Salisbury River Park Masterplan

Consultation Report

April 2021

A plan developed in partnership between
Wiltshire Council, the Environment Agency
& Swindon and Wiltshire Local Enterprise Partnership

Swindon & Wiltshire LOCAL ENTERPRISE PARTNERSHIP | HM Government | Environment Agency | SALISBURY CITY COUNCIL | Wiltshire Council

Contents

1. Introduction

1.1. The Salisbury River Park project is a collaborative project between Wiltshire Council and the Environment Agency to deliver flood risk alleviation, environmental improvements and public realm enhancements around the River Avon through central Salisbury.

1.2. The vision for the River Park is to deliver a legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The River Park will better connect the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. It will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change. Delivery of the Salisbury River Park project forms one of the central pillars of the Salisbury Central Area Framework (CAF), which presents a series of recommendations to help the city recover from the 2018 nerve agent attacks and the 2020 Covid-19 pandemic. The Salisbury CAF was endorsed by Wiltshire Council in August 2020, with the support of partner organisations including Salisbury City Council, the MP for Salisbury, and Salisbury Business Improvement District (BID).

1.3. The River Park is separate from, but nonetheless linked to Wiltshire Council's strategic objective to redevelop Salisbury's central car park as part of the Maltings and Central Car Park (MCCP) strategic allocation set by the Wiltshire Core Strategy. A masterplan for the MCCP site was endorsed by the council in June 2019, which included a requirement to deliver flood risk alleviation and biodiversity.

1.4. The Salisbury River Park proposals were the subject of public consultation that took place between Thursday 19th November 2020 and Friday 8th January 2021. This document analyses the feedback received and provides detail of where changes have been made as a result of the consultation.

1.5. The consultation was split into two parts:

- Part 1: asked for feedback on the draft Salisbury River Park Masterplan, which sets the guiding principles for the development of the whole of the River Park, to be delivered over a number of phases. Alongside the masterplan a draft Habitat Regulations Assessment Screening report was also published for comment.

- Part 2 asked for feedback on the Environment Agency's draft detailed proposals for Phase 1 of the River Park that will form part of a planning application in 2021.

1.6. A summary of the responses relating to Part 2, the Environment Agency's proposals for Phase 1 of the River Park project are set out in a separate report by the Environment Agency. This consultation report details the consultation responses received on the masterplan only.

2. Purpose of this report

2.1. The purpose of this document is to explain how the consultation process was carried out; to summarise responses and issues arising insofar as they relate to the Salisbury River Park Masterplan; and to provide officer responses to the issues raised, highlighting how these have shaped the final version of the Salisbury River Park Masterplan.

3. How to use this document

3.1. This Consultation Report is broken down into a series of sections and appendices, as follows:

- Section 4 summarises briefly the previous rounds of consultation with respect to the Salisbury River Park
- Section 5 sets out the methodology for carrying out the consultation.
- Section 6 sets out a summary of the consultation feedback, alongside Wiltshire Council officer responses.
- The appendices to the Consultation Report set out further details in respect of the consultation process and provide a full record of the responses received.

4. Summary of previous rounds of public consultation

4.1. This public consultation follows three earlier stages of consultation on the River Park Project:

- First public consultation on the Salisbury CAF, 27th June – Friday 9th August 2019. This consultation sought feedback on the concepts and initiatives of the CAF, including the concept of the Salisbury River Park[1]. A significant majority of respondents were in agreement that the River Park would deliver a range of benefits for the city.
- Informal public consultation on Phase 1C and 1D of the Salisbury River Park, Thursday 21st November – Friday 2nd December 2019. This was an informal and locally specific consultation on three possible designs for the Phase 1C and 1D area at Ashley Road Open Space and Fisherton Recreation Ground. The consultation offered a range of three possible design options, including Option 1, flood alleviation infrastructure but with minimal other changes to the existing layout of the area to Option 3, with flood alleviation infrastructure together with increased habitat creation and rewilding. Option 2 offered a midway option between the two. Approximately 75% of respondents were in favour of Option 3.
- Second public consultation on the Salisbury CAF, Thursday 16th January – Friday 28th February 2020[2]. This consultation sought further feedback on the refined CAF proposals, including detailed proposals for Phase 1 that were presented by the Environment Agency. Of the responses received, there was a significant level of support for the project, with 91% in support of delivering the River Park.

