

# A REFINED CORE STRATEGY

*(Long Version)*

*Current National Finance Provision requires two funding stages:*

*Short Term (0 to 5 years) - implementation – Housing and New Enterprise Zone.*

*Long Term (5 to 10 years) - implementation – Rail /Road Terminal and Road Construction.*

## ***Aim - Reduced Traffic Congestion – Improved Public Health – Employment Growth***

***The principal element ‘protection’ within the strategic vision is missing from the current proposals for the South Wiltshire Core Strategy.***

Whilst there are many important areas in South Wiltshire needing protection, there are two special ones which need careful consideration; these are the Stonehenge World Heritage site and the city of Salisbury.

However, there is one additional area that is even more important than these two; the **health of the citizens of Salisbury must remain the most important area for protection.**

It is essential to take note of ‘The Eddington Transport Study 2006’ prepared by the Department of Transport and HM Treasury. Paragraph 4.76 explains that:

“Where additional housing is needed to support the continued success of a growing area, particularly to maintain and expand its labour market catchment, it is intuitive that in some circumstances, new or improved transport connections will be needed to deliver agglomeration benefits. That is not to say that housing policy should simply drive transport needs: the importance of cost-effective policy making applies here as in any other area. **The location of new housing, its transport and other infrastructure requirements all need to be planned together in order to maximise the available benefits. This is an area which needs a much improved evidence base in order to support robust decision making”.**

On 29 September 2009, The Government Office for the South West commented to the Wiltshire Spatial Planning Team that:

**“There appears to be some confusion about what improvements are needed to local transport networks. Development templates appear to raise the possibility of ‘major transport requirements’. However, based on the core strategy itself, we are under the impression that there are no major capital schemes, but rather a mix of much more modest measures. If the latter is the case then the core strategy should say so more explicitly and frame the development of the transport strategy in ways that avoid raising expectations about its content.**

**However, we do have several concerns about some of the clarity and effectiveness of the strategy.**

**They are listed below. There needs to be:**

- **a more definite and clearer framework for the future of Amesbury;**
- **Information on the location and role of ‘areas of search’;**
- **clarification of how development will be delivered alongside the infrastructure necessary to support it;**
- **a fuller explanation of the redevelopment of the ‘Churchfields’ site;**
- **a clearer explanation of the relationship of the South Wiltshire core strategy to the emerging Wiltshire Core Strategy and other Development Plan Documents.”**

On 30 September 2009, the Senior Planning Officer, South West Councils, commented to the Spatial Planning South, Wiltshire Council in Salisbury that:

**“ Transport.**

**We note that initial modelling including partnership work with the Highways Agency has concluded that the transport network, with improvements will be able to support levels of growth as planned for the Core Strategy. But it is not clear as to whether South Wiltshire’s public transport system is capable to support the level of growth proposed.**

**Integrated Delivery Plan.**

**It is not clear from the delivery plan how much money will be required to deliver essential infrastructure. Also, the delivery plan is only very general about when infrastructure and other development will have been delivered.**

It would have been useful had the Transport Strategy been published together with the core Strategy submission Paper.

It is therefore not possible for us to appreciate if the measures identified in the Transport Strategy are appropriately aligned with the phasing of major development schemes.

Developers and other stakeholders will need to have a clear picture which transport measures will need to be funded and implemented to support development, i.e. on strategic sites, in order to factor associated costs into their investment plans.”

The Regional Spatial Strategy Study Objectives produced by Atkins Consultancy includes:

**TR3: create a second regional route from London in order to reduce the resilience of the inter-regional network and maintain the South West’s competitiveness.**

Furthermore they also state:

**2.13** The special Strategy states that to deliver a more sustainable region and communities, there must be “significant change at 21 Strategically Significant Cities and Towns” (SSCT). Salisbury is one the SSCT in Wiltshire, the Spatial Strategy therefore has an important role in developing Salisbury’s transport strategy.

**2.14** In addition to this, the RSS characterises the A36 (that passes through Salisbury) as a “Regionally Significant Road”, which means that its, “upkeep and management is essential to the efficient functioning and the movement of goods across the region”.

Finally, they say at:

**2.7** Delivering a Sustainable Transport System recognises that there are multiple challenges for transport, not only in terms of climate change, productivity and competitiveness, but also in terms of helping to tackle deep-seated deprivation, addressing poor health outcomes amongst many communities, improving transport safety and security, and protecting natural and urban environments.

