

Topic Paper 3



Addendum

Revisions to take account of Issues and Options Consultation results

Settlement Strategy



TOPIC PAPER – Settlement Strategy SUPPLEMENTARY REPORT

Executive summary

Introduction

This paper is supplementary to the original Settlement Strategy topic paper produced at the Issues and Options stage of the Core Strategy. That paper set out a broad draft approach for defining a settlement strategy in the district and made suggestions as to how that might manifest itself locally in terms of a hierarchy. This supplementary paper has been produced as a continuation of that work, reporting on and reflecting the responses received on this topic area during the “Our Place in the Future” consultation in summer 2007.

This topic area was covered in the Issues and Options paper under “*Issue 2- Agreeing the role our settlements should take*”. Options 4 to 10 fell under this section and were of two main kinds: those that dealt with the general approach; and those which related to each part of the proposed settlement classification:

General options on strategy and sustainability

- Option 4: The need for growth.
- Option 10: Making places more sustainable.

Options relating to a part of the proposed settlement classification

- Option 5: The role of Salisbury
- Option 6: Identifying Local Centres
- Option 7: Main villages
- Option 8: Secondary villages
- Option 9: “Clusters” of settlements

In total, 11 questions were asked in connection with the above options, and all questions were put in a format asking respondents the extent to which they agree or disagree with an option as phrased. Overall there was a positive response to the options as phrased, with “Agree” or “Strongly agree” receiving the highest numbers of responses in all questions, although on one question (7b) the total of the two “disagree” categories outnumbered the “agrees”.

However individuals provided a wide range of comments supplementary to the simplistic agree/disagree option; and this yielded a wide range of concerns, fears and questions. Principally these appear to stem from the level of new development allocated to the district in the Regional Spatial Strategy. Major frequently-raised points and concerns included:

- How far existing local infrastructure is able to cope with the level of new growth, for instance traffic, and how far new development will be accompanied by necessary new infrastructure (e.g. roads, schools).
- The degree to which new growth is balanced in terms of employment and housing.
- The desire to develop brownfield sites as a priority over greenfield.
- That new development must not be poor quality and generic, out of keeping with the area, creating new bland suburbia.
- That individual settlements should not be “swamped” with disproportionate quantities of new housing or other development, for instance those villages in close proximity to Salisbury.
- Facilities and services important to the quality of life of settlements should be protected, particularly post offices and shops.
- Communities should be helped to become and remain, vibrant (and not “dormitories”) and socially balanced, for instance in terms of age.

- Whether the development is, in fact, required at the levels outlined in the RSS.

The preferred options are set out in the table at the end of this document and primarily these involve taking forward the initially proposed settlement strategy with some modifications and clarifications to reflect consultees's views and concerns and in line with the sustainability appraisal.

Introduction, purpose of document and context.

This document is the second element of the series topic papers that were published in order to present a coordinated view of the assessment of the evidence upon which we based our Core Strategy Issues and Options consultation. In order to make it easier for stakeholders to understand how we had reached our conclusions and as a key part of identifying the challenges facing our district and feasible options for addressing them, a series of 16 topic papers were written. These were as follows:

- [Topic 1 - Climate Change](#)
- [Topic 2 - Housing](#)
- [Topic 3 - Settlement Strategy](#)
- [Topic 4 - Supporting Communities](#)
- [Topic 5 - Biodiversity](#)
- [Topic 6 - Flooding](#)
- [Topic 7 - Agriculture](#)
- [Topic 8 - Retail](#)
- [Topic 9 - Economy](#)
- [Topic 10 - Tourism & Leisure](#)
- [Topic 11 - Planning Obligations](#)
- [Topic 12 - Waste & Pollution](#)
- [Topic 13 - Conservation](#)
- [Topic 14 - Design](#)
- [Topic 15 - Transport](#)
- [Topic 16 - Inclusive Design](#)

The Issues and Options that were identified within the topic papers formed the basis for the consultation document, "Salisbury and South Wiltshire, Our Place in the Future". This document represented a 'joined up' consultation exercise incorporating questions relevant to the Community Strategy and Salisbury Vision, as well as the LDF Core Strategy Issues and Options. This document was the subject of consultation for 10 weeks between the 26th July and 5th October 2007. Over 50 public events were undertaken, to promote the process, and several thousand responses were received.

Review of Original Topic Papers

The next stage in the process is to review the initial evidence base in the topic papers and update where necessary and analyse the results of the consultation to formulate a set of preferred options. Where factual errors, anomalies or areas requiring clarification have been highlighted by the consultation, then these changes have been indicated on the original topic papers to show their evolution.

Analysis of Results of the Issues and Options Consultation

The next stage in the process is to review our analysis of the evidence base within the topic papers to take account of the outcome of the consultation and also update them where there has been a change in the evidence available to us since their publication. This review of the topic papers is an essential step on the road to producing the Core Strategy Preferred Options paper, which builds on the response of stakeholders to the issues and options we presented in the 'Our Place in the Future' paper.

Assessing the Local Need - Why Are We Developing Policies on a Settlement Strategy?

The need for this topic to be included within the emerging Local Development Framework has emerged clearly from an analysis of national and regional planning policy and an appraisal of the growing body of specialist literature and guidance given to local planning authorities. Furthermore original work that has formed part of the base of evidence which will inform the Local Development Framework process has highlighted that there is a need for a new and effective set of policies to help meet our objectives.

What are we trying to achieve - what are our overall objectives?

The core objectives as envisioned at the outset of this project were to develop a set of planning policies, which contribute to the following patterns of land use:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high economic growth and employment

On a more specific level the desired outcomes at the outset of this project were to ask:

- How should the long term strategy for the district respond to regional and national factors identified?
- Has the approach to roles and functions of settlements outlined in this document been “about right”? What other factors should be taken into account?
- What in future should be the broad role for settlements in each of the groupings identified?
- Should most new development be targeted in the larger settlements with the best access to facilities?
- What role is there for using development to deliver important services to settlements currently with a shortage of them?

Taking A Spatial approach

It would be a crude mistake to develop a set of policies which are based on a 'one size fits all' premise. South Wiltshire is a rich and varied part of the Country and the issues and challenges within it vary from place to place. For example, is it the case that the demand for affordable housing is uniform across the area, or does it vary between settlements and should our policies reflect this? We feel that they should, and this way we should produce spatial strategies that are rooted in the distinctive character of specific places and are tailored to solving their particular sets of problems. This is in a nutshell for us, what spatial planning is all about.

One of the drawbacks we have encountered in the past is that of plans and strategies being delivered over disparate areas, when it makes much more sense from the customers perspective to have them coordinated and covering the same areas. This is often called co-terminus service delivery and is based on joining up services and policy solutions so that they are more tailored to where they are needed.

To align our policy solutions to the areas where the issues are arising, we have taken a detailed look at how the diverse character of our district and assessed if there are broad areas which share similar characteristics and present similar sets of challenges.

The Wiltshire community areas were defined in the early 1990's in response to a review of local government boundaries that set greater store by 'natural' communities, i.e. areas that described real patterns of local life (shopping, employment, schooling, etc.) as opposed to administrative boundaries.

A number of dimensions were used to define these areas of local life including:- secondary school catchment areas, local convenience shopping patterns, postcode town boundaries, pre-1974 urban and rural district council boundaries, housing market areas, journey to work catchment areas, a historical study of patterns of local life by local historian, Dr. John Chandler, and the local geology/topography of the county.

Six of Wiltshire's twenty community areas are in Salisbury district, namely:

- City community area
- Four Rivers community area (also known as Wilton area)
- Mere community area
- Nadder Valley community area (also known as Tisbury area)
- Southern community area (also known as Downton area)
- Stonehenge community area (also known as Amesbury or Northern area)

On analysis the justification for the Community areas appears just as valid today as it did when they were formed, being as they were based on a sound understanding of the hierarchy and function of settlements and how communities view their sense of place. Furthermore the issues and challenges identified do reflect the similarities within these existing areas and also the diversity between them.

However there is lilted point in rigidly sticking to a spatial pattern of interpreting the District if it is not appropriate to certain issues or challenges. For example the Military issues reach outside of the District to the north of the plain and similarly there is a huge synergy between Wilton and Salisbury. Therefore while, where appropriate the Community Plan areas will form the basis of our spatial model, it will not be pursued dogmatically so, and where the functional relationship between places dictates we will promote a flexible approach. In other words the areas defined by the community plans should best be considered as “soft verges” rather than “cliff edges”.

FINDINGS OF THE 'OUR PLACE IN THE FUTURE' CONSULTATION ON THE CORE STRATEGY ISSUES AND OPTIONS

What did we ask?

The following options were posed in the Our Place in the Future document with individuals being asked to state to what degree they agree with the suggestions, and to provide comment.

