



Wiltshire Council **LOCAL PLAN**

Looking to the future

**Formulating Alternative Development Strategies (ADSs) Wiltshire Council
Salisbury**



Wiltshire Local Plan Review

**Formulating Alternative
Development Strategies -
Salisbury Housing Market Area**

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Purpose

The purpose of this paper is to formulate alternative development strategies that will then each be tested to develop a preferred strategy.

Introduction

1. The Local Plan Review is re-assessing the current spatial strategy for Wiltshire. A spatial strategy distributes the scale of growth for each part of the County. It is expressed in numbers of additional homes and land for employment development over the plan period 2016-2036. The public will be consulted on an emerging strategy that will result from an assessment of different alternatives. This paper formulates these alternatives.
2. A Local Housing Need Assessment has identified four housing market areas (HMAs) in Wiltshire and forecast a scale of need for each¹. Meeting the forecasts need of each HMA helps to ensure needs are met where they arise. The subject of this paper is how scales of growth are distributed within each.
3. This paper sets out the conclusions of various assessments to identify reasonable alternative development strategies in the Salisbury Housing Market Area. They can then be tested through Sustainability Appraisal from which a preferred development strategy can emerge.

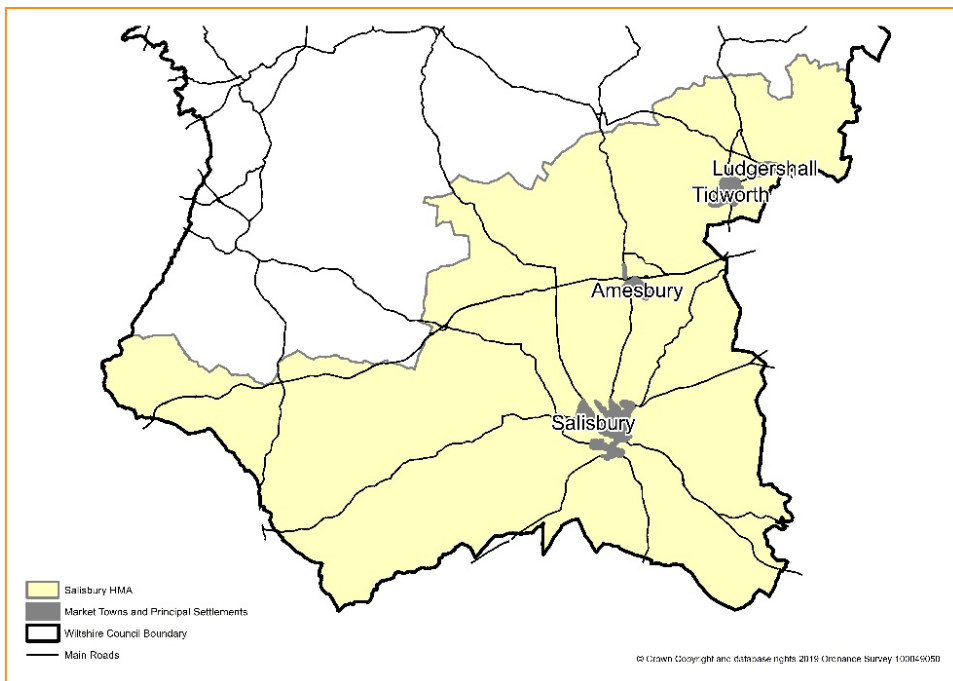


Figure 1 Salisbury Housing Market Area (HMA)

4. The aim is not to identify all conceivable alternative development strategies. This would be impractical. The aim instead is to have a set that contains sufficiently different alternatives that represent sensible choices, capable of being tested.

¹ Swindon and Wiltshire Local Housing Needs Assessments 2018-19, ORS, (April 2019)

5. The process is carried out through comparison with rolling forward the current spatial strategy (as set out in the Wiltshire Core Strategy (WCS)). Rolling forward the current strategy uses the forecast scales of need and applies it to a distribution that has already been found sound.
6. Assessments examine where there may need to be changes by a set of comparisons. They examine:
 - The risks of unacceptable environmental impacts;
 - Comparisons with social and economic factors (such as employment projections); and
 - Deliverability
7. The results of public consultation also help to highlight where alternatives may need to be considered, in terms of new issues and opportunities. Possible alternatives are also influenced by the capacity of the infrastructure necessary to support new development.
8. Assessment is divided into two parts:
 - By place; and
 - By potential scales of growth.

Rolling forward the current strategy

What scales of growth would there be continuing the current strategy?

9. Each part of the Housing Market Area (HMA) accommodates the equivalent share of housing and employment needs as the current Wiltshire Core Strategy.
10. A local housing need assessment for Wiltshire is based upon a standard national method². The standard method identifies a minimum number of homes that addresses projected household growth. Local housing need assessment suggests a higher figure than the minimum taking account of long-term migration trends, the balance of workers to jobs, amongst other aspects³. The higher figure (45,630 homes) is used to develop alternatives. It recognises this additional assessment and the benefit of having some contingency as a part of housing delivery.
11. Evidence suggests assessed need for the Salisbury HMA is lower for the period 2016 - 2036 than established in the core strategy for the period 2006-2026, as shown in Table 1 below. There would be around an 11% decrease in the number of dwellings needed in the HMA over the plan period compared to that planned for 2006-2026.

Principal Settlement/Market Town	Wiltshire Core Strategy 2006-2026	Rolling Forward the Current Strategy
	Dwellings	Dwellings ⁴
Salisbury/Wilton	2440	5390
Tidworth/Ludgershall	6060	1555
Amesbury	1750	2170
Rest of HMA	2090	1855
Total	12340	10975

Table 1: Rolling forward the current strategy (Housing)

² The Government has consulted on wider reforms to the planning system, including the standard method for assessing housing numbers in strategic plans in 'Changes to the current planning system - Consultation on changes to planning policy and regulations', MHCLG, (Aug 2020). See also 'Swindon and Wiltshire Strategic Housing Market Assessment', ORS, (Nov 2017) and 'Swindon and Wiltshire Local Housing Needs Assessments 2018-19', ORS, (April 2019)

³ Swindon and Wiltshire Local Housing Needs Assessments 2018-19, ORS, (April 2019), figure 15

⁴ Figures may not add to total because of rounding

12. The basis for the total amount of employment land needed over the period 2016-2036 has been established in the Swindon and Wiltshire Functional Economic Area Assessment (FEMA) 2016⁵ supplemented by the 2018 Wiltshire Employment Land Review (ELR)⁶. The employment land requirement total has been distributed according to the equivalent share of employment under the current strategy for the period 2016-36. There would be a 2.7% increase in the amount of employment land compared to 2011-26.

Principal Settlement/Market Town	Wiltshire Core Strategy 2011-26	Rolling forward for 2016-36
	Ha	Ha
Salisbury/Wilton	28	28.8
Tidworth/Ludgershall	12	12.3
Amesbury	7	7.2
Rest of HMA	11.4	11.7
Total	58.4	60

Table 2: Rolling forward the current strategy (Employment)

⁵ Swindon and Wiltshire Functional Economic Market Area Assessment Associates (2016)

⁶ Wiltshire Employment Land Review, Final Report, Hardisty Jones Associates (April 2018)

Context

13. Choices over what alternatives may be suitable cannot be made without considering the context in which they are being formulated. It is important to take account of the current circumstance, especially where it has changed significantly since the current strategy was adopted. There may be shifts in the local economy to which a planning framework will need to adjust, for example where there are growth or regeneration strategies in place⁷.
14. At a more practical level, the scope for alternatives must take account of commitments to development that are already in place and which would not be realistic or sensible to reverse. A proportion of the land that would be required for development has already been completed or committed (e.g. granted planning consent or has been allocated). These commitments help to define the scope for alternatives.
15. As the assessment of housing needs for the period 2016 -2036 is lower than current requirements 2006-2026, a large proportion of the land that will be required for development has already been completed, granted planning consent or has been allocated. The scale of commitments in each part of the HMA is as follows⁸:

Principal Settlements and Market Towns	Dwellings built, with planning permission or allocated, April 2018
Salisbury/Wilton	3707
Amesbury	1098
Tidworth/Ludgershall	884
Rest of HMA	413
Total	6102

Table 3 Housing commitments

Wiltshire Housing Site Allocations Plans

16. A Housing Site Allocations Plan was adopted in February 2020 that includes a number of sites for housing development at other towns and villages in the HMA. The Plan's contribution to housing supply is estimated in the commitments above from a draft stage of preparation.

Wiltshire Employment Land Review

17. An Employment Land Review (ELR) for Wiltshire, dated April 2018, sets out an assessment of the future demand for Business Use Class employment land in Wiltshire, a review of the supply of sites, and assesses the fit between the two. The ELR builds on the

⁷ Paragraph: 010 Reference ID:, 2a-010-20190220Planning Practice Guidance, MHCLG (July 2019)

⁸ The baseline for data in this paper is 2018. Further work will be based on following years, but differences will not affect the high level consideration and conclusions of this paper. Totals include sites proposed in the draft Housing Site Allocations Plan including proposed modifications which, at the time of writing, had yet to complete examination.

Functional Economic Market Area (FEMA) Assessment 2017. It also provides an indicative distribution of growth within each FEMA based on alternative scenarios. The ELR then makes recommendations on practical and policy interventions needed to ensure that there is a sufficient supply of sites in Wiltshire over the period to 2036.

18. The ELR data informed the baseline analysis and strategy development in this document and the FEMA data therein has been used to derive HMA based employment data.

Assumptions

19. A good proportion of the need for new homes will be met by the current supply of identified land. This however may not be appropriate. The location of sites for housing may need to better match the distribution of need. Sites in the current land supply may have become unsuitable. So for example, redevelopment proposals for the Churchfields area of Salisbury, currently an allocation of the Wiltshire Core Strategy (WCS), are uncertain. Whilst this is being reviewed its dwellings contribution to meeting needs has not been included. Other circumstances will have changed and issues arisen since the WCS was adopted. How much to rely on the current proposals needs to be reviewed.