5. Consultation methodology

5.1. The Salisbury River Park proposals have been the subject of public consultation that took place between Thursday 19th November 2020 and Friday 8th January 2021.

5.2. This public consultation was split into two parts:

[1] Available from: https://www.wiltshire.gov.uk/media/4507/Link4-SalisburyCAF-Consultation-Report-2019/pdf/Link4_SalisburyCAF_Consultation__Report_2019.pdf?m=637435629128400000

[2] Available from: https://www.wiltshire.gov.uk/media/4508/Link3-App-C-SalisburyCAF-Consultation-Report-2020/pdf/Link3_App.C_SalisburyCAF_Consultation_Report__2020.pdf?m=637435629126570000

Part 1: Draft Salisbury River Park Masterplan

5.3. Part 1 asked for feedback on a draft of the Salisbury River Park Masterplan prepared by officers at Wiltshire Council. Alongside the masterplan a draft Habitat Regulations Assessment Screening report was also published for comment.

Part 2: Phase 1 draft detailed proposals

5.4. Part 2 asked for feedback on detailed plans for Phase 1 of the Salisbury River Park prepared by the Environment Agency. This related to land at:

- Salisbury's central car park and coach park (Phases 1a and 1b (in part)); and
- Ashley Road Open Space and Fisherton Recreation Ground (Phases 1c and 1d).

5.5. This part of the project is led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council, and with funding in part from the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) via the Local Growth Fund.

5.6. A summary of the responses relating to Part 2, the Environment Agency's proposals for Phase 1 of the River Park project are set out in a separate report by the Environment Agency.

5.7. In November 2020 Wiltshire Council and the Environment Agency embarked on a period of consultation on a draft masterplan for the Salisbury River Park, and draft detailed proposals for Phase 1a, 1b (in part), 1c and 1d of the River Park.

5.8. The two elements of the consultation were distinct from one another with the masterplan being led by the council and the Phase 1 detailed proposals being led by the Environment Agency. Because of the dependencies of each element of the consultation on each other it was decided that a single consultation event should take place, encapsulating both elements of the project. It was felt this would be easier to understand to a member of the public coming to the project afresh and would also enable efficiencies to be made.

5.9. The consultation followed the prescription outlined for the preparation of Supplementary Planning Documents in Wiltshire Council's Statement of Community Involvement (SCI)[3]. In July 2020, the council adopted a Temporary Arrangements supplement to the SCI[4] which presents an interim approach to public consultation in light of the restrictions imposed due to the Covid-19 pandemic, designed to minimise the requirement for face-to-face contact and physical handling of documents. The programme for public engagement on the Salisbury River Park was prepared in accordance with the Temporary Arrangements supplement to the SCI.

5.10. The council invited consultation responses between Thursday 19th November 2020 and Friday 8th January 2021.

Who was consulted?

[3] Wiltshire Council Statement of Community Involvement (SCI), July 2020, available at: https://www.wiltshire.gov.uk/media/4622/Wiltshire-Statement-of-Community-Involvement-2020/pdf/DM20_535_-_Statement_of_Community_Involvement_part_1_online6.pdf?m=637348359568430000

[4] Wiltshire Council Statement of Community Involvement (SCI), Temporary Arrangements Supplement, July 2020, available at: https://www.wiltshire.gov.uk/media/4223/Statement-of-Community-Involvement-Temporary-Arrangements-2020/pdf/Statement_of_Community_Involvement_Temporary_Arrangements.pdf?m=637335218466200000

5.11. Organisations, groups and individuals set out within the Regulations[5] and the SCI were notified of the start of the consultation period and how to comment.

5.12. Because the River Park relates to Salisbury only, it was decided that the consultation should be focussed only on parts of Wiltshire that are likely to be affected by the project. As such, the consultation outreach was focussed on the Salisbury, Wilton, Amesbury and Southern Wiltshire Community Areas.

5.13. Due to the geographic location of Salisbury – being relatively close to the administrative boundaries of Dorset Council, New Forest District Council, New Forest National Park Authority and Test Valley District Council – notifications were also sent to parish councils in these areas that were considered likely to have an interest in the Salisbury River Park.

How were people consulted?

5.14. Consultees were made aware of the consultation through a variety of channels, including direct notifications by email or post to relevant consultees on the council's consultation database. A copy of the email/letter that was sent out to consultees can be viewed at **Appendix A**.