Option 4: The need for growth

- (a) New development should be targeted in settlements that already have the best range of facilities, services, transport and job opportunities.

Option 5: The role of Salisbury

- (a) Most new development should take place in Salisbury with its existing services and facilities.

Option 6: Identifying local centres

- (a) The council should continue to target new housing and employment development within the larger settlements across the district to protect their continued economic and social viability.
- (b) We believe there should be more large scale housing development in Amesbury because new jobs created at Solstice Park, Porton Down and the expanding garrisons will encourage better local services and help regenerate the town.
- (c) It may be appropriate to identify settlements which can accommodate growth to meet the needs of the wider area as well as their own. This would support local services and facilities and increase access to them from adjacent rural areas.
- (d) Local settlements should retain their own distinctive character and individual identity.

Option 7: Main villages

- (a) New development in villages and smaller settlements should be limited to that which is necessary to maintain existing services and facilities.
- (b) More new development should be allocated in order to try and grow the villages into viable local settlements with a greater range of services.

Option 8: Secondary villages

- (a) Smaller villages and settlements do not have enough services or jobs to support significant new growth, without increasing travel by car, which should not be encouraged.

Option 9: Clusters of settlements

- (a) Four distinct clusters of settlements have been identified where new growth will be encouraged to help safeguard and enhance the facilities they provide.

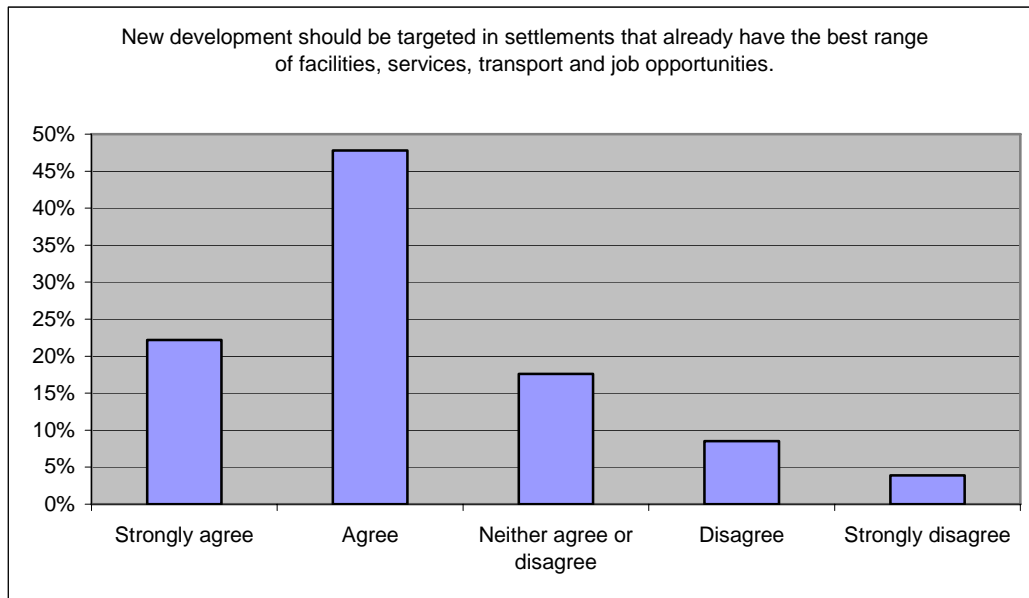
Option 10: Making places more sustainable

- (a) We should enhance and develop facilities in settlements where they are lacking and safeguard land for such facilities in small rural settlements where people depend on them.

Summary of responses

Option 4 – The need for growth

Under this option a clear majority (70%) agreed that new development should best take place at locations with existing facilities and services. This is fully consistent with the approach sought in policy guidance at the national and regional level.



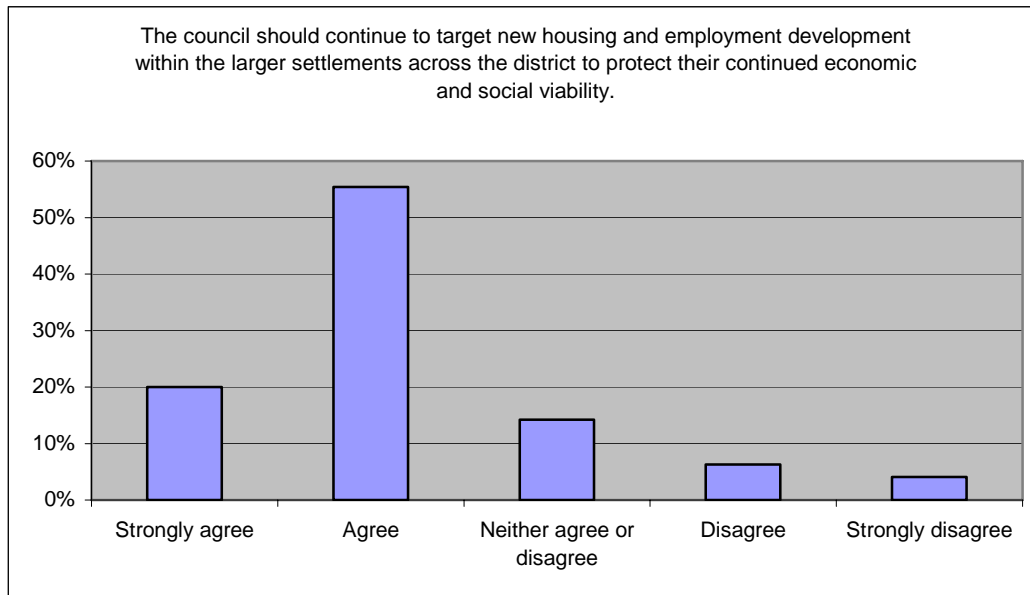
Option 5- The role of Salisbury

Being the only region-level “Strategically Significant” city in the district, the emerging RSS is directing that most housing development in the district should take place there. Broadly (60%) respondents agreed with this overall approach. A modest minority of 21.6% disagreed, implying desire on their part for a more dispersed strategy.