Considering all the above, including the statement that the missing element in the current SWCS is ‘protection’, it is recommended that the following major changes to the SWCS should be introduced:

## **Site Allocations for new Housing**

The following areas are not acceptable for new housing:

### **Hampton Park**

This must remain a reserved area for the construction of a single road Salisbury Outer Ring road.

The present traffic flows along the Salisbury Inner Ring (Churchill Way) create considerable congestion at daily peak times and is responsible for pollution affecting the local inhabitants.

The introduction of 9900 houses will produce an increase in car usage and this, together with the forecast growth of traffic will justify a Salisbury Outer Ring road.

It is important to accept that, with nine major roads leading into the city of Salisbury and without an Outer Ring Road to take much of this traffic, the pollution levels could increase significantly following the expected growth of traffic.

It is therefore hoped that, those local people who oppose the need for an Outer Ring Road, will now accept that the public health and protection of citizens from potential long-term illness, should override their reluctance to support the removal of traffic congestion pollution by the introduction of an Outer Ring road for the city.

### **Fugglestone Red – UKLF – Imerys Quarry**

This area needs to be developed as a replacement for the Churchfields Business Site. Some forty years ago, when the Churchfields site was considered suitable for business development, it was not envisaged that the area would in that short time be overcrowded and quite unsuitable for further expansion. It is now essential to ensure that a replacement area is large enough and in a suitable position not only to allow expansion during the next forty years, but possibly beyond that time. Furthermore, if access to the new site is by a new dual carriageway road system and a rail siding facility an excellent opportunity would be available for future trade and employment growth.

It is therefore strongly recommended that, Fugglestone Red, UKLF and Imerys area is selected as a 'NEW ENTERPRISE ZONE' large enough for all the Churchfields current businesses to remain together. Furthermore, the size of the Zone area will enable major business expansion in future years.

The UKLF site area already contains major catering facilities, which if retained could be highly beneficial, particularly in the early years of the build-up of the new site.

The rail siding currently located at Imerys will enable the introduction of rail movement to Colnbrook Incinerator Site (already with rail access) for 'household and business waste' from

South Wiltshire, and possibly elsewhere in the County. This operation could remove many hundreds of HGVs from the road, thereby offering a potential reduction in pollution in Wiltshire, Hampshire and Berkshire.

The main entrance to the new New Enterprise Zone will be on the Wilton Avenue road, thus the two entrances located on the A36 Wilton road will not be required for the movement of large vehicles.

With the introduction of the 'online', Winterslow Road- A345-A360, ' Realignment plan', for the A303 Stonehenge bypass the Zone would be eminently suitable for a principal 'rail to road' container distribution terminal. This potential could be highly relevant should a new 'Container Terminal' be finally built at Dibden Bay near Southampton. Container movement might be by rail from Southampton to Salisbury new terminal with further movement by road to the South West.

The implementation of the A303 Re-alignment road would enable the removal of all traffic from the World Heritage site at Stonehenge. This would provide the opportunity to locate a 'final long-term Visitor Centre', below ground on the already fouled roadway ground on the eastern side of King Barrows Ridge. The dual carriageway running east to Countess Island would be used as the Visitor Centre car parking area, thus enabling visitors to park a car or coach and walk the short distance to the Stones. This would free English Heritage from any costly need to provide special transport lift as is required for their current plans for a temporary Visitor Centre at 'Airman's Cross'. This excellent 'on-site' below ground Visitor Centre would probably bring additional business to Amesbury, especially as the new site 'Service Road' (the present London road) would lead directly into the town.

As the A303 Re-alignment Road (introduced for the long-term preservation of the Stonehenge World Heritage Site) would pass close to the Northern end of the New Enterprise Zone, there would be easy movement for all vehicles, especially HGVs, to travel in almost any direction without entering the inner road areas of Salisbury city.

It needs to be especially noted by Wiltshire Council that, the A303 Re-alignment plan directly funded by Government, would provide the long-awaited County Wylde Relief Road thereby affording protection from heavy traffic for villages in the Wylde Valley. The Government funded plan would also provide a significant section of a Salisbury Outer Ring Road. Finally, there would be an opportunity for all HGV traffic at present using the A338 running through the villages in the Bourne Valley, to use the new A303 road and the Salisbury Outer Ring Road when travelling towards the south of Salisbury.