5.15. Opportunities for engagement with the consultation process were also widely advertised prior to commencement and included:

- Announcements about the Salisbury River Park on the Wiltshire Council website, the Environment Agency's website and Salisbury City Council website. See **Appendix B**.
- A public notice in the Salisbury Journal newspaper and on their website. See **Appendix B**.
- Announcements through Wiltshire Council e-newsletters. See **Appendix C**.
- Social media communications. See **Appendix D**.
- Posters around the site – See **Appendix E**
- Additional publicity was generated through articles in the Salisbury Journal and on their website.

5.16. Consultees were informed that the consultation material was available to view on Wiltshire Council's website. Paper copies were also posted out on request.

5.17. In addition, Wilshire Council and the Environment Agency hosted two online webinar events on Tuesday 24th November 2020 at 6:00pm, and Tuesday 15th December 2020 at 2:00pm. This comprised a presentation followed by a question and answer session. Both were well attended, with approximately 45 attendees at the first event and 39 attendees at the second event. Following the webinars, a recording of the webinar was published on you tube with a link from the council's website together with a copy of the presentation and a transcription of questions and answers at the two session. A copy of the question and answer documents can be found at **Appendix F**.

5.18. Representors were offered several ways to respond to the consultation. An online survey could be completed and submitted via Wiltshire Council's website. Alternatively, a copy of the survey or letter could be submitted by email or post. A copy of the survey can be viewed at **Appendix G**. Respondents could also submit written comments by letter or email. A transcript of all consultation responses received are available at **Appendix H.**

5.19. The consultation was widely accessible to a broad range of people, thereby offering ample scope for all those with an interest in developing the proposals for the Salisbury River Park to comment.

[5] The Town and Country Planning (Local Planning) (England) Regulations 2012

6. Summary of responses and issues arising

6.1. Over the consultation period 185 duly made representations were received.

Analysis of consultation topics

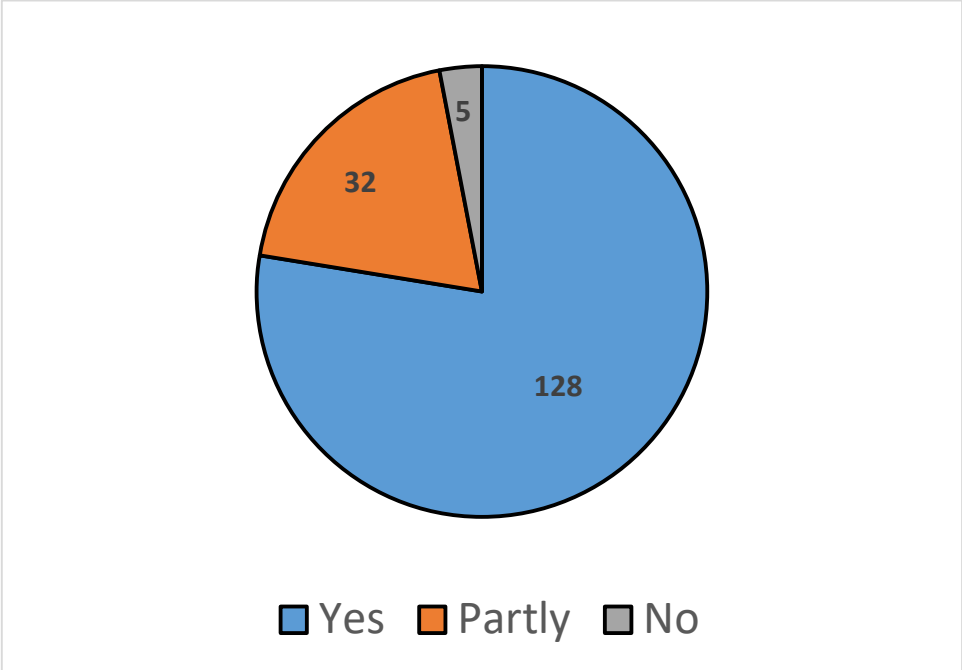
6.2. The following section sets out a summary and analysis of the consultation responses that were received in relation to the Salisbury River Park Masterplan. This covers questions 1 to 5 of the consultation form. A summary and analysis of the responses relating to the Environment Agency's draft proposals for Phase 1 of the River Park has been produced separately by the Environment Agency and has been published as part of the planning application to the River Park phase 1. The relevant planning application number is PL/2021/03601[6]This addresses questions 6 to 17 of the survey form.

6.3. The summary and analysis of responses relating to the Salisbury River Park Masterplan is set out in the order of the questions that appeared in the consultation survey.