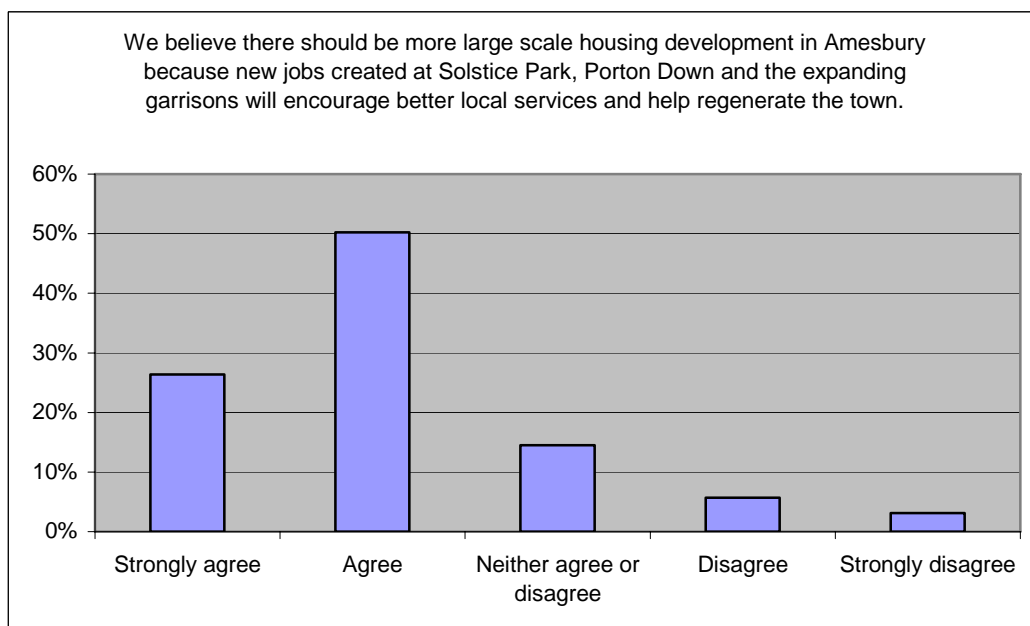


Option 6 – Identifying Local Centres

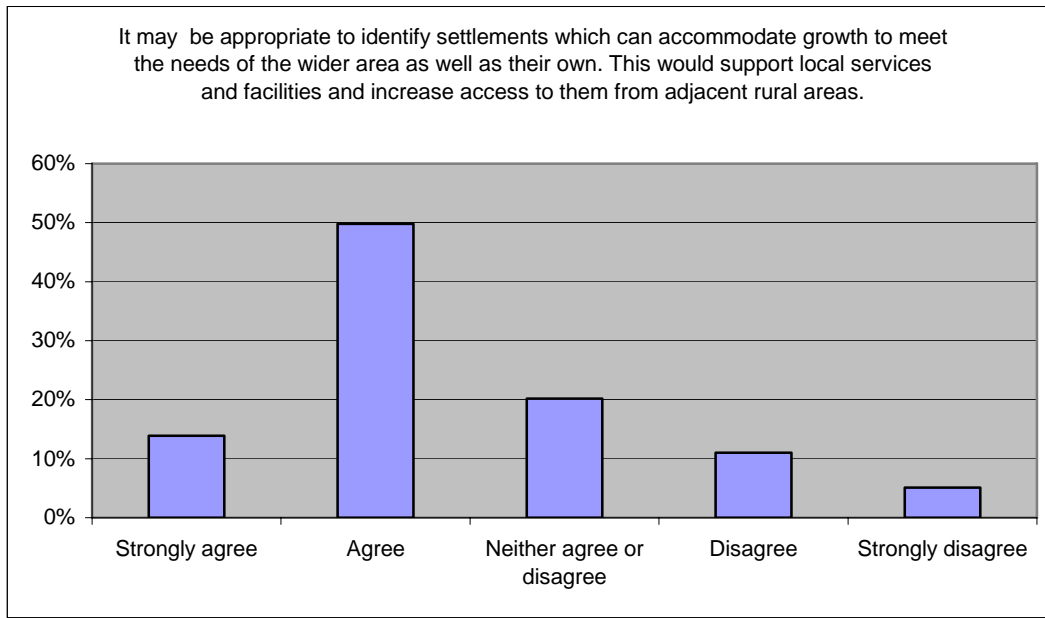
This option included four questions relating to the larger settlements in the district outside of Salisbury itself, which preliminarily have been identified as Local Centres in the draft settlement strategy (Amesbury/Durrington/Bulford; Mere; Tisbury; Wilton; Downton). Settlements in this group all have a very good provision of local services and facilities coupled with (by district levels) fairly large populations, suggesting that they are 'sustainable' locations for growth. The first of these questions (6a) correspondingly related to whether new housing and employment should be targeted toward these larger settlements. Echoing the response to the two previous questions, most (75%) agreed with this approach with relatively few disagreeing (10.4%)



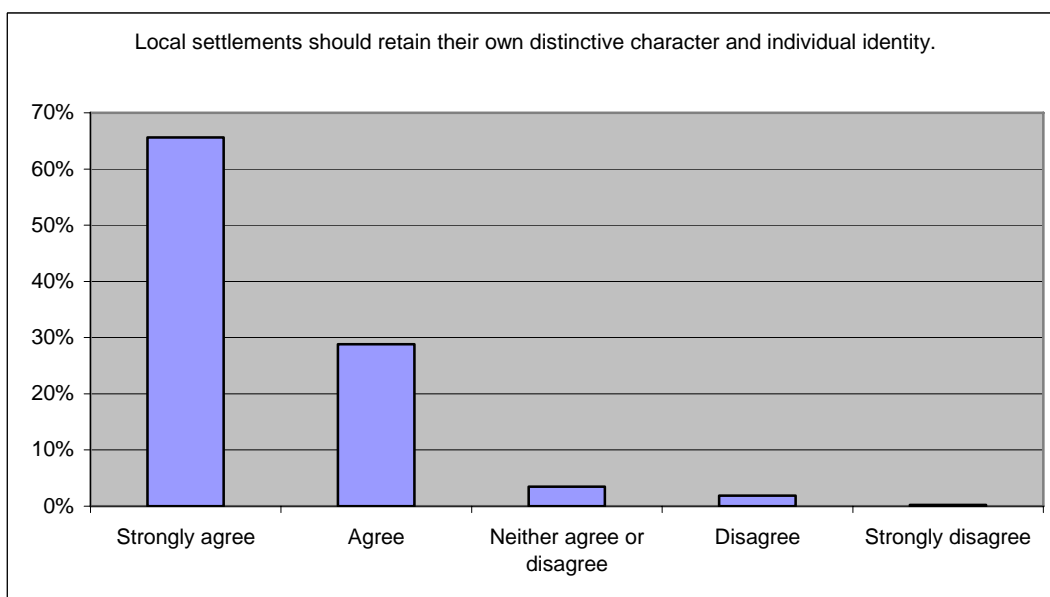
The second question (6b) related specifically to Amesbury and to the need for a balanced growth strategy, matching employment growth with housing. Again, most (76%) agreed with this approach, with a smaller level of disagreement than on question 6a (8.8%).



Part of the rationale for selecting the draft “Local Service Centre” settlements was the historic role of these settlements in acting as a focal point for a wider area (now formalised as county-level “Community Areas”. The third question (6c) therefore dealt with the issue of whether, consequently, growth needs should be considered on such an area-based approach, whereby certain settlements perform a role as a hub or service centre to support their own needs as well as those of the surrounding area. A clear majority - 63.7% - agreed with this idea in principle, with 16.1% disagreeing (somewhat more than questions 6a and 6b).



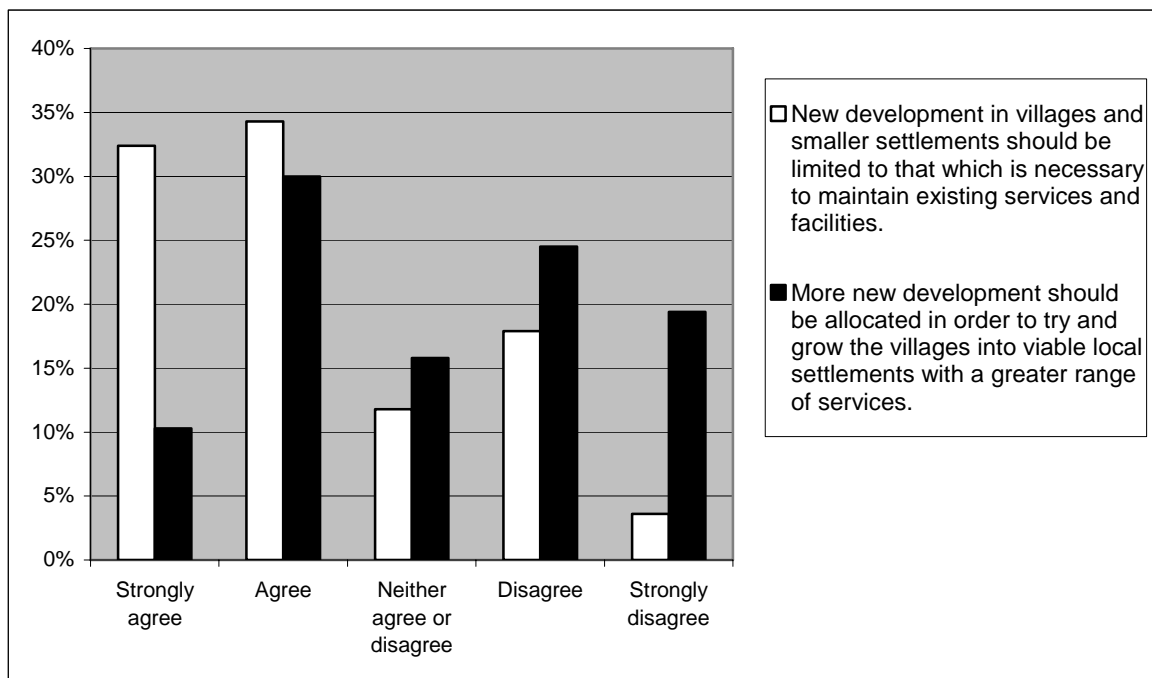
The final question under this issue (6d) concerned the character and identity of settlements, frequently perceived as being under threat when major developments are proposed. A very clear view was given (with nearly 95% agreement), that identity and character should be protected. It is clear that the feeling on this issue is stronger than on the previous 3 questions, suggesting that on the part of communities, this is a higher priority to them than the delivery of growth itself.