### **Churchfields Engine Shed Area**

The site would require significant cost to clear the fouled ground for housing development. So, it is recommended that the site is not used for new housing, but used instead as the main 'car park' for rail users, because the current car park area is totally inadequate for an increase

of rail passenger movement. Moreover, in a bid to attract increased passenger traffic, consideration should be given for its use as an innovative new facility to be barrier controlled, thus enabling the display of a rail ticket on exit to entitle the driver to 'Free Parking'; such incentives for increased rail usage are important.

The current Station car parking area should be designed and used as a Bus/Rail terminal, taxi and short-term car/passenger pick-up point. Both local and Park and Ride bus services should deliver and collect rail passengers at the new Terminal.

Further study should be made for the wider use of the rail line running north through the County of Wiltshire from Salisbury Station.

### *Summary*

- Major changes are recommended for the current South Wiltshire Core Strategy.
- No housing should be allocated to Hampton Park; this must be reserved for the northern section of a Salisbury Outer Ring Road.
- No housing should be allocated at Fugglestone Red or UKLF. These areas should be available for a 'NEW ENTERPRISE ZONE' for the decant of businesses from the present Churchfields site. The New Enterprise Zone will offer considerable space for future business expansion.
- No housing should be allocated on the Churchfields Engine Shed area, which should be available for increased 'rail-user' car-parking.
- The removal of these already allocated areas will require the selection of new sites.
- A Salisbury Outer Ring Road should be constructed for the reduction of the future increase of traffic and thus pollution, thereby offering greater protection and improved public health, particularly for the young and elderly.
- The A303 Re-alignment road plan should be implemented by the Government. This would provide a much needed major east-west through-route road for the County of Wiltshire. It would solve the long-term requirement at Stonehenge for a World Heritage Site free of traffic and thus offer an increase in visitor numbers to a much improved 'World Icon Visitor Centre', within walking distance of the Stones
- The comments by 'The Eddington Transport Study', the GOSW, the South West Planning Council, and the Atkins Study, illustrate clearly that:
  - **Transport and Infrastructure requirements need to be planned together.**
  - There appears to be some confusion about what improvements are needed to local transport networks.
  - The delivery plan is only general about infrastructure and development.
  - **A major east-west route is needed through the County of Wiltshire.**

A sustainable transport system recognises challenges for transport, and in particular addresses the problems of public health.

The newly published 'Wiltshire Local Enterprise Partnership Proposal' explains that Wiltshire is strategically placed as a gateway to, and from, the South West of England and its economy reflects its outward-facing strong economic links to all points of the compass.

### **The Refined Core Strategy for South Wiltshire now offers, 'Reduced Traffic Congestion, Improved Public Health and Employment Growth'.**

It is important to explain that in the year 2000, Councillor Julian Johnson, chairman of Wiltshire County Council's Environment and Transport Committee said that the full bypass (outer ring road) was the only solution to Salisbury's traffic problems, and that he believed it would eventually be built. He further explained that the Government at that time had 'too simplistic' transport policies, a new reality had arrived recently with more of a pro-roads approach.

Finally, the immediate action should be to:

- Refine the South Wiltshire Core Structure plan, so that Hampton Park, Fugglestone Red, UKLF, and Churchfields Engine Shed areas are removed from the list of sites allocated for Housing.
- Initiate plans and seek financial support to decant suitable businesses from Churchfields site to the NEW ENTERPRISE ZONE site at Fugglestone Red, UKLF and Imerys. Prepare an advertising programme to attract new businesses to the NEW ENTERPRISE ZONE.
- Publish a 'Reservation Order' for Hampton Park, and re-survey the ground previously identified for a Salisbury Outer Ring road with the aim of construction at a 'Long Term' date, when Government funding becomes available.
- Request the Government to re-examine the 2004, A303 Re-alignment plan, for the removal of all traffic from the Stonehenge World Heritage Site, so that at a 'Long -Term' date, when funds become available, a new A303 'Through County' dual carriageway is constructed. This will finally solve the long-term solution for the protection and introduction of a World Class Visitor Centre for use by the thousands of people who come from many corners of the World to see this 'Outstanding Icon'.
- Prepare a two phase plan of five and ten years, for implementation of the **REFINED SOUTH WILTSHIRE CORE STRATEGY PLAN**. Implement the **NEW ENTERPRISE ZONE** and the **HOUSING REQUIREMENT** in the first phase, and the **SALISBURY OUTER RING ROAD** and the **A303 REALIGNMENT PLAN** in the second phase.