Assumptions

At this stage, it is not proposed to review current plan allocations unless there are significant barriers to development. In general, these are necessary to support a deliverable supply of land for housing and employment development.

There are significant barriers to the re-development of the Churchfields site in Salisbury for housing. It is not considered capable of development in the plan period 2016-2036.

It is assumed there that the HMA will not accommodate any unmet needs from neighbouring areas

Table 4 Assumptions

Place based assessment

Environmental Impacts

20. This element of assessment asks the question: would the continuation of the existing strategy result in unacceptable environmental impacts? It considers environmental aspects to sustainable development. The assessment considers the residual growth that would be necessary to meet the current strategy after completions and commitments that are shown in table three are taken off. This gives a better indication of the impact of likely revised requirements on the environment in and around a settlement. Broadly speaking, with less residual need there is less impact.
21. The high level environmental assessment is made in four topic areas:
 - Biodiversity
 - Flood risk
 - Heritage
 - Landscape
22. Each assessment highlights both threats and opportunities that might be delivered by rolling forward the current strategy at each settlement. An overall judgement reflects the risk of unacceptable harm resulting from the additional amount of development each settlement would need to accommodate. Levels of risks are graded from low to high. (green is low; amber is moderate, red is high).
23. At this stage of plan making, without identifying specific directions for growth or sites for development, an assessment is necessarily a broad judgement. A high level of risk would suggest lower rates of growth than those suggested. A lower level of risk might suggest it could be acceptable or possibly higher, subject to further testing.
24. The rest of the HMA, outside Market Towns and Principal Settlements, encompasses the rural area of the HMA. It is not possible to make a judgement about this area because it is so extensive and diverse. The need to protect countryside and manage development to meet local needs will continue. Individually, settlements within the rest of the HMA will be expected to accommodate a small proportion of overall housing needs. Past planned and actual rates of housing and employment growth are a proxy guide to environmental risks at this stage of plan preparation and to what constitutes reasonable alternative levels. More detailed assessment will take place in later stages of plan preparation.
25. The conclusions in summary are shown in the table below:

	Biodiversity	Landscape	Heritage	Flood Risk
Salisbury/Wilton				
Amesbury				
Tidworth/Ludgershall				

Table 5: Environmental risks of rolling forward the current strategy for 2016 -2036

Conclusions

26. Overall rolling forward the current strategy was seen as presenting low levels of environmental risk. This is very largely due to the proportion of land that has already been identified and, consequently, environmental effects have already been considered in detail. Sites identified with planning permission or allocated have already had mitigation attached to them and are considered acceptable in environmental terms.
27. There will, however, continue to be challenges for further growth to preserve **Salisbury's** landscape setting and there remains significant risk from fluvial flooding. Groundwater is also an issue and potential constraint.
28. The potential for growth at **Amesbury** is constrained by the need to avoid indirect impacts on the World Heritage Site and impacts on other heritage assets will need to be avoided. Preserving the setting to the town and avoiding coalescence with outlying spring line villages is also a potential constraint.
29. At **Tidworth** there are major groundwater risk to the East and potential west is also constrained to areas outside fluvial flood risk.

Infrastructure constraints and opportunities

30. The provision of infrastructure necessary to support growth is a common issue to all the plan area. At this point, the capacity for the transport network and secondary education at each settlement are central infrastructure concerns. If there is a likelihood of significant infrastructure inadequacies or a need for substantial additional investment in these areas, then these factors may also require the formulation of alternative development strategies.
31. It will be more difficult to roll forward the current strategy if a new secondary school will be needed. The assessment estimates how many years before a new school will be necessary using implied rates of housing development arising from rolling forward the current strategy. Committed development and planned school investment have already been taken into account in this assessment.
32. Rolling forward the current strategy will be better supported by locating future development where it has the best access to a range of transport modes. The best performing settlement's will be defined by the following factors :
 1. Have a Rail station
 2. Have direct access to the Key Bus Route Network
 3. Have direct access to Wiltshire's Road Freight Network / Primary Route Network
 4. Have a town Cycle Network
33. Main settlements have been classified per their access to a range of transport modes (a rail station, bus services etc). Settlements with access to all are graded five. Settlements that have 3 of any combination of the above are graded four and so on. Definitions of each are set out in annex 2.

Principal Settlement/Market Town	Education (years before a new secondary school)	Transport (settlement)
----------------------------------	---	------------------------

		accessibility level)
Salisbury/Wilton	17.9	5
Amesbury	12.7	1
Tidworth/Ludgershall	28.0	4
Rest of HMA	n/a	1-2

Table 6: Education and Transport constraints of rolling forward the current strategy for 2016 - 2036)

34. Generally, plans for secondary schools in the HMA have already accounted for the scales of growth envisaged from rolling forward the current strategy. Only at **Amesbury** may there need to be a need to provide an additional secondary school in the plan period and the point at which one may be needed appears over a decade away.
35. The same applies to impacts from growth on the transport network. Much of the levels of growth suggested have also already been factored into consideration. Nonetheless, there is quite widespread concern about traffic congestion, particularly in **Salisbury**, and about related air quality issues. These concerns are reported below.
36. An impact of rolling forward the current strategy could be an increase in road traffic in the rural area due to the relatively poor access to alternative modes of travel compared to the main settlements, although this indicator is less useful given it involves a large area and there may be areas that perform better individually.

Conclusion

37. With a good proportion of development already in the pipeline, many infrastructure needs have already been considered and factored in. No new additional major requirements currently feature, but this is not to disregard existing concerns about the adequacy of infrastructure registered in the public feedback so far received (see below).
38. Rates of growth higher than rolling forward the current strategy would need further assessment of transport infrastructure, but there would appear to be scope to support higher growth in terms of secondary school capacities, notwithstanding a need to possibly to address secondary school capacity at **Amesbury** toward the latter end of the plan period. **Salisbury** and **Tidworth/Ludgershall** are the most supported by existing transport infrastructure suggesting these locations over others as a location for growth.

Public consultation

Issues Consultation 2017

39. The Council consulted the public in November 2017 on a number of strategic issues the plan might need to address. Issues were articulated for each HMA and there were ones specific to a settlement. It was also an opportunity to raise new issues. A full summary of the results of the consultation is contained in a set of separate reports. The following table sets out some of the key findings.

40. The current strategy can be compared to these issues and assessed to see whether alternatives need to be considered. The level of support for growth from business, developers and landowners is a factor. For example, the scale of land being offered for development at a particular place can play a large part in determining how much growth is realistic. It is also important not to rule out reasonable opportunities suggested as a result of public consultation.

Town	Issue – Consultation Questions	Consultation Response
Salisbury	Should the role of the City change in emphasis from that envisaged in the WCS? If so, how?	There was general support for more housing numbers to be allocated for the Salisbury HMA than proposed, particularly at Salisbury, to improve affordability and enable workers to live and work in the City to improve self-containment as well as to prevent a shortfall of labour and stagnation of Salisbury's economy.
Salisbury	What potential is there for economic growth, in what sectors and what land and premises will need to be provided? Are current employment land allocations sufficient?	In contrast to the above, some representations stated that new development should not be allocated in Salisbury as the infrastructure is not in place and air quality issues would be exacerbated. Instead of urban extensions, dispersed development of housing to towns and villages which were close to employment locations and public transport were supported.
Salisbury	Is there scope to bring about more re-use of brownfield sites to limit the loss of greenfield land, such as at Churchfields? If so, how could this be realised?	It was suggested that the opportunity for developing a new settlement should be investigated, such as a new village south east of Porton. Re-opening the Porton station would provide good access to public transport.
Salisbury	Looking to 2036, what should be the key investments in transport or other major infrastructure?	Road congestion and poor infrastructure was highlighted as a main constraint to Salisbury's growth. Before further development is approved, it was suggested that: A public transport strategy should be implemented A by-pass should be built A comprehensive review of traffic concerns should be undertaken and findings implemented Suggested improvements to transport included: Integrating Salisbury station with a bus and coach park Reopening the Wilton and Porton rail stations

Upgrading the A36 by making the road from College Roundabout to Alderbury Bypass a dual carriage, then building an Eastern Bypass which goes around to the east and north of the city

Building an Eastern Bypass which goes around to the East and North of the City. Joining with the A303 by way of the A345 together with a bypass around the East of Boscombe Down Airfield.

Relocating the HGV vehicle testing station and the council depot/recycling centre to the former quarry at Quidhampton

Reducing the amount of in-commuting to the City by commuter into the HMA by workers from other HMAs

By adopting more sustainable transport facilities, it was suggested that brownfield land could be made available from the over-supply of city centre parking.

It was suggested that improvements to roads in the City centre should be sought which benefit cyclists and pedestrians, including improving safety and connectivity to neighbouring communities.

Proposed strategic walking and cycling routes include:

- Fugglestone Red to City Centre via Five Rivers Health and Well Being Centre
- Old Sarum to Salisbury District Hospital via Laverstock and Southampton Road
- Fugglestone Red to Salisbury District Hospital via Quidhampton, Lower Bemerton

Amesbury

What more can be done to improve the range of services to improve the attractiveness of the area?