Option 7 – Main villages

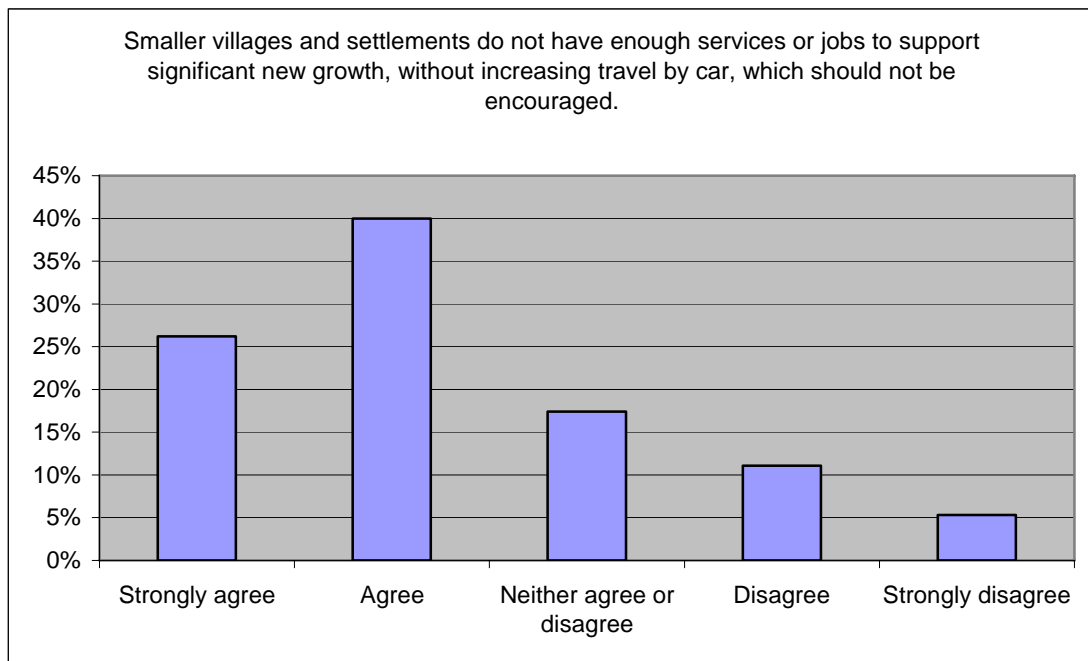
This option related to those villages in the district which were preliminarily identified as “Main villages” in the draft settlement strategy: Alderbury, Dinton, Hindon, Morgan's Vale/Woodfalls, Porton, Shrewton, Whiteparish, the Winterslows, Winterbourne Dautsey/Earls/Hurdcott, and Zeals. Settlements in this category have a good range of services and facilities, and by district standards are medium-sized in population with 500+ population (indeed, five have populations of over 1000). Our review of national and regional policy on the matter suggested that settlements in this category *may* be appropriate for some growth, though implicitly of a lesser quantity than the “Local Centres” group due to size, character and provision of services, For certain, where this occurs it must have particularly careful regard to factors including accessibility and local needⁱ.

Therefore within this option, two contrasting approaches were put forward. The first of these (7a) suggested a fairly limited approach to development at these locations, such that the priority is to maintain existing services and facilities but to go no further. The second of these (7b) suggested a more proactive growth-led approach such that a greater range of services could be supported. The graph below illustrates respondents' attitudes to the two options together, with the limited approach illustrated in white and the growth-led approach in black. There is a very clear distinction between the two options, with 66% agreeing with the limited approach, compared with 40% for the growth approachⁱⁱ. Correspondingly, far more - 43.9% - disagreed with the growth approach than the limited approach (21.5%).



Option 8 – Secondary villages

Because the emphasis and direction of national and regional policy guidance is to focus most new growth in larger settlements, it was not considered appropriate (as was the case with the “Main village” category) to suggest an option advocating significant growth within this type of settlement in the district. However it was noted that some infill-type development could still be appropriate in some cases. “Secondary Villages” were provisionally defined as those remaining settlements with populations over 200 and at least 1 “basic” facility. By definition this group of villages is fairly diverse with populations ranging from 210 (Donhead St. Mary) to 680 (Fovant), and more detailed analysis of individual settlements would be necessary in deciding whether, and where, any such infill policies should be pursued. Respondents in general agreed (66.2%) that no significant new growth should be encouraged at the “secondary villages”, with 16.4% disagreeing.

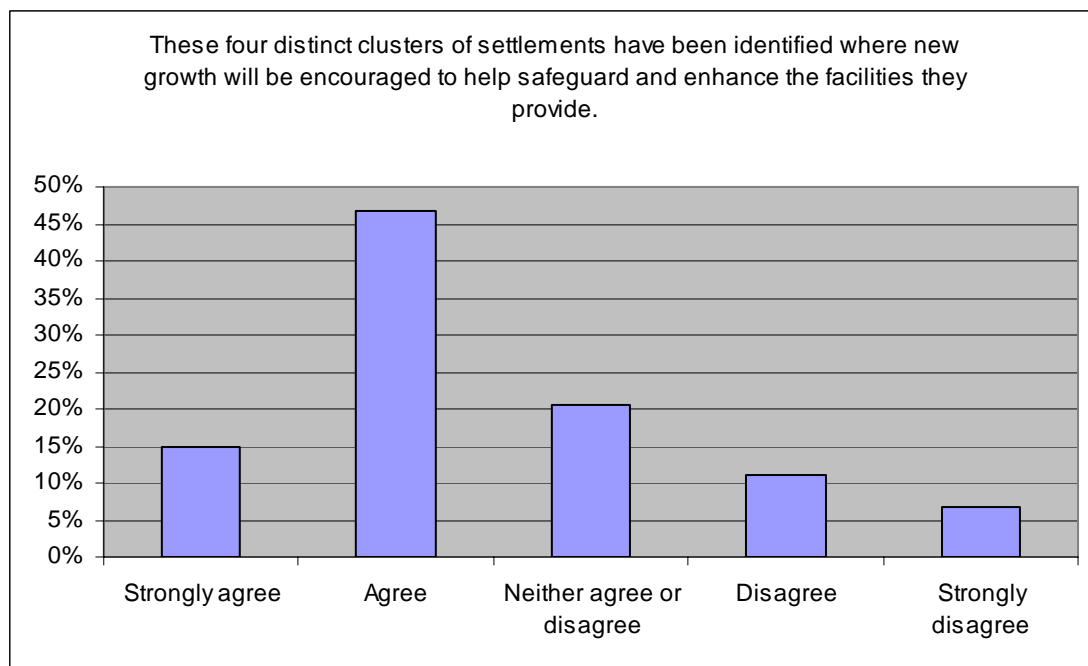


Option 9 – Clusters of Settlements

Our appraisal of the settlements of the district in terms of their size, location and services suggested that there are various places where groups of villages are merged with one another or come close to doing so, and where the combined total of population and services is at a level that may enable the group to be considered as a more sustainable group, or “cluster”. Four of these were identified where the population was 1000+ and where at least one of the settlements had all 4 “basic” facilities. These were:

- Winterbourne Dauntsey, Gunner, Earls, Hurdcott, Idmiston, Porton, Gomeldon. Total population 3,090.
- Morgans Vale-Woodfalls / Redlynch/ Lover-Bohemia. Total population 2,280.
- Ludwell / Donhead St. Andrew / Donhead St. Mary / Charlton. Total population 1,040.
- Great Wishford / South Newton / Stoford. Total population 980.

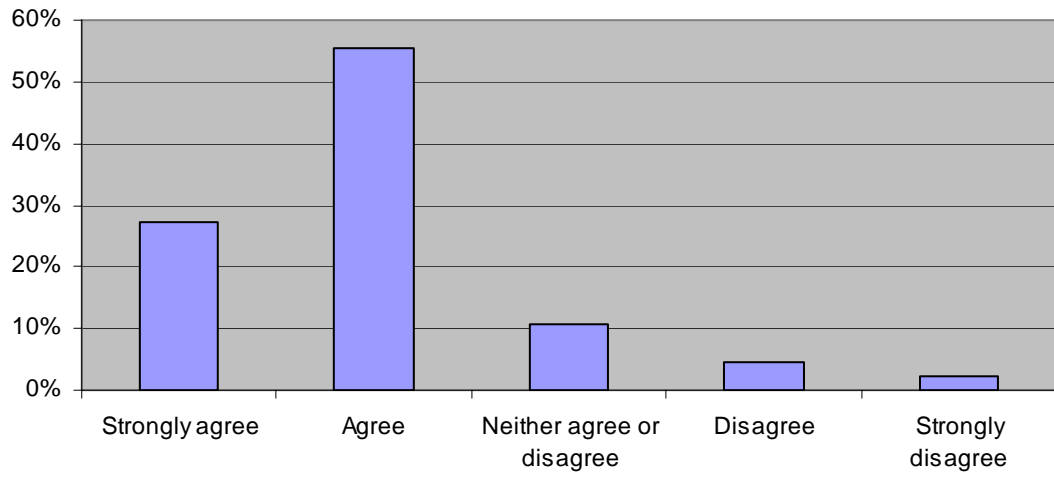
The option suggested in relation to these “clusters” was similar to question 7b (above, in relation to Main Villages), and suggested an approach based on some growth to “help safeguard and enhance the facilities they provide”. Overall a majority (61.7%) agreed with this approach, with disagreement at 17.8%.