- Finally ensure the **FUTURE PROTECTION** of South Wiltshire by the eventual full implementation of the **REFINED CORE STRATEGY**.

# A REFINED CORE STRATEGY

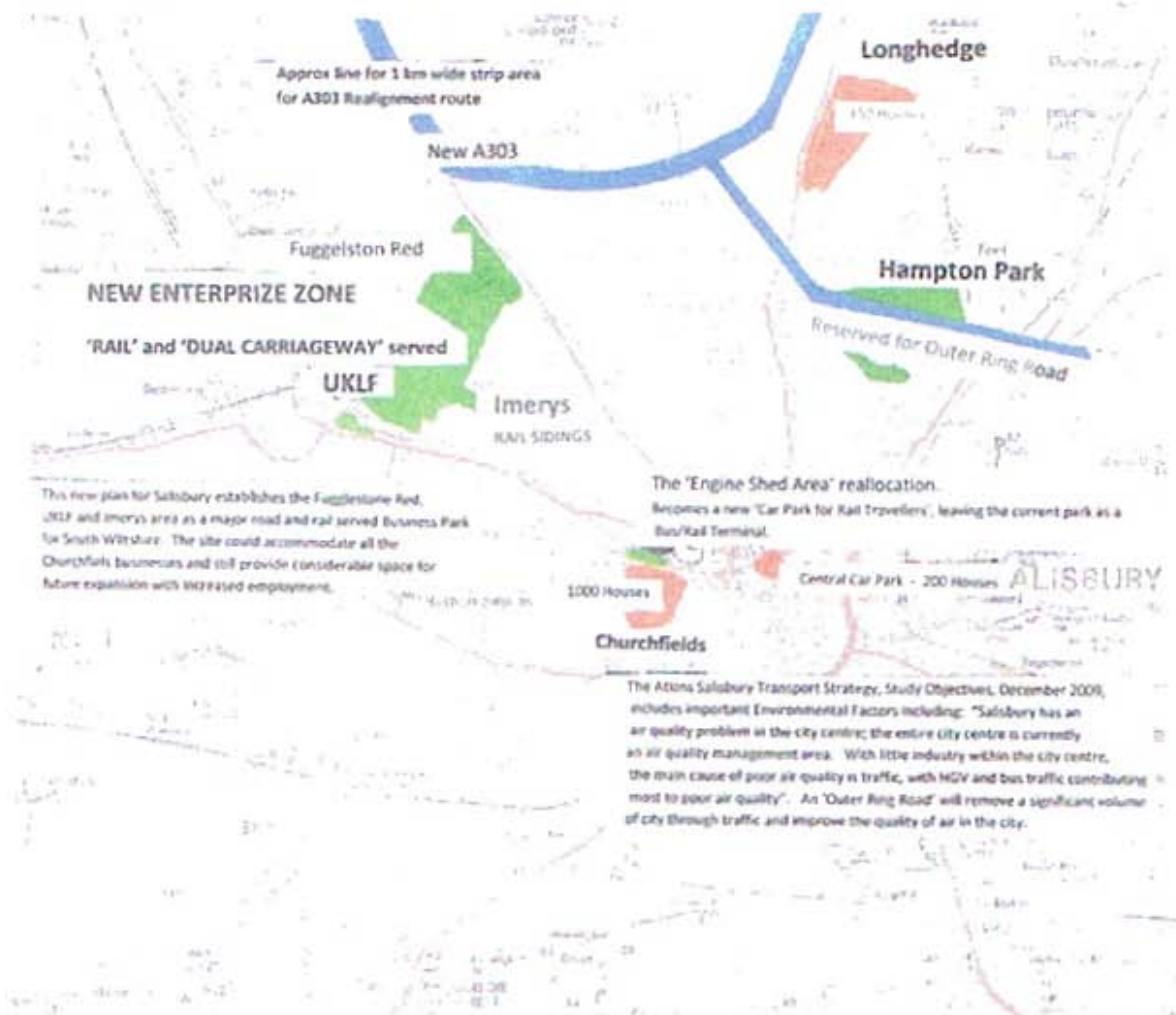
## Reduced Traffic Congestion – Improved Public Health Employment Growth

The Ministry of Transport, Fiddington Transport Study, forecasts 12% growth in HGVs, and 70% increase in supporting light goods vehicle traffic over the period to 2025. The Study explains that the demands need to be understood, managed and planned for, if they are not to impose unacceptable social and environmental cost on society, and stifle further growth of the economy. The Study further states that, if is the resultant congestion, overcrowding and environmental impacts that need to be addressed by transport policy, if they are not to place a brake on continued economic growth.