Suggestions included improvements to:

- Retail offering
 - Leisure offering
 - Transport links
 - Tourist accommodation
-

		It was also suggested that the new local centre at King's Gate should reflect new levels and distribution of the population in terms of the balance and locations of shops, leisure and facilities.
Amesbury	Should planning for Amesbury be distinct to planning for Bulford and Durrington?	There was no clear answer to this question from the representations. Durrington Parish Council supported a separate treatment. Whilst it was noted that Durrington and Amesbury share interests in issues such as heritage and would benefit from joint planning, it was also acknowledged that other issues such as green space have separate constituencies and that Bulford and Durrington are both lesser order settlements in the settlement hierarchy.
Amesbury	How should the area capitalise on business investment? What amount of further housing is appropriate?	Amesbury Town Council suggested that business support for infrastructure development and approaches to match education with employment opportunities should be sought.
Amesbury	What amount of further housing is appropriate?	There were objections to further housing due to the lack of available space for sites, and emphasis instead on aiming to ensure suitable infrastructure exists. However, it was suggested that the land at King's Gate could accommodate up to 70 additional dwellings, making more effective use of the allocated land.
Tidworth	How can growth be encouraged to do more to diversify the local economy and provide a more balanced age and social structure?	Army rebasing in the area may help to improve economic diversification and job growth Low percentage of housing delivery due to inability of Drummond Park to provide homes
Tidworth	Should the vision be more specific in terms of the type of employment envisaged?	Reference is needed to the fact that Tidworth and Ludgershall form part of the functional Andover HMA
Tidworth	Are additional employment allocations required to provide fit-for-purpose space?	

HMA	The SHMA suggests a modest decrease in housing needs in the Salisbury HMA, but the FEMAA states that a shortfall of labour could result. Could economic growth be hampered by insufficient housing over the plan period and should housing provision instead exceed assessed needs?	<p>There was an overwhelming majority of representations which disagreed with a reduction in proposed housing numbers. An increase in housing numbers was desired in order to maintain economic growth and increase supply to lower housing prices.</p> <p>A dispersed strategy where houses are allocated in smaller sites was supported by a number of representations to ensure that houses can be delivered within the plan period.</p> <p>However, it was also argued that a dispersed strategy would result in increased commuting.</p> <p>The New Forest National Park Authority made reference to seeking assistance from Wiltshire Council to meet their shortfall in housing.</p>
HMA	A central proposal for Salisbury contained in the WCS, and therefore for the HMA as a whole, is the redevelopment of Churchfields, should this proposal be reconsidered? How can this opportunity be realised?	<p>A number of representations stated that, due to delays and complications, the Churchfields allocation should not continue to be considered as an allocation. It was suggested that an objective review of the feasibility of the Churchfields proposal should be conducted.</p> <p>Whilst there was some support for the redevelopment of Churchfields, it was suggested that the likelihood of the sites' delivery should be critically reassessed and evaluated against the tests set out in the NPPF, and potentially kept as industrial land with housing indicated for the site moved elsewhere.</p>
HMA	Important business clusters in the HMA are quite detached from main settlements. Environmental constraints in the HMA might also possibly restrict further significant expansion of these main settlements? Is there a need to re-think where and how growth takes place in the HMA?	<p>There was concern that without a growing employment focus, Salisbury will be marginalised by other competing centres.</p> <p>It was suggested that factors other than housing will restrict economic growth, including a lack of university level higher education establishments, high housing costs in relation to wage levels and poor road transport infrastructure.</p>

Table 7: Summary of consultation responses

41. The Council also consulted on the evidence base underpinning the proposed Swindon and Wiltshire Joint Spatial Framework. The Functional Economic Market Area Assessment (FEMAA) informs the evidence on economic growth in each of the FEMAs which in turn can be aligned with the Housing Market Areas .
42. There were few comments which explicitly referred to planning for additional employment land in the HMA/FEMA. They point to identifying the military estate separately recognising the employment provided by the military. Others commented on the A303's attractiveness for distribution and the loss of office space at Salisbury. Similarly it was emphasised that in parallel with Salisbury, there is a core area around the A303 with more dispersed activities over the wider area.

Town and Parish Workshops on Distribution of Growth

43. Informal consultation took place between October and November 2018 with local members, town and parish councils and representatives of neighbourhood plan groups at which preliminary findings were presented as a basis for discussion. Discussions are summarised below alongside how they influenced the development of alternative development strategies.

Settlement	Summary
Salisbury	There was thought to be limited scope for development at the principal settlement in the HMA. Odstock Hospital area inter alia was mentioned, with the opportunity to provide specialist accommodation at that location. A general consideration was around how the evening economy might be expanded / maximised. Under higher growth scenarios, the question raised was around how the Hospital might cope. (The indicative requirement discussed was about 4150 ⁹ homes with a residual of about 440 homes to allocate.)
Amesbury	A lot of the discussion was focused around a new settlement - therefore a higher growth scenario - and that such a proposition could benefit from self-containment, possibly also aiding a rail station at Porton (or that vicinity). Conversely it was suggested that the A303 might be put under pressure, perhaps in spite of proposed duelling west of Amesbury. Concerns were expressed about the value of biodiversity and landscape at the locations identified. (The indicative requirement discussed for the town of Amesbury was about 1670 homes with a residual of about 570 homes to allocate). A second discussion raised the prospect of a new settlement at Lopcombe Corner –some distance from Amesbury - which would afford good access to Porton Down and Salisbury; however environmental constraints were once again noted.
Tidworth and Ludgershall	It was believed that land might exist for 500-600 new homes across the two towns. This would constitute a higher growth scenario. However, such growth levels would require attention to job and retail provision.

⁹ These were working indicative requirements at the current stage of plan preparation

(The indicative requirement discussed was about 1200 homes with a residual of about 315 homes to allocate).

Conclusion

44. The consultation suggests additional scenarios for the future of **Salisbury** involving higher rates of housing development than the slower ones rolling forward the current strategy. An alternative was to avoid more urban extensions and instead disperse more growth to the rural areas.
45. There was also discussion of the possibilities for introducing a **new settlement** in recognition of environmental constraints in south Wiltshire. This could be a possible alternative.
46. Suggestions for **Amesbury** did not signal either higher or lower rates of growth. Higher growth was suggested around **Tidworth** and **Ludgershall** so there was scope for the area to meet unmet needs from the Andover Housing Market Area.
47. For the **rest of the HMA**, there was a sense that less restrictive policies might help to support rural communities social and economic needs. A greater dispersal of growth to the rest of the HMA would also have the benefit of reducing pressures for further urban extensions at the main settlements.

Assessment of potential scales of growth

48. The comparisons look at social and economic aspects of sustainable development, how much forecast economic growth and how the distribution of housing needs matches the pattern of development rolling forward the current strategy.
49. A first comparison, however, looks at how achievable and realistic it is to roll forward the current strategy – is it deliverable? This can provide insight into the range and scope of alternatives that should be tested.
50. There are therefore three sets of comparisons:
 - Deliverability** - Would the current strategy be capable of being delivered in terms of housing and employment?
 - Economic aspects** - Would the current strategy match jobs and prospects for economic growth?
 - Social aspects** - How well would the distribution of housing match where people live? Is it capable of meeting different needs for homes – in particular affordable homes

Deliverability

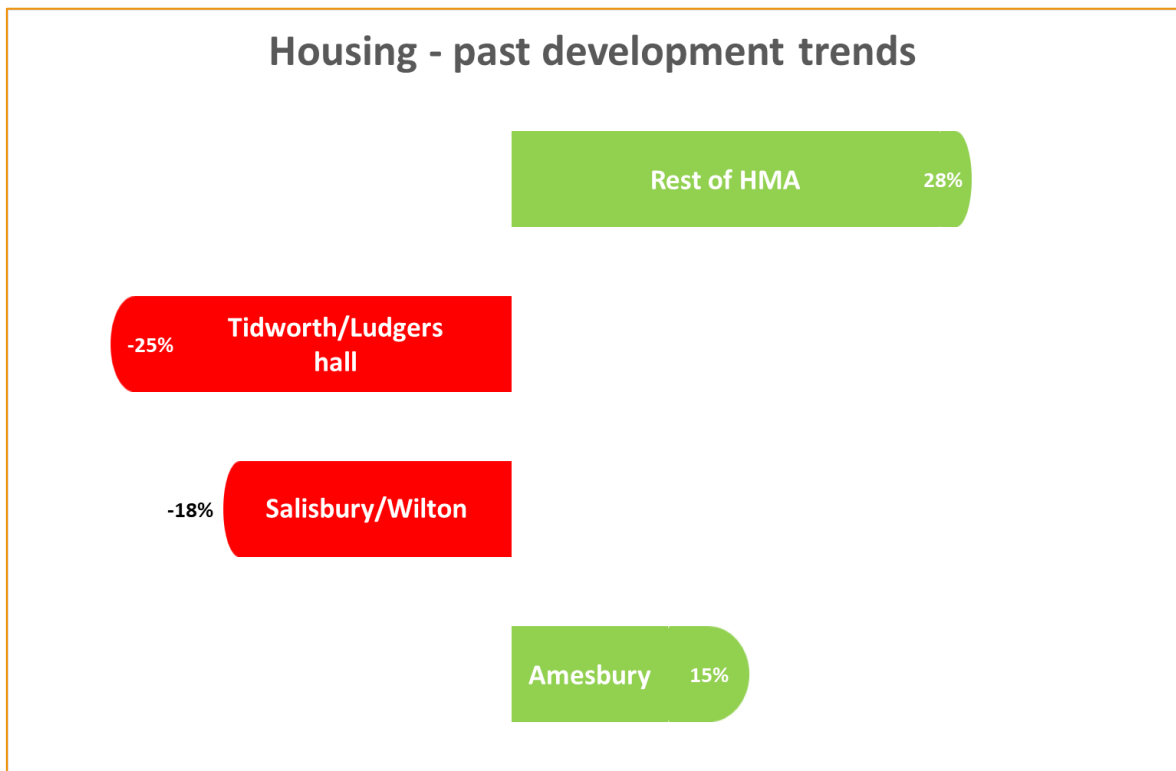
Do recent trends, current commitments and available land indicate that the current strategy can be delivered?