Option 10 – Making places more sustainable

Our analysis cross-tabulated settlements in the district in terms of their population and level of services, and identified (a) villages with a relative absence of facilities for their size, and (b) those with a relatively high number of facilities relative to their size. Option 10 suggested an approach whereby under (a), facilities are enhanced and developed, and under (b), those that exist are safeguarded. This approach was strongly endorsed by respondents with 82.8% in agreement and only 6.6% disagreeing.

We should enhance and develop facilities in settlements where they are lacking and safeguard land for such facilities in small rural settlements where people depend on them.



Analysis of responses

Option 4 - The need for growth

This option was intentionally very broad and general, being intended to gauge views on what should be the LDF's overall approach toward locating growth. As noted above, a clear majority agreed, consistent with national policy guidance, that locations with existing facilities and services are most appropriate for further growth. However the feedback received on this issue in the free-text identified a broad range of concerns that must be addressed by the LDF whilst adopting this overall approach. Most of these overlap and are inter-related but can be set out under three broad headings:

Ensuring continuity

Probably the most clear over-riding message stems from the entirely natural concern that the sheer quantity of development which the LDF must plan for, could dilute or destroy the high quality of environment and life that people cherish in the district and which is one of its most important characteristics. Feedback from the public clearly impels us to do the following in our overall approach to growth:

- Ensure that development benefits and supports existing communities, and does not overwhelm or undermine them.
- Ensure that the community "feel" and social character of settlements is not disrupted.
- Distribute growth in proportion to the scale of existing settlements.
- Avoid creating faceless, bland "sprawl", characteristic of elsewhere and not of here.
- Avoid convergence of settlements with each other or (particularly) Salisbury.
- Get the design of new buildings right

Sustainability and accessibility to necessary services

A second broad theme emerging clearly indicates the desire for improved availability and accessibility of important services, and that growth as a priority should act to strengthen these things.

- Protecting existing communities' quality of life and attractiveness of villages
- Improving public transport
- Locate key facilities close to where people live to minimise need to travel
- Prioritising brownfield sites
- Providing the necessary affordable housing
- Preventing any cycle of decline of services in villages

Getting the "basics" right

A third broad area of concern – linked with the quality of life issues noted above – relates to the need for growth to be appropriately balanced, firstly between housing, services and jobs, but fundamentally, ensuring that infrastructure (particularly transport) can cope and is adequate to the meet the needs of existing and any new development.

- Not overloading facilities and infrastructure, i.e. roads
- Linking and balancing housing development more closely with that of jobs
- Necessary infrastructure must be part and parcel of any development
- Deal with absences of facilities and services for existing communities
- Ensure new housing growth provides the supporting infrastructure it needs for itself.

Option 5- The role of Salisbury

The city of Salisbury is clearly the pre-eminent population and service centre within the district, and its classification as an SSCT (Strategically Significant City/Town) reflects this role, and results in its designation in the Regional Spatial Strategy for well over half of the growth in the district over the plan period. The quantitative responses received in the consultation, as noted above, quite clearly endorse this approach overall however detailed responses raised a wide range of issues to be addressed by the LDF:

Protecting heritage

Salisbury's outstanding heritage is seen as an absolute priority. The benefits linked to this, particularly tourism and retail, should also be safeguarded.

- The character of the historic medieval city, conservation area and listed buildings should not in any way be eroded or undermined.
- There is strong concern to protect the views to the Cathedral spire and to resist taller development which would damage the characteristic skyline, currently protected under the "40-foot" rule
- The attractiveness of the city for tourism, with its important economic benefits, should not be compromised.
- Protect quality/character of retail at Salisbury: avoid becoming like all other towns.

Transport and roads

Transport, particularly by road, is clearly identified as a major issue for the city with congestion, difficulty in parking, and so on, being envisaged as only worsening as a result of high levels of new development. More specifically the following points were frequently raised:

- Road infrastructure improvements are necessary.
- New transport infrastructure e.g. bypass, cycleways, rail improvements are needed.
- The city centre must be conveniently accessible to people. Concern that reduced parking could deter visits and cause the city to lose out economically.
- Desire to alleviate problems at Churchfields; removal of commercial /HGV traffic from city

Growing sensitively and in appropriate locations

The quantum of new development "earmarked" for Salisbury in the RSS, coupled with the draft and very broad "areas of search" put forward for housing in the "Our Place in the Future" consultation, raised very strong concerns, not least due to the fact that the locations ultimately to be considered as "Salisbury" for the purposes of RSS growth have not yet been clearly defined. Policies for growth at Salisbury must take account of the following:

- Those separate places in close proximity to Salisbury, e.g. Wilton, Laverstock, Ford, Alderbury and others, must retain their identity and not become 'engulfed' into a single urban area.
- Development must respect the character of the city in terms of design, density and height.
- Standardised, bland housing development, making Salisbury look like anywhere else, must be resisted.
- There must be an absolute prioritisation of brownfield/ urban sites, in order to minimise the need to take up greenfield sites which would expand the "envelope" of the city.
- There should be no loss of important green spaces within the city, as these contribute to the character of the place and to the quality of life of residents.
- Ensure full take-up of any empty residential premises, for instance above shops.

Delivering what is needed by the community

Although Salisbury is an important centre serving a wide rural area, there is a feeling that major growth could unbalance or threaten access to crucial services and infrastructure. People feel that the LDF must:

- Ensure services such as schools must be grown and improved in step with housing.
- Ensure growth of housing is fully balanced by employment.
- Develop any edge-of-city sites in a way that they are self-sufficient in terms of facilities such as schools, convenience stores, GPs, to reduce the need to travel and to reduce strain on the existing.
- Deliver the affordable housing which is needed locally.

Option 6 - Identifying Local Centres

This option related to the important small towns and large village centres in the district: (Amesbury/Durrington/Bulford; Mere; Tisbury; Wilton; and Downton), which our research and review of guidance indicate are suitable to be considered as candidates for taking some of the growth required in the district outside of Salisbury (the draft RSS currently indicates 210 per year). Questions were posed around four main options:

- a. Targeting new housing and employment development within the larger settlements across the district to protect their continued economic and social viability.
- b. Developing more large scale housing development in Amesbury because new jobs created at Solstice Park, Porton Down and the expanding garrisons will encourage better local services and help regenerate the town.
- c. Identifying settlements which can accommodate growth to meet the needs of the wider area as well as their own, to support local services and facilities and increase access to them from adjacent rural areas.
- d. Ensuring local settlements should retain their own distinctive character and individual identity.

Whilst there was a general level of agreement with (a-c) that development could be targeted in order to meet objectives such as viability, regeneration and accessibility, the strongest level of feeling was for (d), i.e. for character and identity to be protected. The questionnaire sought comment for the four options overall (and not for each individually), and the public clearly urges us to take a sensitive and considered approach that ensures the following:

- Respect for, and involvement of communities, in line with Parish Plans which represent and encapsulate their needs and wishes.
- Protection the intrinsic character and identity of places
- Any bland, low quality development uncharacteristic of the setting must be resisted.
- Improvements to existing local facilities are required.
- New growth must provide facilities/services, e.g. health/GPs, in tandem with the increases in demand.
- Need to provide affordable housing
- Improvements to public transport for rural areas are needed.
- Growth should be proportionate to the existing size and role of settlements.
- Avoiding the creation of “dormitory” settlements, which is a risk if new housing is overly dispersed and not matched by jobs and services.
- Close consideration of the links to the employment base of settlements and their accessibility, particularly by road.
- In smaller villages, we must protect and safeguard (and if possible re-open) local facilities such as shops Post Offices; and in larger places we should protect and revitalise the local centres.

- New development must complement and integrate with existing development, and not merely be “tacked on”.
- There is a need for development to be pedestrian and cycle-friendly
- Consideration for infrastructure, e.g. sewage and roads, is of paramount importance.
- Need to make effective use of disused or underused MOD land, which exists in many parts of the district.

Option 7 - Main villages

At this provisional “tier” in the settlement strategy, our own evidence and review of policy suggest that it is less clear-cut as to how sustainable it would be for these locations to accommodate significant growth, compared with larger settlement types. Two contrasting approaches were put out for comment, one of which prioritises maintenance of the status quo with development limited to that which is necessary to protect the existing complement of services; and the other being more growth-led so that a greater range of services can be brought in. As noted above, the former approach was more generally favoured. Issues and comments raised in relation to this clearly steer us to develop LDF policies which:

- Avoid excessive provision of housing in locations without employment, which would create more dormitory-like settlements and more commuter traffic: i.e., there is a need for balance.
- Protect rural character/identity of places, and avoid such negative impacts of development, as suburbanisation, overdevelopment, “swamping”, merging of historically distinct places.
- Facilitate a good balanced “mix” in settlements e.g. in terms of age, housing (including affordable housing)
- Do not “impose” excessive growth upon settlements against wishes of communities: detailed community involvement in plan-making is essential.
- Enable or encourage “organic” or more incremental-type growth, in a style reflecting the local area, is preferable to large extensions.
- Prevent further losses of locally vital facilities and services e.g. Post Offices, bus services.
- Deliver improvements to the necessary infrastructure, particularly roads.
- Are based on a case-by-case detailed assessment of need and local desire for development and change.