The 'proving' Winterslow Road - A345 - A360, Realignment Plan (RP) for the A303 Stonehenge bypass will protect the Universal Value of the World Heritage Site (WHS) by the removal of all traffic. It will enable a permanent Visitor Centre (VC) to be located below ground on the already disturbed fouled ground of the dual carriageway, on the Eastern reverse slope of King Barrows Ridge (KBR). The present dual carriageway from KBR to Cowles Hill will serve as a vehicle park and the new VC position will enable visitors to walk the short distance to the Stones.

The introduction of the A303 RP, the clearance of traffic, and the final location of a permanent VC, will provide the long-term protection for this outstanding 'world icon'. The scheme will offer further employment both for Amesbury and Salisbury and must form part of the South Wiltshire Core Strategy.

As the long-awaited Wyke Valley Relief Road will be completed as part of the A303 RP, with funding by the Government, Wiltshire Council will only need to fund a part section of a Salisbury northern ring road.

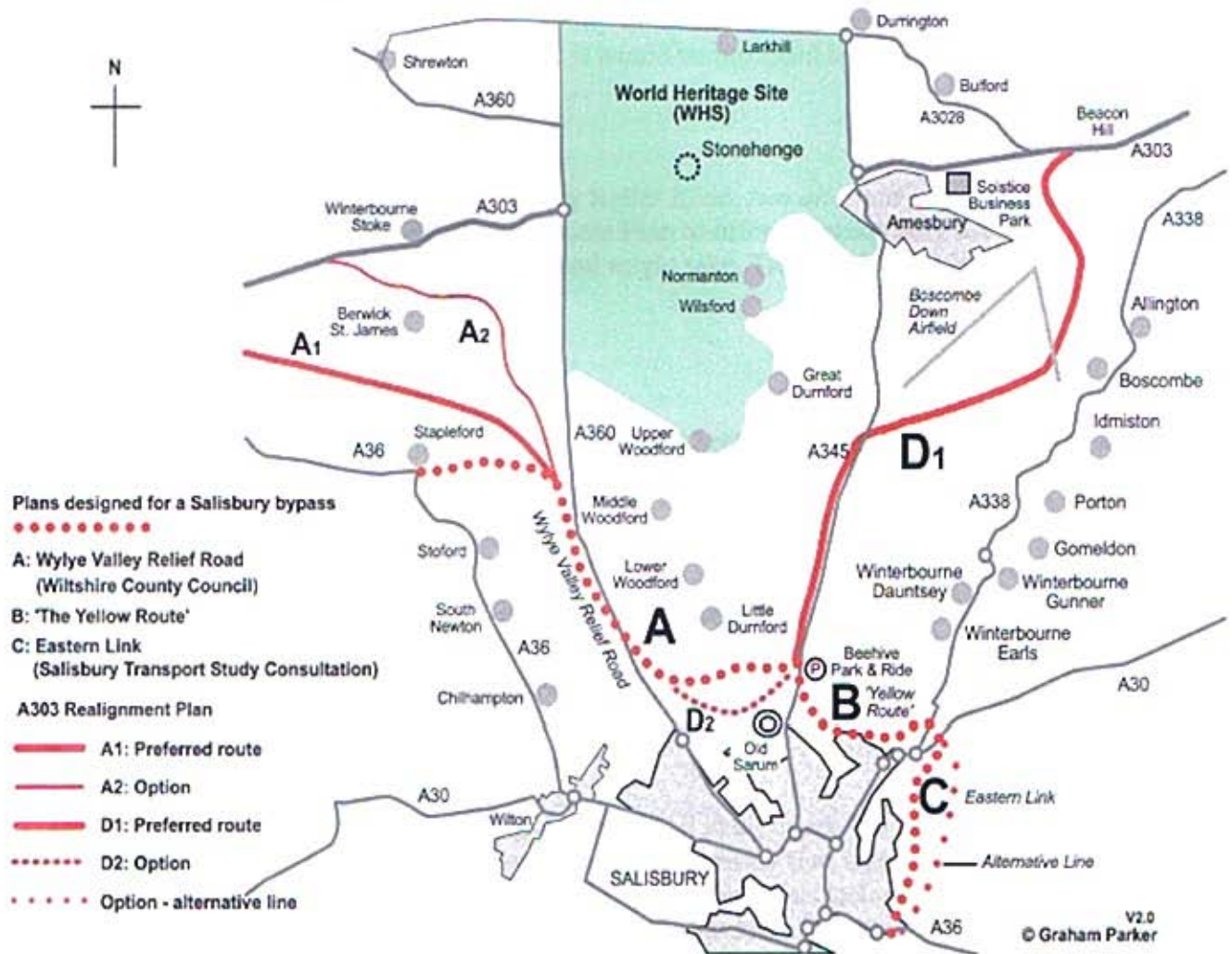


This new plan for Salisbury establishes the Fuggelston Red, UKLF and Imerys area as a major road and rail served Business Park for South Wiltshire. The site could accommodate all the Churchfields businesses and still provide considerable space for future expansion with increased employment.

The 'Engine Shed Area' reallocation becomes a new 'Car Park for Rail travellers', leaving the current park as a Bus/Rail Terminal.

The Atkins Salisbury Transport Strategy, Study Objectives, December 2009, includes important Environmental Factors including: "Salisbury has an air quality problem in the city centre; the entire city centre is currently an air quality management area. With little industry within the city centre, the main cause of poor air quality is traffic, with HGV and bus traffic contributing most to poor air quality". An 'Outer Ring Road' will remove a significant volume of city through traffic and improve the quality of air in the city.

### The ACT Stonehenge A303 Realignment Plan



The importance of the new scheme lies not only in the long-term protection of the Nations iconic heritage at Stonehenge, but also in the wider protection of the medieval city of Salisbury and surrounding villages. The proposed mainly on-line construction should minimise the impact on the environment of the special area of the World Heritage site and finally provide an east west major through route for traffic moving through this part of South Wiltshire. Its closeness to the proposed new Enterprise Zone west of the city will offer considerable advantages for business traffic using the Zone. The costs and benefits (COBA) of the scheme are calculated over the Design life (usually 30 years); these include construction, accident and vehicle operating costs (usually the dominant factor).