51. Whether a future strategy is realistic and achievable depends upon several factors. This section looks at three:
52. **Trends - Past development trends:** if past rates of development at a settlement have been much lower than expected then this may indicate there would be issues to resolve. The higher the increase in rates necessary to roll forward the current strategy the less realistic this strategy may be. Conversely, the less an increase the more realistic it may be.
53. **Land availability - Land committed:** a proportion of the growth envisaged is already in the pipeline. This would show whether continuing the current strategy was more achievable at some places and less at others. The less land still needing to be identified the greater the prospects are that the current strategy can be delivered.
54. **Land availability - Land promoted for development:** a large or small amount of land may be being promoted for development but not allocated or have consent. This may limit or widen options for growth and the amount can show whether the current strategy was reasonable. Levels also provides a market signal of commercial interest. The more land promoted the greater the scope and therefore prospects of delivering the current strategy.

55. Land promoted for development is recorded in the Strategic Housing and Employment Land Availability Assessment and this can be used to provide a broad estimate of the scale of development that can be considered at each settlement and how soon it could be made available. Some areas have been considered in previous plans. Others have been promoted more recently; for instance, as a response to a call for sites and consultation as a part of plan preparation

Housing

56. Meeting forecast housing needs in the HMA represents a decrease in rates of house building.
57. **Trends – past development trends:** Continuing past development rates, **Amesbury** and the **Rest of the HMA** would have more new homes than rolling forward the current strategy would suggest. In a context where evidence of housing need points to slower rates of housing it is unsurprising that past trends exceed those anticipated for the future. **Salisbury/Wilton** and **Tidworth and Ludgershall**, however, indicate less. Past house building rates have not met those planned.



1. *Figure 2 Housing past development trends (2006-2018)*

58. Adjusting to a reduced scale of need would lead to a decline in rates of housebuilding. This could worsen the affordability of homes and the resilience of rural communities. An alternative development strategy option would be, therefore, to increase the proportion of homes directed to the rural areas compared to the current distribution in the Wiltshire Core Strategy.
59. Salisbury has not achieved its delivered housing at the rates envisaged by the core strategy planned scale of development because a high proportion of supply relied on just a few large mixed-use allocated sites. These have taken time to commence as they are complex or unlikely to be delivered e.g. Churchfields.

60. **Land availability - Land allocated or with consent:** Land allocated or with planning permission already provides for a large proportion of forecast housing need. The graph below shows how much of the land needed to roll forward the current strategy is already in the pipeline at 1 April 2018. At face value, **Salisbury/Wilton** have each enough land already identified to possibly avoid further large scale allocations and still take forward the current strategy. **Tidworth and Ludgershall** also has a high proportion already in the pipeline, but there is much less at **Amesbury** where a relatively substantial proportion would remain to be planned.

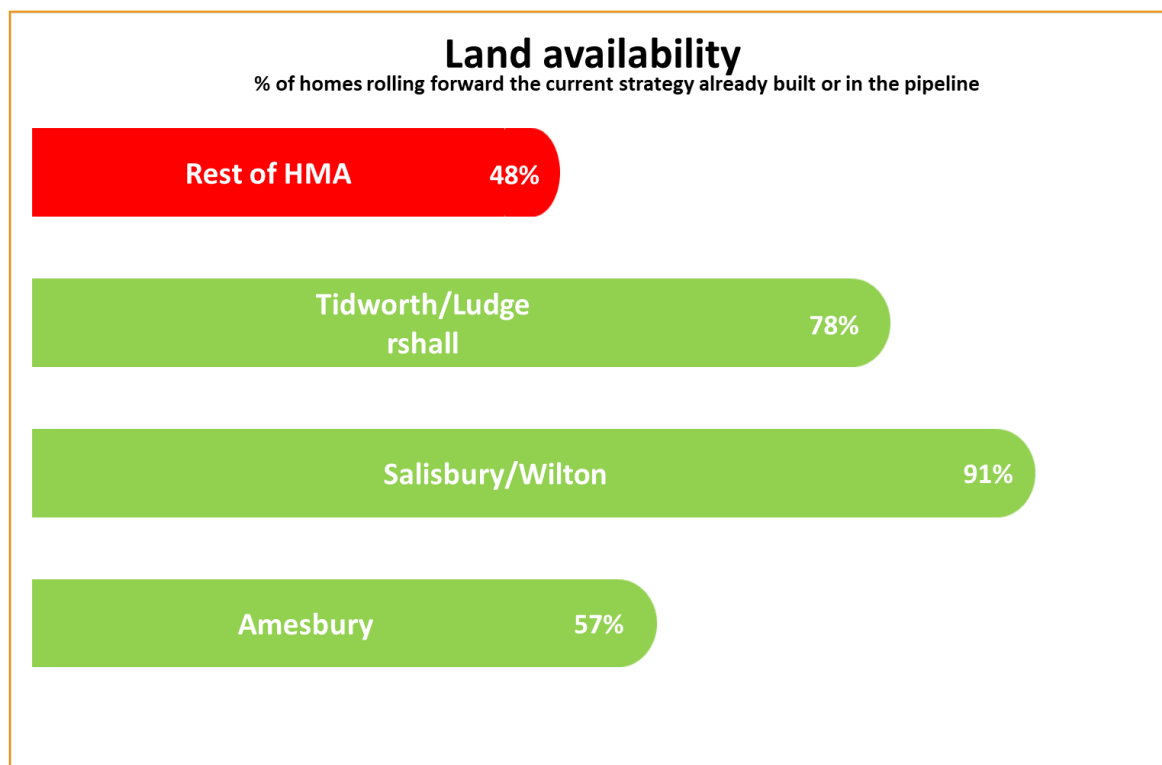


Figure 3 Housing land availability (2018)

61. Land supply in the **Rest of the HMA** would continue to rely on smaller sites, either as infill plots or, for example, as future allocations in Neighbourhood Plans.
62. **Land availability - Land promoted for development:** As well as land already in the pipeline, a substantial amount of land is being put forward for further development at each of the main settlements. Market interest would suggest higher levels of growth could be achieved over the plan period. This would be the case in particular at **Salisbury/Wilton** and at **Tidworth and Ludgershall** where a high proportion of land is being put forward as capable of development in the short term.

Principal Settlement/Market Town	Outstanding Planning	Outstanding Allocations	Developable supply 2018 -2036	Land Promoted for development		
				Short term	Medium term	Long term

¹⁰ Strategic Housing and Employment Land Availability data, Wiltshire Council. An approximation of dwellings is estimated on the number of units on the site area which is suitable (i.e. not subject to constraints such as Green Belt, Flood Zones, wildlife/environmental constraints) at a density of 30-45 dwellings per ha

	Permissions at April 2018	at April 2018				
Salisbury/Wilton	2,154	1,347	3,501	6802	1981	93
Amesbury	659	182	841	698	7795	182
Tidworth/Ludgershall	358	475	833	4917	3175	54
Rest of HMA	556	30	586	-	-	-
TOTAL	3,727	2,034	5,761	12417	12951	328

Table 8 Housing land availability (2018)

Employment

63. Overall, the scale of land already allocated or with planning permission matches the assessment of need for the plan period. Questions relate to whether these sites will attract investment and in answering that question whether they are located in the right places.
64. **Trends - Past development trends:** : If the pattern of employment development that has taken place differs to what the current strategy intends, this might indicate the need for alternatives. Employment land requirements can be distributed within the HMA according to the pattern of recent development and compared to the distribution suggested by rolling forward the current strategy. The graph below highlights the differences.
65. At **Salisbury** and **Tidworth and Ludgershall** employment delivery has been poor. For **Amesbury**, employment development has been considerably more than what would be required if the current strategy was rolled forward. This reflects the fact that the 160-acre Solstice Park, Amesbury site has been developed rapidly with only a few plots now remaining: an indication of buoyant demand for well-connected employment sites with infrastructure in place. The ELR identifies that Solstice Park has been a successful employment location over the last 15 years, and so new allocations could be considered close to here. Evidence for the **rest of the HMA** shows no significant difference.

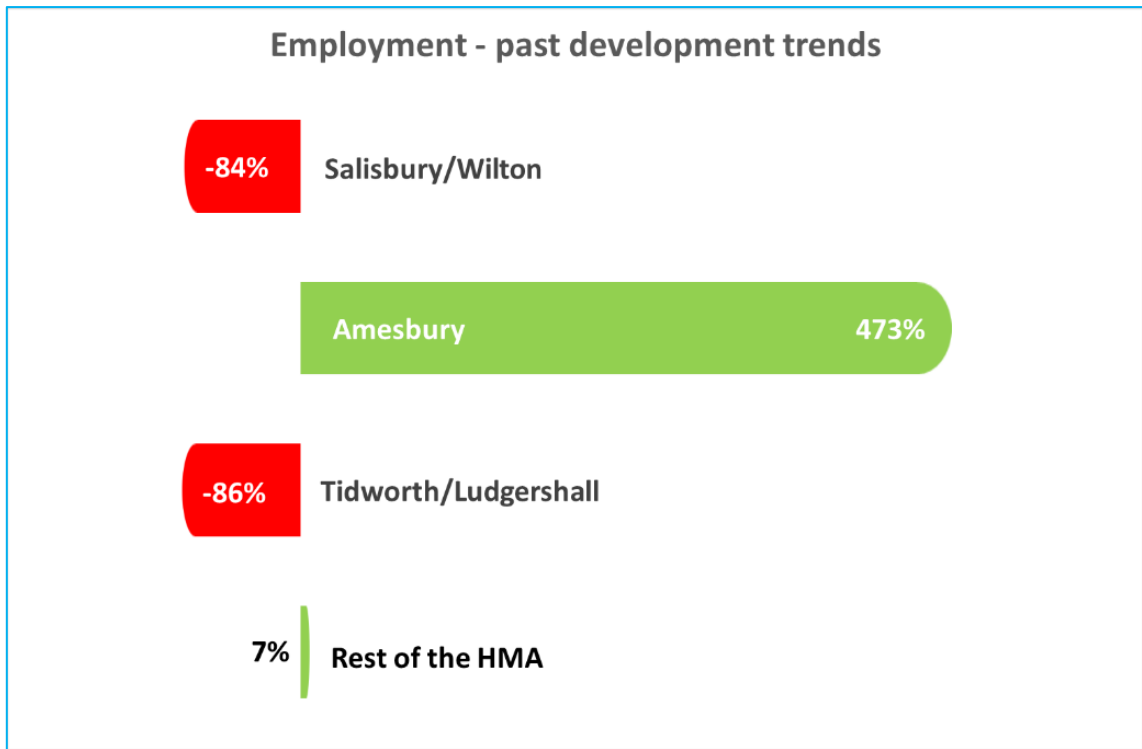


Figure 4 Employment past development trends (2006-2018)

Land availability - Land allocated or with consent: The figure below shows the supply already in the pipeline to meet rolling forward the current strategy requirements, including 2017 completions, unimplemented permissions and outstanding deliverable allocations in development plans. One hundred percent shows the current land supply can roll forward the current strategy.

