downton Road	Potential new school, green infrastructure, play area
6	Gasworks, Coldharbour Lane	Improved access to river, new play/amenity spaces, possible community building, etc.
7	Land East of Devizes Road (Cowslip Road)	Improved access to primary school, improved green infrastructure
8	Quidhampton Quarry	New green infrastructure and community hub building
9	Central Car Park	See Maltings Masterplan
10	Salt Lane Car Park	New shops, improved signage/waymarking to Bourne Hill arts centre
11	Brown Street Car Park	Retail and services, restaurant, office space, public seating and publicly accessible green spaces
12	Culver Street Car Park	None
13	Devizes Road	Improved green infrastructure

Employment (could the development have a positive impact on Salisbury's economic development and competitiveness?)

Site ID	Name of site, address	Assessment
1	18 College Street	None
2	22/30 High Street	New retail, possible hotel/accommodation, restaurant, gallery
3	Bishop's Drive	None
4	44 Churchfields Road	None
5	Land North of Downton Road	None
6	Gasworks, Coldharbour Lane	None
7	Land East of Devizes Road (Cowslip Road)	None
8	Quidhampton Quarry	New community hub to encourage home working
9	Central Car Park	See Maltings Masterplan
10	Salt Lane Car Park	New commercial spaces to offset building running costs
11	Brown Street Car Park	New commercial spaces to offset building running costs
12	Culver Street Car Park	None
13	Devizes Road	None

Summary of all local assessments

40. The table here summarises the results from all the local assessments. Some sites performed better against each other, namely had more “green” scores indicating that redevelopment of the site had the potential to realise local benefits.

Site ID	Name of site, address	Built environment	Green Infrastructure	Landscape	Sustainable Transport	Affordable housing	Community Benefits	Employment	Number “Green”
1	18 College Street								3
2	22/30 High Street								7
3	Bishop’s Drive								1
4	44 Churchfields Road								1
5	Land North of Downton Road								2
6	Gasworks, Coldharbour Lane								5
7	Land East of Devizes Road (Cowslip Road)								2
8	Quidhampton Quarry								5
9	Central Car Park								6
10	Salt Lane Car Park								6
11	Brown Street Car Park								6
12	Culver Street Car Park								2
13	Devizes Road								2

Suitable, available and deliverable

Suitable

41. The SEA and the review of potential local benefits for development of the sites showed clearly that some sites are likely to yield stronger results for Salisbury City than others. Alternatively, the development of some sites are shown to likely prove harmful.
42. The Steering group has decided that the sites most suitable to take forward at this stage are:
 - 18 College Street because it could yield affordable housing in the city centre
 - 22/30 High Street because it is a large site that can yield multiple benefits
 - Gasworks site at Coldharbour Lane because it is a large site that can yield multiple benefits
 - Quidhampton quarry because it is a large site that can yield multiple benefits
 - Brown Street Car Park
43. Sites that will not be taken forward are:
 - Bishop's Drive because overall, development of this site would be harmful.
 - 44 Churchfields Road because the benefits of taking the site forward are not certain and it is a small site that would be better progressed as a planning application
 - Land East of Devises Road because though there are notable benefits to developing this site (new access to school, increased pupil numbers for the school, sustainable transport improvements and green infrastructure improvements) the overall impact of the scheme would be harmful.
 - Central Car Park because this is already being progressed under the Maltings Masterplan which is WC planning policy and it would not be appropriate for the SNDP to interfere with this strategic policy.
 - Salt Lane Car Park because overall, Brown Street car park is deemed to be better for redevelopment because of the proximity of Culver Street Car Park which can take the parking demand from Brown Street. In addition, the SG have only limited resources and would not be able to progress 2 car parks simultaneously.
 - Culver Street Car Park because this should remain as a car park to enable Brown Street Car Park to be redeveloped. It currently has many vacancies and could take additional parking. It is also directly connected to the ring road and of all the car parks, it leads to the least amount of traffic in the town centre.
 - Devises Road because though there may be benefits in terms of GI improvements the overall impact of the scheme would be harmful.
 - Land North of Downton Road because it suffers many significant environmental constraints that are unlikely to be mitigated to an acceptable level and that it would erode the strategic gap between Britford and Salisbury settlements.

Available

44. All sites were proposed by land owners in the Call for Sites and they are presumed to be available.

Deliverable

45. It is currently unknown whether any of the sites that are being progressed are deliverable. This will be the next task for the SG undertake in the allocation exercise.

46. The SG will write formally to all proposers and allow them to comment on this assessment and the SEA should they wish. For those sites that are being progressed, the SG will seek to negotiate acceptable development proposals with the landowners. During this process, the design outcomes will be tested against Development Plan policies.