The serious transport issues and the heritage and environmental challenges facing Stonehenge are of national and international significance and clearly require a solution. The blight of modern traffic on the monument has to be addressed, and the experience for visitors improved to match its exceptional heritage status. We also have a duty to ensure that the world sees England as a responsible custodian for the sustainable future of a deeply cherished inheritance. (*English Heritage October 2005*)

## A

This section of road is on the same line as the Wylve Valley Relief Road which was originally prepared for funding by Wiltshire County Council. The funding requirement by Wiltshire Council would not now be required as it would be provided by the Government.

## A1/2

At the western end of the proposed Wylve Valley Relief Road, *two alternative routes* are shown. They are included in the A303 Realignment Plan to offer the possibility for local residents to have a choice of which line a new road might take. This would provide a southern bypass for Winterbourne Stoke.

## B

This link is part of the 'Yellow Route' that formed the northern route in the earlier plans for a Salisbury northern bypass.

## C

A proposal with an alternative for the Salisbury Eastern Link, published at the September 1999 Salisbury Transport Study Consultation. This section was also part of the 'Yellow Route' in the earlier plans for a Salisbury bypass.

## D1

Accepting that the reserve runway must remain operational at all times, Government approval would be required for the road to cross under it. A tunnel construction using the same technique used at Junction 15A of the M1, could be carried out. This technique is called 'Box Jacking' and whilst already used on railways, it is a new innovation for roads. The 45-metre tunnel at the M1 cost approximately £7M. The road then runs west to co-locate with the A345. The position of the new road would offer a 'back entrance' for Boscombe Down airfield and also a potential direct link into Porton Down complex.

## D2

This option would see the new road cutting in close to the western side of Old Sarum, then moving down to the river Avon and up on the north east shoulder of the Devises road.

### The Aim

1. The aim of the A303 Realignment Plan is the full protection of the World Heritage site at Stonehenge and its archaeology forever.
2. The objectives of this Plan are to:
  - o ensure that the strategic implications of any road improvements in South Wiltshire are fully considered for the long term,
  - o remove, as far as possible all 20th Century detritus from the WHS,
  - o maximize the use of Government funding and achieve 'best value',

- consider whether other local road schemes can be incorporated in the plan to improve traffic movement in the area as a whole,
- give careful consideration for the environment, especially the future of local villages that suffer from heavy through traffic,
- minimize the damaging effect of new road construction on the open countryside by co-locating with existing roads as far as possible,
- locate the new road to achieve maximum reduction of pollution levels and thereby protect the health of the population.