Option 8 - Secondary villages

As noted above the majority agreed that no significant new growth should take place at the smaller “secondary” villages, which have small populations and relatively limited local services, due to this overly creating reliance on the private car. However comments received are clear in urging LDF policies not simply, as a result, to ignore or to abandon these settlements. Recurrent issues raised included:

- The need for smaller settlements to remain accessible by public transport;
- That reliance to some degree on the car is inevitable in remoter and smaller villages;
- Any growth and provision of services should closely reflect local need and wishes;
- Small-scale infill development could be appropriate and desirable if it prevents decline of communities: smaller places should not simply be “abandoned” or sidelined.
- Appropriate consideration must be given to the housing of the elderly.
- Any development must be fully in keeping with, and not undermine, the character or identity of a place.

Option 9- Clusters of settlements

As noted above there was general agreement with the suggestion that these groups or “clusters” of settlements could be appropriate locations for some growth where this would help to safeguard and enhance facilities they collectively provide. If implemented this kind of approach could imply that certain settlements within these “clusters” may be identified for a higher level of growth than they otherwise would, if considered in isolation. However, comments received, reflecting concerns identified under other options, clearly steer us to develop LDF policies which are highly sensitive of, and tailored to, the locations in question. These concerns included:

- It would be undesirable to falsely merge and thereby to undermine the character of individual settlements.
- Some development could help safeguard or enhance facilities and services.
- Improved links within and between villages – footpaths, cycleways, could be of some benefit
- There would be a risk of “urbanising” the rural area and compromising the historic pattern of low density development in countryside through losing green spaces.

Option 10 - Making places sustainable

Naturally there is variation in how population and services/facilities are balanced within the district, with some settlements having a comparatively high, or low level of provision relative to their size. Option 10 suggested an approach where (a) in settlements with a relative shortfall, facilities are enhanced and developed, and (b) where they do exist, they are safeguarded. Overall agreement with these principles was accompanied with commentary concerned that:

- There should be no ‘one size fits all’ approach – villages differ in their characteristics and equal provision/access to facilities is not realistic.
- Retention and improvement of the essentials – roads, infrastructure, post offices, public transport – should be prioritised
- Services should be provided in alignment with the wishes and needs of local communities.
- Desire for socially balanced communities with their own individuality.
- Innovation, business, self-sufficiency in rural areas should be encouraged.

Spatial analysis of results

Implications on a district-wide or wider area

*What does the feedback tell us about the spatial functional relationship about the area?
What spatial pattern emerges?*

The consultation suggests that the public understands and wishes to protect the existing functional relationships and 'hierarchies' of settlements within the district, as identified in outline by the Settlement Strategy topic paper. That is, with Salisbury as the strategic focal point, local centres such as Mere meeting a wide range of local needs, with smaller villages performing unique roles in their settings, roughly corresponding with their size. There appears to be little or no appetite for fundamental alterations in settlement functions and roles, for instance as might have been the case were Option 7b to have been pursued in respect of "Main Villages".

Does the feedback align with national and regional guidance, the underpinning aims of sustainability and does it indicate strategic preferred options that we can pursue and are deliverable?

The spatial options posed in the Our Place in the Future document were designed to conform to national and regional policy and guidance, and as the above analysis reflects, there was overall agreement with the principles behind those options. Consequently there is no fundamental conflict between that guidance and the feedback which the public has given us. Great weight should of course be attached to the detailed qualitative feedback reported above, which all ultimately relate to concerns (a) that the LDF does not allocate inappropriate quantities of growth in settlements; (b) to protect quality of life and fully to involve and to respect community views; (c) that infrastructure and services are part and parcel of any growth such that there is a net overall improvement in provision as a result.

Option 7- the RSS distinguishes accessible/non-accessible communities and this was not reflected in the draft hierarchy. Perhaps in view of community result and further transport/analysis work this distinction should be made?

xxxxxx
xxxxxx

Option 8 – somewhat arbitrary at bottom end. Need to clarify

xxxxxx xxxxxx
xxxxxx xxxxxx

Implications for the six community areas

The consultation feedback reviewed above, with the key emergent themes such as not overburdening settlements, not undermining local character and communities, and providing services and infrastructure, were broadly comparable across the district. This section by contrast identifies those issues specific to particular settlements or areas.

Mere and District

It is clear that Mere (pop. 2633)ⁱⁱⁱ plays an important role for its surrounding area, for instance its local shops for everyday needs, however these are seen as having suffered decline, and policies should protect retail and non-residential uses within the town. There is a modest amount of employment in Mere including the large-scale Hill Brush Company. However, some employment land allocated in the 1990s has not yet been taken up, whilst competing employment sites elsewhere on the A303 have been completed over recent years. The economy and vibrancy of the town are closely affected by the status of the road and there is an issue that fewer long-distance bus/coach services now stop at Mere. Local pay levels are low and many residents commute significant distances for professional/managerial jobs- risk of Mere becoming an excessively 'dormitory'-type settlement: closer attention is needed to balancing out employment and housing. There are strong cross-boundary influences, for instance with Mere children attending Gillingham secondary school, and a general use of Gillingham railway station and leisure centre. Overall, there is a closer functional link to Gillingham than elsewhere in Salisbury District, for instance Tisbury, to which there is no public transport link.

Zeals (pop. 693)^{iv} is the only preliminarily identified "Main village" within this community area. It is particularly closely linked with the North Dorset village of Bourton and with Mere, though more generally its location and transport connections indicate close functional relationships toward North Dorset (Gillingham) and South Somerset (Wincanton) of as much significance to than to the city of Salisbury. Part of the village is within the AONB.

"Secondary" villages in this community area are Maiden Bradley and East Knoyle and there are a number of other small villages and hamlets. No "clusters" of settlements were identified within the Mere community area. Much of this Community Area borders other districts and again, in many areas the importance of towns beyond the District boundary is greater than that of Salisbury, particularly in the extreme north and west.

Nadder valley

It is clear from the consultation and the evidence base that Tisbury (pop. 2,056)^v plays an important role as a service centre for everyday needs and basic services for itself and surrounding villages. It is strongly benefited by the existence of the railway service between London and Exeter. The services, facilities and retail that exist at Tisbury are important to local quality of life and convenience, and should be protected. However, the existence of the railway at Tisbury and its historic role as a local centre have led it to grow to a relatively large size given the constraints upon it, particularly in terms of road access - no A or B roads connect to the village. Landscape and topography are also an important constraint and it is the largest settlement within the AONB. Due to these factors there is clear local feeling that growth in Tisbury should be limited to an incremental level reflecting its character, without major allocated growth areas. One particularly significant

issue for Tisbury given its relative isolation within the district, and difficulties in access, is the balance of housing provision against local employment. Local Plan policies have in the past protected employment sites including the Station Works, such that these are retained in their existing use and not redeveloped for housing. Reflecting a lack of brownfield sites, new housing growth at Tisbury was, in the 2003 Local Plan, consequently allocated on a previously undeveloped site at Hindon Lane.

Within this area only Hindon (pop. 509)^{vi} is provisionally identified as a “Main Village”. Hindon came into existence as a medieval planned market “town” and was an important trade and staging post until the 19th century (and the railway at Tisbury), and the outstanding built legacy remains a defining feature of the village as well as its AONB setting. In addition to the four “basic” facilities existing at Hindon there is a GP service. The village has reasonably good access by the car being approximately 1 mile from the A303 and is fairly well served by bus routes between Salisbury and Mere.

A “cluster” of villages was identified at Ludwell / Donhead St. Andrew / Donhead St. Mary / Charlton, with a total population of 1,040. Relatively little feedback was received in the consultation specific to this group of settlements, however those respondents voicing views on the option were not convinced that additional development in this group of settlements would help to meet sustainability objectives. In particular it was noted that proximity to Shaftesbury (3-6km away) was a very important factor, and that local employment, affordable housing and other needs for the Donhead area in general are primarily met there. Equally, doubt was raised over the definition of a cluster *per se* in this location, with Donhead St Andrew noted as being somewhat separate. It is certainly the case that the pattern of settlement is very loose in this ‘cluster’.

Elsewhere within the Nadder Valley there exists a fairly dispersed settlement pattern with a large number of small to medium sized villages. The “Secondary” villages in the area are Fovant, Chilmark, Ludwell, Donhead St. Mary, Donhead St. Andrew, and Berwick St John.