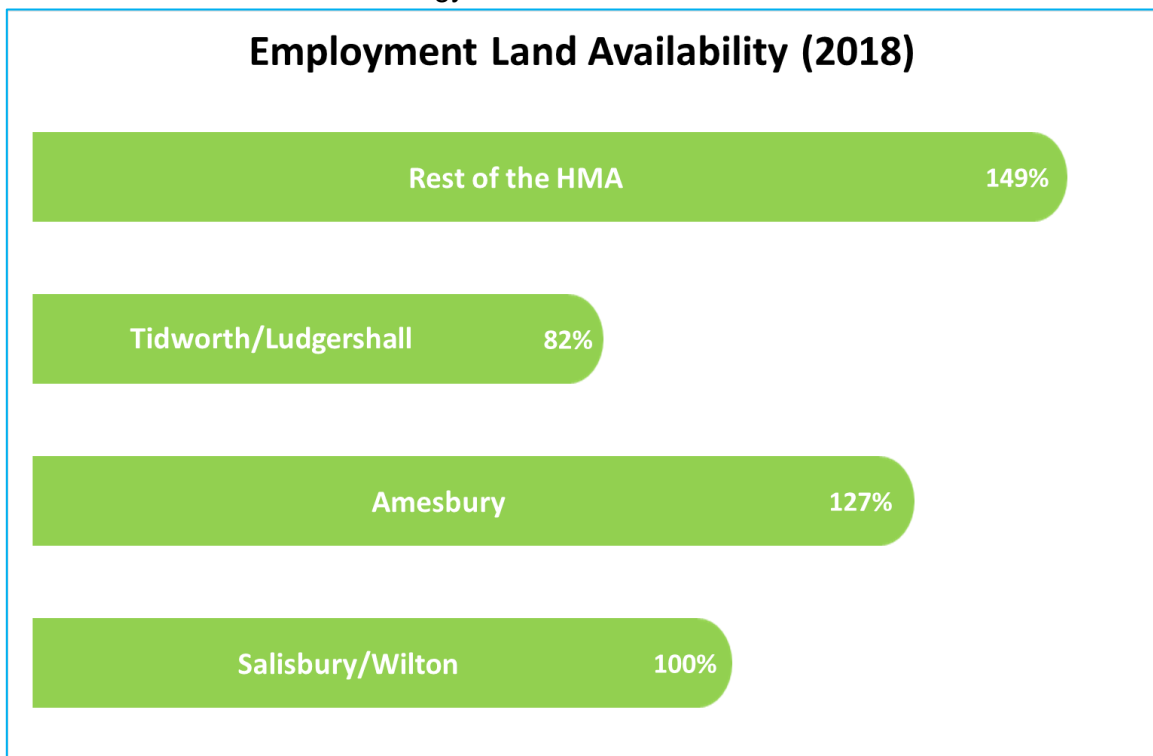


Figure 5 Employment land availability

66. **Tidworth and Ludgershall** is the only settlement requiring additional employment land (2.2 ha or 18.1%) if the FEMA requirement was applied using the current distribution of growth in the current strategy. The need for very little additional employment land in this HMA is linked with the amount of outstanding deliverable employment land in the adopted Core Strategy. The Employment Land Review recognises that the existing units at Castledown Business Park in Ludgershall (an existing allocation) enjoy strong occupancy. However, the remaining employment land is not being brought forward Figure 4 illustrates leading to the intervention of the Homes England to encourage the release of this land.

	Rolling forward the current strategy 2016 – 2036	Planning Permission	Allocations	TOTAL
Salisbury/Wilton	28.77	8.57	20	28.9
Amesbury	7.19	2.08	7	9.1
Tidworth/Ludgershall	12.33	0.05	10	10.1
Rest of the HMA*	11.71	3.74	9.25	17.4
Total	60.00	14.44	46.25	65.5

*Porton Down

Table 9 Employment land availability

67. No land has been promoted solely for employment development.

Conclusion

68. Past trends would suggest employment development should be lower at **Salisbury, Tidworth and Ludgershall** instead of rolling forward the current strategy but much higher at **Amesbury**.
69. Housing development would be lower at **Tidworth and Ludgershall**, but again, higher at **Amesbury**.
70. There would be sufficient land availability to roll forward the current strategy distribution. This is hardly surprising given the evidence suggest planning for a reduced scale of needs compared to the Wiltshire Core Strategy and there is already a significant amount of land for development in the pipeline.

Economic Aspects

How would growth be distributed if it was led by forecast employment land needs?

71. The ELR produced different scenarios for the demand for employment land over the plan period¹¹. Scenarios are based on the current distribution of employment, past job growth and market signals. This comparison provides some insight into how the distribution might

¹¹ ELR Appendix 5 page 14

need to be different to rolling forward the current strategy in terms of both housing and land for employment development.

Housing

- 72. Economic forecasts, produced by the ELR, provide a distribution of job growth that can be translated into a distribution of housing requirements within the HMA. This is compared to the distribution that results from rolling forward the current strategy. Comparing one with the other can indicate where the prospects for growth of each settlement, in terms of economic development, may differ from those suggested by the current strategy direction.
- 73. Economic growth less than the current strategy can imply less settlement self-containment. Lower housing growth might constrain future economic growth and increase local affordability issues. Worsening imbalances either way implies increased levels of commuting.
- 74. There are some settlements where economic prospects would not appear to match those implied by rolling forward current strategy.
- 75. The comparisons show very much stronger economic performance in the **rest of the HMA** This reflects the strong business clusters that exist outside built up areas particularly at Boscombe and Porton Science Park. The evidence supports higher scales of growth in the rest of the HMA.
- 76. The prospect of sustained economic growth in this part of the HMA might support the concept of a new community. A new community would take some time to formulate and devise but development could be underway by the end of the plan period.

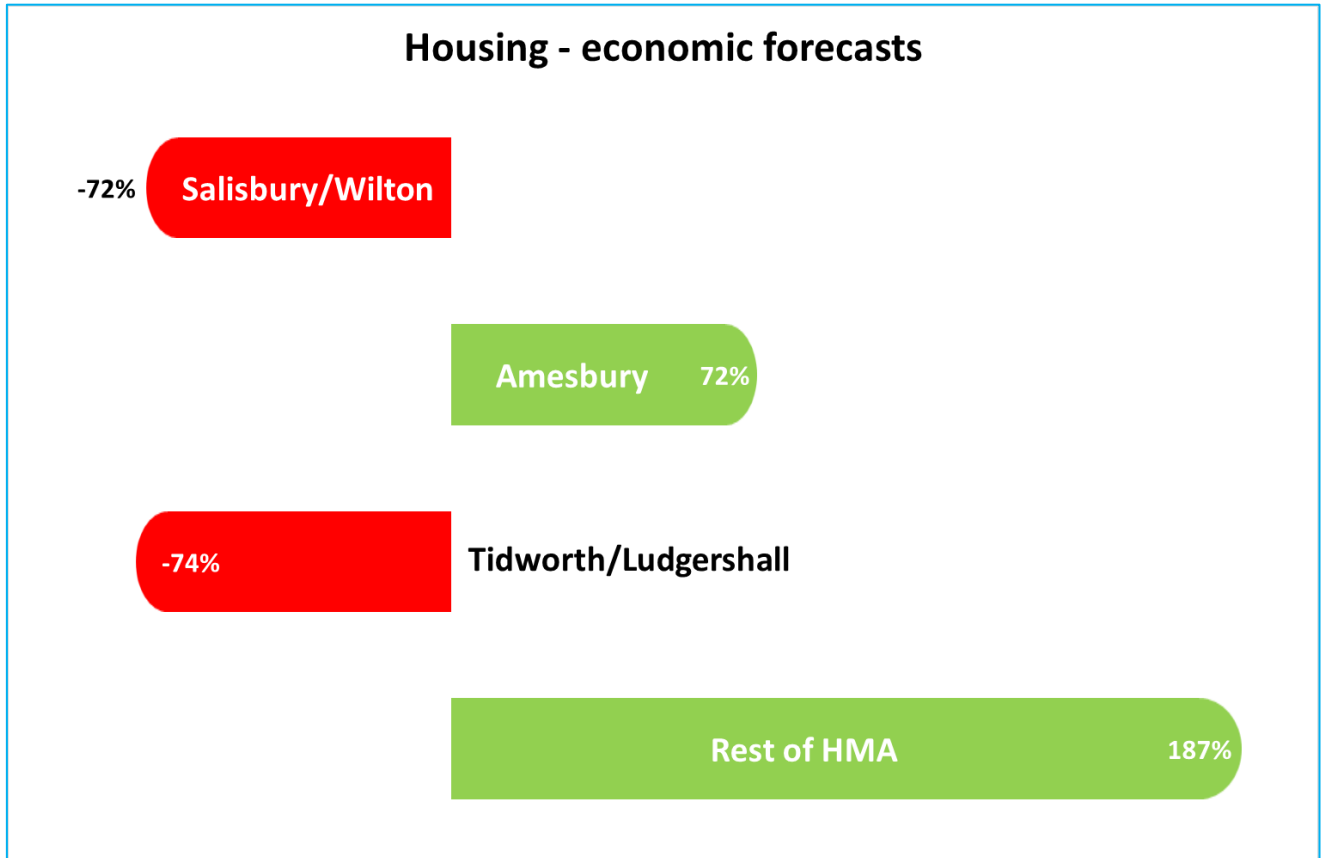


Figure 6 Housing - economic forecasts

- 77. The same applies to a lesser degree for **Amesbury**; a comparatively stronger economic performance in terms of local job growth might suggest higher rates of house building than if the current strategy is rolled forward.
- 78. Scenarios for **Tidworth and Ludgershall** show a large mismatch. The comparison suggests that rates of housing growth should be reduced to counter balance potential net out-commuting. **Salisbury**, however, also shows a noticeable relative decline when recent employment change is considered.
- 79. The evidence may support higher rates of house building at **Amesbury**, less at **Tidworth and Ludgershall**. **Salisbury's** position is different since as a Principal Settlement it has a wider role and carries out more functions that may require the support of housing growth. Nevertheless this assessment suggest slower rates of housing development.