### **Advantages and Disadvantages**

**The advantages of the new scheme are that it will:**

1. remove the problem of ground destruction and damage to archaeological sites within the World Heritage Site.
2. support the A303/A30 corridor as a strategic corridor to the South West.
3. be consistent with plans and policies at national, regional and local level to upgrade this strategic route to the south-west.
4. provide a long-awaited bypass for the medieval city of Salisbury. This would provide benefits to the city and would support policy objectives to enhance the city's accessibility and attractiveness as a place to live, shop, work and visit.
5. be consistent with the Transportation Strategy for Salisbury, the Local Plan and the Salisbury and Wilton Local Transport Plan.
6. support relevant Local Plan policies to encourage conservation of the built environment, encourage tourism and promote the vitality and viability of local communities.
7. bring a major important road very close to the city of Salisbury and in particular provide a link with the proposed new business park at Fugglestone Red thereby enhancing the future opportunity for businesses to prosper.
8. reduce the operating costs for those businesses in the Salisbury area that need quick access to the major east west road system.
9. enable the A343 designated Salisbury route from the A303 near Andover, to be re-designated further along the A303 west, with traffic remaining on the new A303 until the junction at the Beehive area just north of Salisbury. This will reduce the traffic that may approach overload on the A343 by 2023.
10. reduce traffic on Castle Road, and the city inner ring road, by the availability of the eastern link road. A significant reduction of HGVs would be seen in the city area.
11. provide better safety for the children at the Laverstock schools by removing the 'rat running' traffic along the school road.
12. reduce the pollution on the Salisbury city inner ring and the heavily polluted area in Wilton.
13. provide an excellent feeder route with easy access to the Park and Rides on the north and west of the City.
14. on the long drive between London and Exeter, provide motorists with an excellent opportunity to take a short period of rest by using the Park and Ride facility to visit the City.

15. by the removal of a significant volume of traffic from Salisbury, offer the reduction in vehicle exhaust emissions that could potentially damage the historic fabric of the city.
16. finally, allow a series of 'walks' to be established around the outside of the Stonehenge core area, thus giving visitors an opportunity to see and understand the historic landscape from different areas and angles.
17. Remove the requirement for Wiltshire Council to fund the major section of the Salisbury bypass. Allow much better provision of safer cycle routes following the removal of much of the heavy traffic from the city area.

**The disadvantages of the new scheme are that it will:**

1. cause motorists on the new A303 to drive a further distance thus increasing their costs. Although, this could be almost negligible for those travelling long-distance, for example between London and Exeter, local drivers will experience a dis-benefit in cost.
2. not be possible to ensure that every house along the route is well clear of the route line. However, with today's excellent techniques for landscaping, road engineers are capable of designing and constructing outstanding road works in the countryside. A good example of the mitigation that is possible can be seen on the Newbury bypass. Not only does the 'land fit' of the road now look excellent, but much wild life has now begun to filter into the side areas that looked so bare just after construction. There is every possibility that a design consultant will be able to show how the road envisaged can be well tucked into the local landscape.
3. not be possible to cross the Woodford Valley except by a bridge. Mindful of the fact that the valley is 9 kms long and the bridge would be located at the southern end, the environmental impact on the valley would be restricted to a very small area. This project would be a real challenge for bridge designers to how perhaps a 'slim-line' structure could be fitted without too much negative effect on the landscape. This is possibly the most sensitive area of the new scheme and it has to be accepted that without this crossing the new scheme would not be possible. The environmental cost of accepting this bridge offers the opportunity of providing the 'long-term' full protection to the World Heritage Site. It is probably one of the most important decisions that must be made in respect of environmental and archaeological protection. There is the possibility of a low-level bridge crossing close to Old Sarum western edge.
4. be close and will be seen from some parts, but not all, of the ancient monument at Old Sarum.
5. mean that in the Hampton Park area there will be some detrimental effect on the properties. It should, nevertheless, be understood that this scheme has been known for many years and is now seen as the only opportunity for the City to have a bypass and solve the growing traffic congestion and resulting pollution.