Stonehenge

The role of Amesbury and its satellites as the district's second main urban area is well recognised, and the accessibility of the group in terms of A roads are seen as being fairly good in the context of the district, although there is no rail connection. There is no apparent desire for development or policies that would result in the three settlements coming closer to physical convergence, however the close functional relationships are recognised. Key strategic features common to the area include employment within defence industries, legacy MOD land, and accessibility to the A303. Rail access to the area now exists only via Salisbury or Grateley, with re-opening of Porton station an objective within the Local Plan. Re-opening of the branch line to Amesbury was noted as a local aspiration. Amesbury, Durrington and Bulford are all in close proximity to the River Avon SAC.

Amesbury has been the location of a significant degree of growth under the Local Plan particularly with the H9 allocation (Archers Gate) and there are concerns over the quantity of growth over time, including the perception of excessive large-scale estate-type development, and a weak overall identity and coherence to the town. At the same time it is widely felt that Amesbury town centre is somewhat behind and in need of enhancement. Transport is a major concern amongst the public of Amesbury: although the A303 is recognised as being of strategic significance, it is also problematic at

particular times of day and weekends, particularly in the summer. Improvements to the Countess Roundabout, particularly with a flyover as proposed in the now-dormant upgrade scheme alongside the new Stonehenge Visitor Centre, are particularly sought-after. Employment development at Solstice Park has been somewhat slower than anticipated.

Durrington is the third largest settlement in the district, with a population of over 7000^{vii}. However in spite of its size it lacks the strong identity of the district's smaller centres such as Mere and Tisbury, not least due to the absence of a village centre proper, a point made by many respondents: much of its development has been via the accretion of new and relatively poorly connected housing estates. Bulford (pop. 4,698) is closely inter-related to both Durrington and Amesbury and is heavily reliant on them for meeting its own needs relative to other comparably sized settlements in the district.

Shrewton, the only "main village" identified within this Community Area outside of the Bourne Valley, is a relatively isolated settlement within Salisbury Plain however has a fairly large population (1826),^{viii} and a strong identity. Relatively little comment was received in relation to its role in the 'hierarchy', however the overall view of the "Main Villages" was that their roles should be protected as such.

A fairly complex set of differing options were put forward for the Bourne Valley. Two "Main Villages" were identified (Porton, and Winterbourne Dauntsey/Earls/Hurdcott), and a wider cluster was suggested including these and other settlements. In addition the general area was included as a generic area of search within the Housing topic paper, in relation to Salisbury. Part of the rationale for identifying this area for potential growth stems from the enhanced employment provision at Porton Down, including the HPA and DSTL, where an adopted Master Plan envisages significant growth over coming years. The public view emerging very strongly was that there is no appetite for inclusion of this area within the Salisbury SSCT housing growth figures, due both to the feared undermining of village character and identity as a result, and weaknesses in the infrastructure, particularly the capacity of the A338 which runs through the valley. In terms of the "cluster" it was noted that development would still imply heavy reliance upon the car and worsen traffic issues along the A338 whilst potentially undermining the identity of settlements. An emergent preferred approach would be to pursue the option of re-opening Porton Station in order to mitigate reliance on the car along this route.

Elsewhere within this Community Area, villages tend either valley-based (e.g. the Woodfords, and settlements north of Durrington, and those within the Bourne Valley not already noted), or fairly isolated, including Tilshead and Firsdawn. There are a variety of levels of self-sufficiency in these settlements, with Tilshead having a good level of services and facilities, compared with Firsdawn that is considerably more populous but has far fewer services and facilities. Broadly this Community Area "looks" to Salisbury although there are clear relationships to Andover along the A303 corridor from the Amesbury area, and (to a lesser extent) from Tilshead and Shrewton along the A360 toward Devizes.

Four rivers: Ebble, Nadder, Wylde, Till.

There was agreement in the consultation that Wilton (pop. 3873 in 2001) should remain identified as a Local Centre, reflecting its historic Town status and population suggesting some modest growth could be considered acceptable. However a key concern is not to compromise the town's identity and distinctiveness in respect of Salisbury, particularly in terms of any merging of the two, whilst recognising their close functional relationships.

Any housing allocations at Wilton will be made in the Salisbury and Wilton Area Action Plan. The expected departure of the Land Command from the Erskine Barracks site is an important challenge in terms of job loss, however also potentially offers an opportunity to deliver a new brownfield scheme encompassing replacement jobs as well as other uses beneficial to the town. Concerns were expressed over the vibrancy of retail in the town centre, potentially losing out if jobs at the MOD site are not replaced. Transportation is a key concern with traffic seen as particularly problematic. Reopening of the Wilton railway station was a frequently noted aspiration, as was a bypass that would encompass Wilton as well as Salisbury.

Dinton (pop. 597 in 2001) was the only “main village” identified within this Community Area. It has expanded in recent years with a number of small developments, including rural affordable housing. However, small employment and housing allocations at Catherine Ford Road within the 2003 Local Plan have not yet been taken up. Historically, Dinton was served by a railway station, which has been closed for many years, although Local Plan policy remains in place to protect the site and encourage proposals that would re-open it. This clearly remains a local aspiration. Great Wishford, South Newton and Stoford were identified as a “cluster” in the provisional analysis. Few comments specific to this cluster were received however there is overall concern that the identity of villages should not be compromised.

Elsewhere within this Community Area the pattern of settlement is segmented into distinct valleys including the Nadder, Till and Ebble, where settlements are typically self-contained though linked in sequence. Secondary villages in this Community Area are Wylde, Steeple Langford, Stapleford, Great Wishford, South Newton, Barford St Martin, The Teffonts, Broadchalke, Bowerchalke and Bishopstone. Being central within the district, broadly this community area “looks” to Salisbury and there are relatively weak links from its settlements beyond the district with the Wylde valley as a slight exception.

Southern

Downton (pop 2869) is the largest village in the district south of Salisbury and identified as the Local Centre of the Southern community area. Though without a rail link it is well connected to Salisbury and settlements to the south via the A338, and Pulseline buses serve the route to Salisbury and the Hospital. In this respect its functional relationship with Salisbury is comparable with that of Wilton, and significantly different to the more remote Mere and Tisbury. The local significance of Downton is widely recognised and its proposed Local Centre designation was generally supported in the consultation, however there is resistance to development on a scale that would erode the ‘village’ character or built heritage, which is less town-like than the other Local Centres. The natural setting is also a considerable constraint, particularly in terms of flooding and nature conservation in connection with the River Avon. Downton is particularly notable for its employment provision, which is fairly large compared with the other Local Centres, and there was some recognition that this role could be reinforced. Other “assets” at Downton include the secondary school and sports centre. Retail provision is good overall, however is dispersed in comparison with other Local Centres. Safeguarding of these and other important community amenities is seen as a priority.

Four “Main Villages” were identified within this Community Area –Whiteparish, Morgans Vale/Woodfalls, Alderbury and the Winterslows. The latter two have populations comparable with the centres of Tisbury and Mere, their roles have been very different historically, having experienced proportionally more of their development within the late 20th century. All four, particularly Alderbury, being closer, have good links to Salisbury.

At Alderbury there is great concern and opposition to the provisional identification in the Issues and Options stage of land between the village and the A36 as a search area for new housing. The Parish Plan reflects local feeling in resisting the coalescence of Alderbury with Salisbury, through major development in this area. Incremental growth, however, is considered potentially acceptable where it was ensured that it respects the character and identity of the village, and overall benefits to the community result. Whiteparish, Morgans Vale/Woodfalls, and Winterslow are important villages locally and meet a range of local needs. There is again concern that village identity is not compromised through inappropriately sized or designed growth, however potential benefits of incremental growth through planning gain are recognised. Laverstock is a fifth large village within the Southern area, where there was concern over it not having been identified as a “Main Village”, and that its individual identity was being merged with Salisbury. It would be entirely reasonable now to revise the settlement strategy such that Laverstock, similarly to Alderbury, is considered as a “Main Village”, provided that as with others in this group, any decisions as to growth are based on a full appraisal of local need, identity and functional relationships. Given the clear links with Salisbury it would be appropriate to consider site allocations at Laverstock in the Salisbury and Wilton Area Action Plan.

Morgan’s Vale/Woodfalls, Redlynch, and Lover/Bohemia were identified as a “cluster” in the settlement strategy although there is a cross-boundary issue with the latter three settlements being within the New Forest National Park. As with the other clusters there was concern over any potential erosion of individual identity of settlements and concerns were raised by the National Park Authority over any excessive development taking place on the border of the New Forest.

Other “secondary villages” within this Community Area were Pitton, Farley, West Dean, Coombe Bissett and Nunton. Primarily these “look to” Salisbury in functional terms although West Dean (the only small village in the district with a railway station) has a good link towards south Hampshire.