Employment

- 80. Using the market-led scenario in the ELR, **Amesbury** and **the rest of the HMA** are forecast to grow more whereas **Salisbury/Wilton** and **Tidworth/Ludgershall** would see a reduction in growth compared to rolling forward the current strategy using the FEMA total.

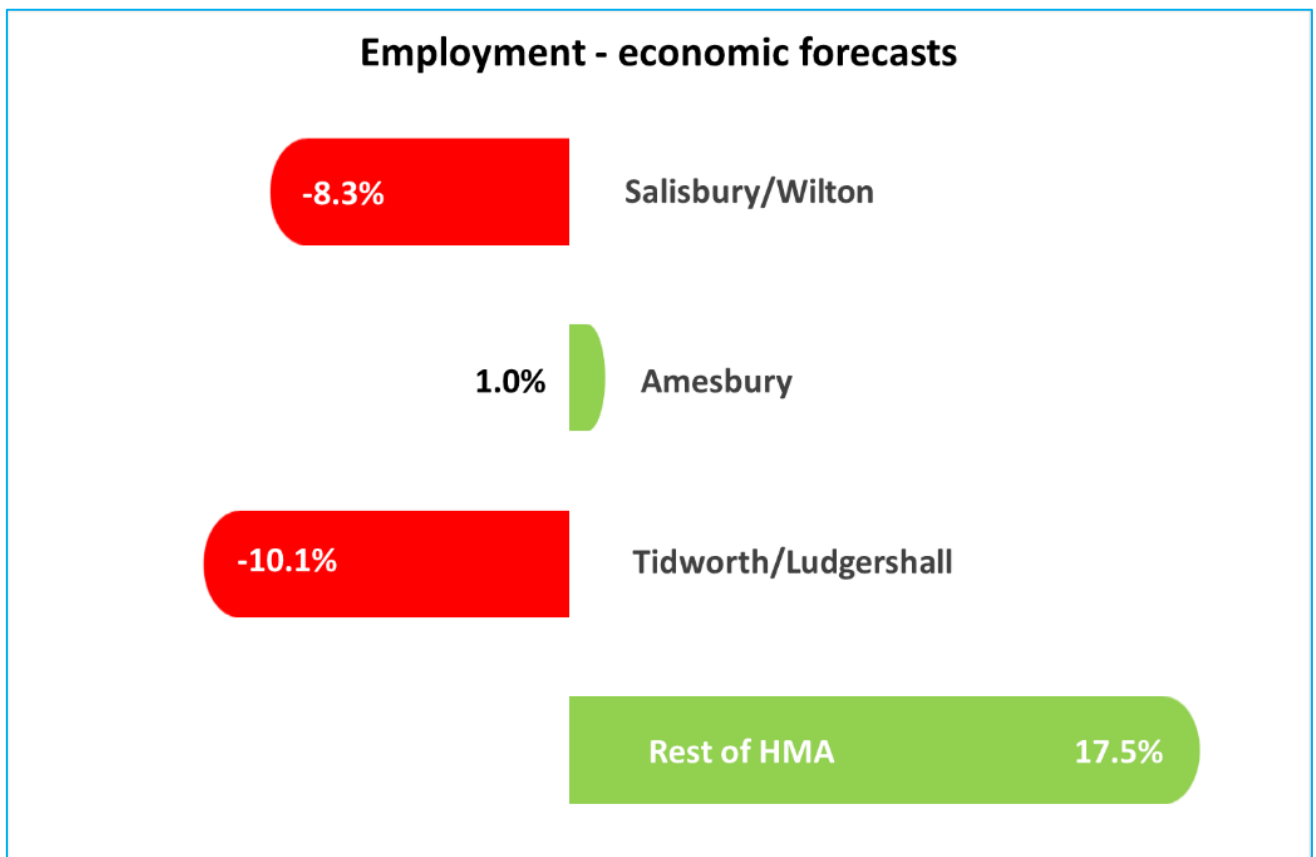


Figure 7 Employment - economic forecasts

- 81. Where levels of growth are forecast to be lower than under the current strategy this would not necessarily result in no new employment land. What lower growth does indicate is that the current level of growth might not be sustained. There may still be requirement for some additional employment land up to 2036, depending on the availability and attractiveness of existing land supply.

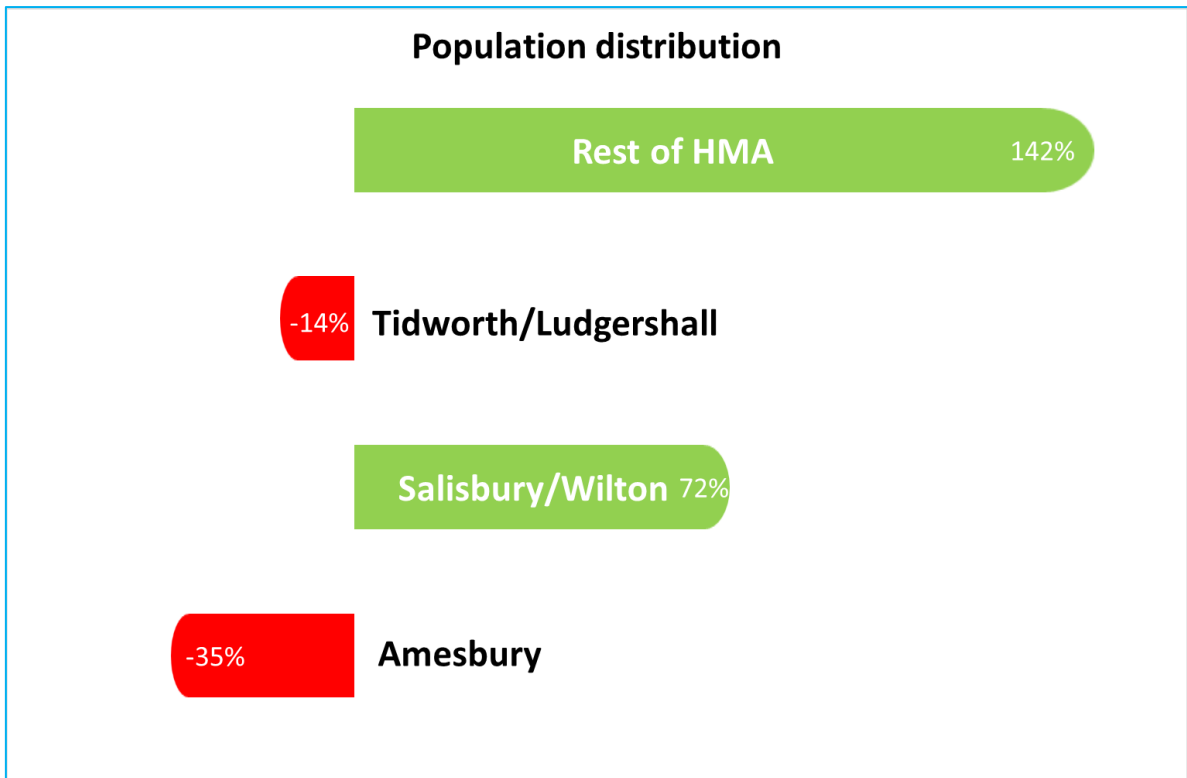
Conclusion

82. Economic forecasts all suggest a higher share of both housing and employment growth being apportioned to **the rest of the HMA** and less to the main settlements of **Salisbury/Wilton** and **Tidworth/Ludgershall**. **Amesbury** is an exception in terms of planning for a proportionate increase in employment growth but a minor decrease in housing growth.

Social Aspects

How well does the distribution of housing match where people live and registered affordable housing needs?

83. **Population** - This analysis compares the population distribution of the HMA to the distribution of housing if the current strategy was rolled forward.
84. Most needs for new homes will arise where most people live. The analysis shows how much the current population distribution suggests a higher or lower proportion of growth than that suggested by rolling forward the current strategy.
85. **Affordable housing** - Delivering affordable housing is an important outcome sought by the Local Plan. The housing register, at any point in time, provides a snapshot of the distribution of the need for affordable dwellings. The analysis compares a distribution based on need, as expressed on the register, with rolling forward the current strategy and suggests where scale of growth might need to be higher or lower.
86. **Population** - The most striking conclusion of a comparison, is the proportion living in the **rest of the HMA**. It indicates potentially that a greater allowance for new homes should be made for rural settlements.
87. A sizeable proportion of the area's population also live in **Salisbury/Wilton** and compared to the current strategy, the extent suggests a higher proportion of growth concentrated at these settlements.