Follow-up work required as result of consultation

Principally, the follow-up work required in this area will be within the SSA and SWAP documents to clarify the specific roles of settlements within each tier of the hierarchy as proposed, as it is intended to be indicative rather than prescriptive: each settlement must be assessed on its own merits in close partnership with the local community. However it is pertinent within the Core Strategy to identify the approximate proportion of development allocations are expected within the larger “tiers”, particularly at Salisbury, Amesbury and the Local Centres.

Preferred Option from Stakeholder feedback	Sustainability Appraisal*	Alignment with national and regional policy**	Deliverability***	Other and action****
<p>OPTION 4 – THE NEED FOR GROWTH</p> <p>Create a policy focussing development at settlements with the best range of facilities, services, transport and job opportunities</p>	<p>Potential concerns under 2 and 5 in terms of improving access to facilities and inclusion of all</p>	<p>Yes</p>	<p>Yes</p>	<p>Should be an overriding principle of the Settlement Strategy and of housing/employment allocations within the LDF, particularly at Site-Specific Allocations</p>
<p>OPTION 5 - THE ROLE OF SALISBURY.</p> <p>Develop a policy that locates “most” development at Salisbury, whose role as the district’s hub is protected, and enhanced; now being a regional SSCT.</p>	<p>Generally positive but concerns under 2, 5, 13 and 14</p>	<p>Yes. Accords with the RSS, Development Policy A, and general allocation strategy of siting 250 of 460 dwellings per year at Salisbury, and other policies.</p> <p>PPS3 PPS1</p>	<p>Yes, initial indications from the SHLAA are that there is sufficient developable land around Salisbury for this to take place. However, infrastructure, particularly roads, are a major constraint.</p>	<p>Take option forward, with protection of Salisbury’s character, heritage and assets alongside delivery of required infrastructure as an absolutely vital priority. Investigate the appropriateness and capacity (particularly in terms of roads) of Salisbury taking a greater share than 250pa of 460 (56%), with scenarios at 60% (275 dwellings pa) and 65% (300 dwellings pa)</p>

<p>OPTION 6 –LOCAL CENTRES:</p> <p>1. Identify Amesbury, supported by the two 'satellites' of Durrington and Bulford, as a unique urban group of settlements within the district, to be considered as the most important hub for growth in the district outside of Salisbury in a joined-up strategy, with new jobs created at Solstice Park, Porton Down and the garrisons, and regeneration of the town as a priority.</p>	<p>Generally positive but concerns under 2, 5, 13 and 14</p>	<p>Accords with PPS 1, and RSS Development Policy B</p> <p>PPS3 PPS1</p>	<p>Yes</p>	<p>Take option forward that the largest share of the district's non-Salisbury growth, (indicatively within the region of 100 per annum +/- 25) should be accommodated within this group of settlements. A priority outcome of such allocations should be to safeguard and revive the town centre of Amesbury. The option of pursuing an Area Action Plan for this group of settlements should be kept available.</p>
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<p>2. Classify Mere, Tisbury, Wilton and Downton as “Local Centres” (a 3rd tier in the hierarchy) to accommodate growth to help meet the needs of their surrounding “community areas”</p>	<p>Concerns potentially under 11 as relatively little brownfield land in these locations.</p>	<p>Accords with PPS 1, PPS7 and others, and RSS Development Policy C</p> <p>PPS7 PPS1 PPS3</p>	<p>Yes</p>	<p>Take forward preferred option that these Local Centres, which are historic and socio-economic ‘hubs’ for a wider area, and should remain as such and receive a quantum of housing proportionate to the need in the settlements themselves and in the surrounding Community Areas. Indicatively, for this ‘tier’ of settlements as a whole, allocations totalling an average of 50-75 dwellings per year could be made. Detailed analysis of the local housing need and market in these areas is required, following the Strategic Housing Market Assessment.</p> <p>Retention of local employment sites in these settlements should be a priority to ensure that their role is balanced and that they do not become “dormitories”. Modest additions to local employment provision, through Site-Specific Allocations, should be made in appropriate sites where there is an identified need.</p>
<p>OPTION 7 – MAIN VILLAGES</p> <p>Identify Alderbury, Dinton, Hindon, Laverstock, Morgan’s Vale-Woodfalls, Porton, Shrewton, The Winterslows, Whiteparish, Winterbourne Dauntsey/Earls/Hurdcott, and Zeals as 4th-tier “Main Villages” to</p>	<p>Potential concerns under 5, 16</p>	<p>Accords with PPS7, para 3-4; RSS, Development Policy C</p> <p>PPS7 PPS1 PPS3</p>	<p>Yes</p>	<p>Take forward preferred option that these settlements should be designated as “Main Villages” where their particular local roles should be recognised and protected.</p> <p>Investigation should be made on a case-by-case basis in the SSA DPD as to where sensitively designed and well-integrated new housing allocations, in line with community need and functional relationships, could be made in these settlements.</p>

<p>accommodate a limited amount of appropriate growth, to enable existing services and facilities to be safeguarded.</p>				
<p>OPTION 8 – OTHER VILLAGES</p> <p>Make no housing allocations other than allowing for exceptional rural affordable housing where there is an identified local need and an acceptable site. Retain settlement boundaries in larger villages with sufficient access to services and facilities so that new infill development would not generate excessive reliance on the car.</p>	<p>Potential concerns under 5, 16</p>	<p>RSS, Development Policy C</p> <p>PPS7 PPS1</p>	<p>Yes</p>	<p>Take forward the preferred option that other settlements within the district will have a very limited role in accommodating new development within the district over the Core Strategy period, with no allocations for housing and employment being made, other than, very exceptionally where appropriate, Rural Affordable Housing exception sites.</p> <p>Preparation of the Site Specific Allocations document will encompass further analysis of settlements in the district below the “Main Village” category to establish in which cases it is appropriate to retain settlement boundaries and be identified as a “Secondary Village”. Where such boundaries are retained, development on a ‘windfall’ basis (as result of infill, changes of use, subdivision of sites) could be permitted. No indicative expected quantum of growth should be given at this tier in the hierarchy, as it will be unallocated and therefore 100% windfall.</p>

<p>OPTION 9 – CLUSTERS OF SETTLEMENTS</p> <p>Have a Core Strategy policy which respects the identity of villages and does not falsely merge or urbanise them. Where settlements are linear or</p>	<p>Potential concerns under 5, 16</p>	<p>RSS, Development Policy C</p> <p>PPS7, paragraph 6</p>	<p>Yes</p>	<p>Take forward the preferred option that further detailed functional analysis of the roles of any “Clusters” of settlements should take place in the context of the SSA document, identifying whether there are locations in which, as a result of close functional relationships between 2 or more settlements, it would be appropriate to promote a group of settlements to the same “tier” as the Main Village category. Policies relating to Planning Gain / “Community Chest” should</p>

<p>dispersed, further development would not necessarily contribute to sustainability objectives and therefore closer scrutiny is required instead of a blanket approach.</p>				<p>have particular regard to the close relationships of villages in “clusters”, within Community Areas.</p>
<p>OPTION 10 – MAKING PLACES MORE SUSTAINABLE</p>		<p>RSS, Development Policy C</p> <p>PPS7, paragraph 6</p>	<p>Yes</p>	<p>Take forward the preferred option that in settlements with a relative shortfall in facilities and services relative to the population, enhancement and development of them should be a priority in terms of expenditure of Planning Gain contributions locally.</p> <p>In other settlements, planning policies should prioritise the retention and safeguarding of land or premises relating to a service or facility that meets a local need.</p>

****With the Sustainability Appraisal rank from Positive, neutral or negative***

***** does it accord with strategic policy say yes or no***

****** Is it a realistic goal?***

******* Any other influencing factors and given the assessment should it be pursued as a preferred option***

ⁱ See the review of draft RSS policy in respect of “small towns and villages” on pp6-7 of the Topic Paper.

ⁱⁱ These do not sum to 100% because the two approaches were posed separately and not in an “either/or” format.

ⁱⁱⁱ In 2001, see Wiltshire County Council <http://www.wiltshire.gov.uk/community/getcensus.php?item=Mere>

^{iv} In 2001, see Wiltshire County Council <http://www.wiltshire.gov.uk/community/getcensus.php?item=Zeals>

^v In 2001, see Wiltshire County Council <http://www.wiltshire.gov.uk/community/getcensus.php?item=Tisbury>

^{vi} In 2001, see Wiltshire County Council <http://www.wiltshire.gov.uk/community/getcensus.php?item=Hindon>

^{vii} In 2001, see Wiltshire County Council <http://www.wiltshire.gov.uk/community/getcensus.php?item=Durrington>

^{viii} In 2001, see Wiltshire County Council <http://www.wiltshire.gov.uk/community/getcensus.php?item=Shrewton>