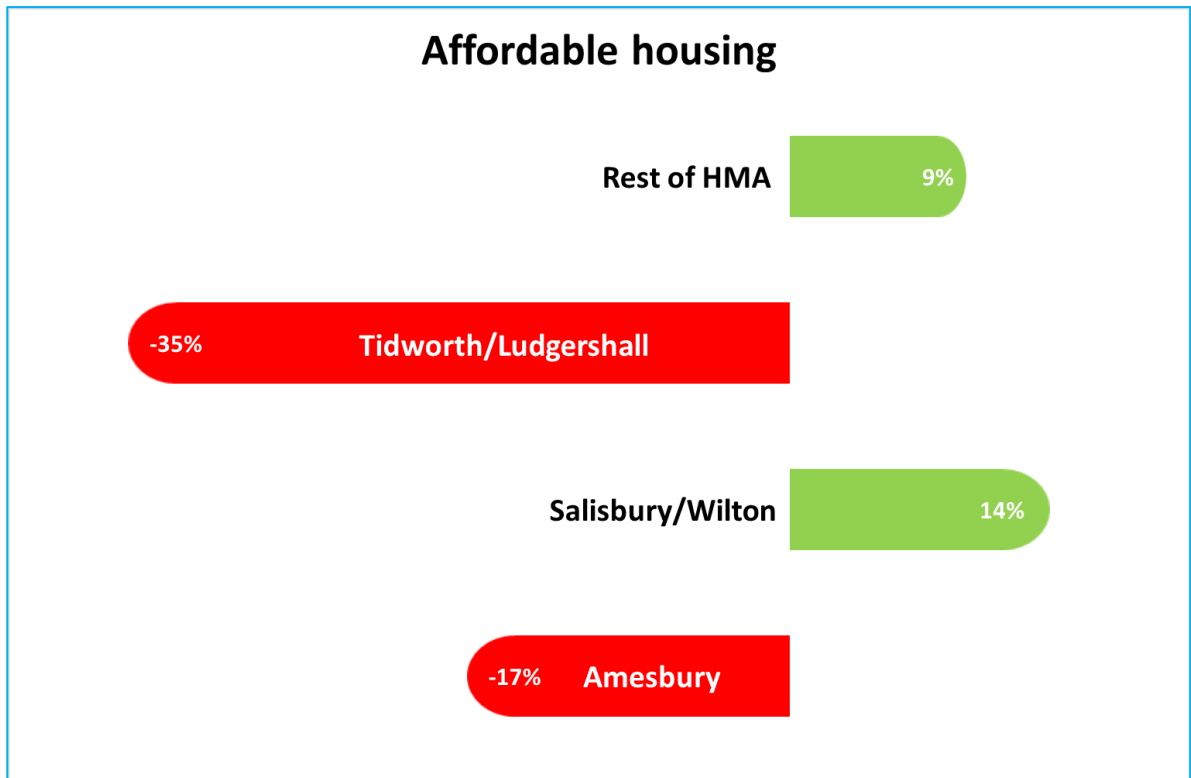


2.

Figure 8 Housing - population distribution (est 2016)

88. Elsewhere scales are less because of the large proportion of the population living outside those main settlements. They are, however most noticeably less at **Amesbury** and, to a lesser extent, **Tidworth and Ludgershall**.
89. **Affordable housing** - The pattern of needs for affordable housing, as measured by a snapshot of preferences¹² listed on the Council's housing register, suggests more homes in **the rest of the HMA** and **Salisbury**, but much fewer in **Tidworth and Ludgershall** and to a lesser extent **Amesbury**.

¹² Preferences on the register at September 2017



3.

Figure 9 Housing - affordable housing (Sept 2017)

Conclusion

90. Assessments suggest a higher share of growth for the **rest of the HMA** and less for the main settlements. Housing register preferences suggest the same, except for **Salisbury**, with much less at **Tidworth and Ludgershall**.

Development of Alternative Development Strategies

91. The information collated in relation to the 'place based assessment' and 'potential scales of growth' use a baseline of rolling forward the current strategy. The results are summarised in the table and an informed planning judgement is therefore made what alternatives to test.

	Place based assessment							Assessment of Potential scales of growth					
	Environmental aspects				Infrastructure			Deliverability		Economic aspects		Social aspects	
	Biodiversity	Landscape	Heritage	Flooding	Education	Transport	Consultation	Trends	Land availability	Housing	Employment	Population	Affordability
Salisbury and Wilton	Green	Green	Green	Yellow	Yellow	Green	Yellow	Red	Green	Green	Red	Green	Green
Amesbury	Green	Green	Yellow	Green	Red	Yellow	Yellow	Green	Green	Red	Green	Red	Red
Tidworth and Ludgershall	Green	Green	Green	Yellow	Green	Green	Green	Red	Green	Red	Red	Red	Red
Rest of HMA							Green	Green	Yellow	Green	Green	Green	Green

4.

Indicators for growth	
Higher	Green
Neither higher or lower	Yellow
Lower	Red
No information	

5.

Figure 10 Summary of results

92. The assessment takes into consideration economic, social and environmental factors as well as delivery and infrastructure constraints. A settlement might accommodate less growth because of the high risk of unacceptable impacts on a nationally protected habitat. The assessment may show little evidence to change the current strategy, but in some cases the results could also pull in opposing directions.

There may be forecasts to support increased growth, but environmental or infrastructure constraints also suggest less. In summary, the assessment process suggests alternatives that should include the following:

Locations	Summary conclusion	Higher or Lower than rolling forward the current strategy
Salisbury and Wilton	<p>Public consultation responses showed concern to support the City’s economic base and evidence of sustained pressures for development. Many were also concerned that the City could not support further growth both environmentally and in terms of infrastructure. Flood risk is a potential risk</p> <p>Despite lower growth forecast for employment compared to current strategy levels, and poor past performance, it would be sensible to test a higher growth alternative, at least in terms of housing provision, recognising local needs for affordable housing and recognising continued pressures for development. This also recognises levels of existing employment and housing land supply; the level of housing commitments is so significant¹³ that it is not reasonable to test a growth alternative that is too low.</p>	Higher
Amesbury	<p>Economic forecasts indicate a smaller share of housing growth, although there is a strong track record of employment and housing delivery. Rolling forward the current strategy involves a lower assessment of overall need sufficient to test a continuation of recent growth rates.</p> <p>There are heritage and landscape risks and education capacity may also be a constraint. It would instead be sensible to test a period of consolidation that plans for a lower rate of growth. Again, however, scope is limited by the scale of land already in the pipeline.</p>	Lower
Tidworth and Ludgershall	<p>Economic forecasts as well as population and housing needs assessments suggest a substantially smaller share of HMA growth. Housing delivery has not been strong despite a significant supply of land. It would be appropriate to test a lower rate of growth, although, as elsewhere, scope to do so may be restricted by the current level of housing commitments.</p>	Lower

1. ¹³ This is the case even if the Churchfields site were excluded from consideration and 1000 dwellings are removed from the supply of developable land

Rest of HMA	The vast majority of indicators support testing a higher share of HMA growth. This could take a combination of possible forms: of a more dispersed pattern of growth; a focus on business cluster locations (Porton Down and Boscombe) or the opportunity for a new settlement.	Higher
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Table 10 Summary of conclusions

Alternative Development Strategies

Using these reasons and assumptions, the following alternatives allow testing of a range of choices about the future of the area. The forecast scale of need for employment land is marginally higher than the overall amount already available in the land supply. Additional requirements are set where necessary to test where the evidence has identified specific needs.

SA-A Roll forward the Wiltshire Core Strategy Distribution of homes and jobs

Method

Housing and employment land requirements are reduced by 11% and distributed pro-rata rolling forward the current strategy.

New employment land proposed only at Salisbury/Wilton and Tidworth and Ludgershall.

Justification

The current strategy distribution has not been challenged as unreasonable, although there may be issues to resolve to ensure its delivery.

There would be limited encroachment into the countryside over and above land already earmarked for development. Rolling forward the current strategy was seen as presenting lower levels of environmental risk. This is largely due to the high proportion of land that has already been identified and, consequently, its environmental effects already considered in detail.

Risks

The approach duplicates the current Wiltshire Core Strategy distribution without reviewing its effectiveness. Housing delivery has been slow at Salisbury because of the lead in times to deliver complicated mixed-use allocations. Although progress has begun to be reflected in housing and supply data in recent years there remains a risk that unforeseen constraints could slow down progress. The Wiltshire Housing Site Allocations Plan has mitigated some of this risk.

Housing delivery could exceed the assessed scale of housing need because the Wiltshire Core Strategy enables development to also come forward within existing settlement boundaries. This may result in unforeseen pressures on local infrastructure and services.

Current lack of deliverable employment land may continue as the market has been delivering employment land at Solstice Park, Amesbury. This option would not capitalise on this opportunity. The ELR explicitly notes the employment opportunities linked with Boscombe Down although no additional allocations are recommended in the study.

Principal Settlement/Market Town	Housing	Employment	
	Requirement (dwellings)	Residual	Additional requirement (ha)
Salisbury/Wilton	5390	489	8
Amesbury	2170	941	-
Tidworth/Ludgershall	1555	345	2
Rest of HMA	1855	970	-
Total	10975	2745	10

SA-B Focus on Salisbury

Method

Scales of housing development at Amesbury, Tidworth and Ludgershall are constrained to around the levels of commitments, while rest of HMA reflects assessed need (-11%). The residual need is met at Salisbury/Wilton (from about 5,400 homes in SA-A to about 6,700 homes).

Justification

This alternative looks more to continuing recent growth rates at Salisbury/Wilton over the plan period. The focus on Salisbury/Wilton may only result in slightly less of a reduction in growth than the pro-rata reduction above.

Nonetheless, it suggests that environmental impacts can be addressed but this is an important area to test. It also suggests that existing and new infrastructure can support development. Although there are areas of concern, such as the capacity of the local transport network, Salisbury has been a main focus for infrastructure investment over many years and it would be sensible and economic to invest based on this foundation.

The approach places less emphasis upon Amesbury compared to Salisbury. This reflects concerns raised in consultation that preferred a direction aiming to ensure suitable infrastructure exists. It also recognises the relatively greater environmental risks at Amesbury compared to other towns (although the low levels of growth mean this remains moderate.) There is more limited secondary school capacity compared to other towns in the HMA and much smaller pool of short term land opportunities.

The economic prospects of Tidworth and Ludgershall suggest lower rates of development and so requirements for employment land align with current land supply. This does not apply to the rest of the HMA.

Risk

There would be further encroachment into the countryside at Salisbury over and above land already earmarked for development which will need to be tested.

Consultation responses identified concerns about the impact of development on the highway network at Salisbury. Although the scale of growth proposed over and above existing commitments is relatively low, the impact on the highway network will need to be tested.

Housing delivery has been slow at Salisbury because of the lead in times to deliver complicated mixed use allocations. Although progress has started to be reflected in housing land supply data in recent years there remains a risk that unforeseen constraints could further delay delivery. The Wiltshire Housing Site Allocations Plan seeks to mitigate some of this risk by bringing forward reserve sites and smaller site opportunities at Salisbury.

Housing delivery is likely to exceed proposed requirements at Amesbury and Tidworth and Ludgershall because the Wiltshire Core Strategy enables development to come forward in locations permitted by policy, e.g. within the existing settlement boundaries .

There would be some additional employment land allocated at Salisbury taking into account current supply. However there would be no additional allocations anywhere else which would ignore the evidence on additional need in the rest of the HMA, and the potential that exists at Amesbury

Principal Settlement/Market Town	Housing		Employment
	Requirement (dwellings)	Residual	Additional requirement (ha)
Salisbury/Wilton	6650	1748	10
Amesbury	1230	0	-
Tidworth/Ludgershall	1210	0	-
Rest of HMA	1885	997	-
Total	10975	2745	10

SA-C Focus on the Rest of the HMA

Method

Housing growth at Amesbury and Tidworth and Ludgershall are constrained to around the current levels of commitments, while Salisbury/Wilton reflects assessed need (-11%). Remaining balance of housing needs focussed on the rural area.

For employment, the rest of the HMA accommodates growth which follows development trends for small scale employment growth in the rural parts of the HMA.

Justification

Evidence indicates that a more significant proportion of economic activity, as well as the resident population in the HMA, lie outside the main settlements than rolling forward the current strategy would envisage. This alternative is justified as a closer match to the current distribution of the population and economic activity. Planning for the future would mirror this pattern without seeking such a greater focus on the main settlements in the HMA. Several responses from rural communities also expressed a wish for a less restrictive approach to development and this alternative expressly provides this.

Reducing levels of housing growth at Salisbury, Amesbury and Tidworth/Ludgershall enables a period of consolidation at each settlement and allows the plan to focus on other issues within the urban area alongside the delivery of current strategic sites. At Salisbury/Wilton, this alternative responds to consultation comments suggesting further large scale urban extensions to the City should be avoided if possible. At Amesbury this responds directly to consultation responses which suggest there is little scope for further growth at Amesbury due to the lack of available space for sites.

The scale of development envisaged for the rest of the HMA would take the form of a number of sites determined in large part through the preparation of Neighbourhood Plans.

Given high level of outstanding commitments in terms of employment land the bulk of the limited residual requirement is met in the rest of the HMA.

Risk

This alternative would have a greater reliance on neighbourhood plans to deliver the rest of the requirement rather than specific local plan allocations. However, the rate of housing development would be less than recent years but its location would not necessarily be located toward the most sustainable locations.

Housing delivery may exceed proposed requirements at Salisbury, Amesbury and Tidworth and Ludgershall because the Wiltshire Core Strategy enables development to come forward in locations permitted by policy, e.g. within the existing settlement boundaries.

Principal Settlement/Market Town	Housing	Employment
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	Requirement (dwellings)	Residual	Additional requirement (ha)
Salisbury/Wilton	5390	489	3.5
Amesbury	1230	0	-
Tidworth/Ludgershall	1210	0	0.5
Rest of HMA	3145	2256	6
Total	10975	2745	10

SA-D Boscombe/Porton New Community

Method

Housing at Salisbury/Wilton, Amesbury and Tidworth and Ludgershall is constrained to current levels of commitments. Recognises that employment growth has taken place in the Boscombe and Porton area and directs housing growth to a new community related to this economic potential.

New employment land proposed only at Boscombe and/or Porton noting the specialist nature of activities that could warrant creating more high-quality employment here. They are likely to attract regionally and nationally significant employment that would not consider locating elsewhere in Wiltshire.

A scale of 2000 dwellings at a new settlement is considered a realistic contribution toward the end of the plan period given likely lengthy lead in times.

Elsewhere additional housing development is geared to existing commitments at Salisbury/Wilton, Amesbury, Tidworth and Ludgershall. There is a significant decrease in housing provision in the rest of the HMA.

Some land for employment development is proposed in Salisbury to reflect the recommendations of the ELR but the majority of new employment land is directed to support the role of a new community.

Justification

The scope for development at existing settlements may be so constrained that longer term it is appropriate to develop a new settlement in a less constrained setting.

The ELR explicitly notes the potential to create more specialist, high quality employment at Porton and Boscombe Down. There is evidence therefore of significant potential for employment growth outside existing settlements, notably at Boscombe and Porton Down business clusters. This might form a basis for a new community with good prospects for high levels of self-containment.

Risks

The approach carries a number of significant risks relating to the need for major infrastructure provision. There are limited locational opportunities and most of South Wiltshire has environmental constraints upon development to greater or lesser degrees.

The lead in times for the development of a new community, particularly given that no site has been identified, are likely to be lengthy. This may jeopardise meeting needs arising in the plan period and lead to ad hoc development taking place within the HMA.

Housing delivery could exceed the assessed scale of housing need because the Wiltshire Core Strategy enables development to also come forward within existing settlement boundaries. This may result in unforeseen pressures on local infrastructure and services.

Principal Settlement/Market Town	Housing		Employment
	Requirement (dwellings)	Residual	Additional requirement (ha)
Salisbury/Wilton	4900	0	2
Amesbury	1230	0	-
Tidworth/Ludgershall	1210	0	-
Rest of HMA	1635	745	-
New Community	2000	2000	8
Total	10975	2745	10

Annex 1 Summary of assessment method

- The assessments look at potential impacts upon each place and how development trends compare to those anticipated by the new evidence. Impacts involve looking at what additional land requirements there would be for growth over and above what can already be accounted for with planning consent or plan allocations. The results of public consultation also help to highlight where alternatives may need to be considered because this has raised new issues and opportunities. As mentioned above, the result of each assessment method might indicate a higher or lower rate of growth in the future for a particular settlement. The assessment takes into consideration economic, social and environmental factors as well as delivery and infrastructure constraints.

Potential impacts <i>Place based assessment</i>	Development trends <i>Assessment of different scales of growth</i>
<p>Biodiversity: what is the risk of harming local biodiversity?</p> <p>(Source: advice from specialists based on published information)</p>	<p>Trends: How does forecast housing need compare with what has actually happened?</p> <p>(Source: implied future rates of development compared to actual past rates)</p>
<p>Landscape: what are the risks of harm to the character and attractiveness of the local landscape?</p> <p>(Source: advice from specialists based on published information)</p>	<p>Land availability: Is there land to continue the current strategy?</p> <p>(Source: future scale of housing and employment need compared to the amount already committed)</p>
<p>Heritage: what is the risk of harming heritage assets?</p> <p>(Source: advice from specialists based on published information)</p>	<p>Economy: housing and employment</p> <p>Do economic forecasts predict a need for more employment land or new homes than the current strategy?</p> <p>(Source: rolling forward the current distribution of development compared to forecast pattern of job growth)</p>
<p>Flooding: what is the likelihood of unacceptable risks of flooding?</p> <p>(Source: advice from specialists based on published information)</p>	<p>Social: population and affordable housing</p> <p>Are homes provided where people live and where there are the most needs for affordable homes?</p> <p>(Source: rolling forward the current strategy compared to the distribution of the population and registered needs for affordable homes)</p>
<p>Infrastructure: can the current strategy be supported by secondary school capacity and the local transport network?</p> <p>(Source: advice from specialists based on published information. An estimate of the number of years until secondary capacity is reached.)</p>	

<p>Consultation responses: what are the new issues and opportunities?</p>	
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(Source: summary reports of public consultation)

Annex Two: Transport Assessment Definitions

Rail Station

Defined as located within the urban extent of the settlement and has a usable passenger function. Affording residents direct access to the passenger rail network, for Wiltshire and national journeys.

Key Bus Route Network

As defined in Core Policy 2, Fig 4.1A. A settlement should have at least 1 Key Bus route within the urban extent of the settlement. The KBRN gives residents a regular public transport option to key destinations both locally and within the South West. Where the KBRN is not located directly within the settlement some officer judgement has been used to enable access to the network by reasonable walking distance (est. 400m).

Freight Network

As defined in Wiltshire Freight Strategy 2011-2026, the advisory freight network is included as a factor of the level of servicing a new development (both in construction and occupation) that may be required and ensuring that such developments have access to preferred routes for HGV traffic. Settlement should have at least 1 advisory freight route within the urban extent of the settlement. Some officer judgement has been used to enable access to this network by reasonable estimated direct road distance (500m), where the route does not fall directly within the settlement boundary.

Primary Route Network

The primary route network (PRN) designates roads between primary destinations with the aim of providing easily identifiable routes to access the whole of the country. Primary routes are marked green on most road maps, as opposed to the more common red of an ordinary A road. The inclusion of PRN recognises the settlements linkage to the wider road network and its potential for further capacity. Settlement should have at least 1 PRN within the urban extent of the settlement. Some officer judgement has been used to enable access to this network by reasonable estimated direct road distance (500m), where the route does not fall directly within the settlement boundary.

Town Cycle Network

As defined in Wiltshire Council Cycle Strategy 2014, Appendix 1 To enable residents within a settlement access to easy internal and inter-urban journeys servicing new and existing developments.