6.4. A small number of written statements and letter responses were received that did not follow the layout of the survey. A summary and analysis of these responses is also included within the following section, under the relevant topic heading.

Question 1

6.5. Question 1 asked: *Overall, do you support the proposals that are set out in the Salisbury River Park?*



6.6. Of those responding to Question 1, a significant majority were in support of the masterplan. The strength of support for the project is noted. A number of respondents noted that that they 'partly' supported the proposals set out in the masterplan. The majority of these respondents went on to explain in their

[6] Available from: https://development.wiltshire.gov.uk/pr/s/planning-application/a0i3z0000157Asl/pl202103601

responses to the subsequent questions the elements of the masterplan that they did not support or were unsure about.

Question 2 and 3

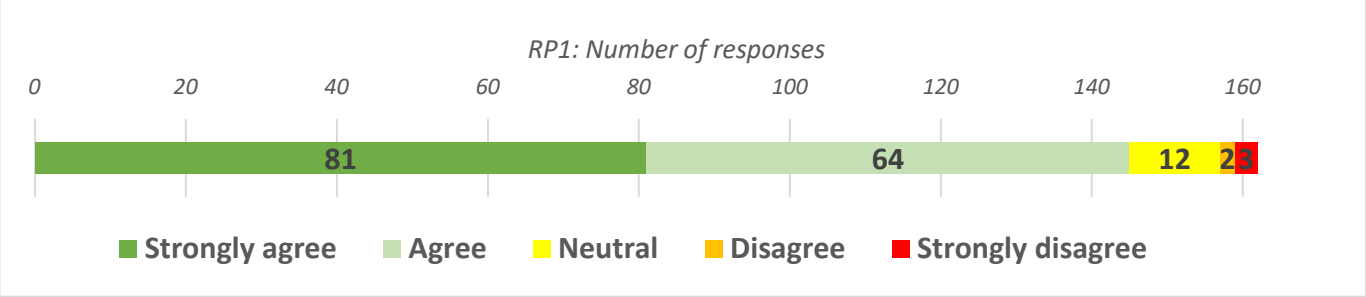
6.7. Question 2 asked: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles?*

6.8. Question 3 invited respondents to *provide any further feedback you would like to give about the General Development Principles.*

6.9. Of those responding to Question 2 and 3, the following feedback was given to the specific General Development Principles.

RP1 Biodiversity

6.10. Responses to Question 2 *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP1 Biodiversity* showed a significant level of support for the general development principle as worded. A small number of respondents expressed a neutral opinion, and a very small number expressed disagreement.



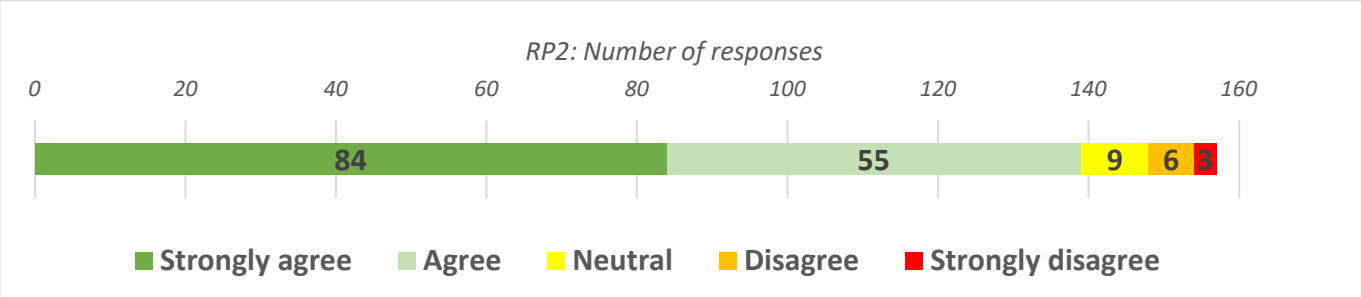
6.11. Responses to Question 3, written feedback relating to *RP1 Biodiversity:*

No. responses	Responses	Wiltshire Council Officer comment
1	Condition the integration of swift nest bricks which can be used by a variety of urban bird species and bat bricks into all new developments residential and business.	Where appropriate, this would be supported, to be considered at planning application stage. **Change to Masterplan:** Amend page 20 RP4 bullet 3 to read 'Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks'.
1	Pesticides and chemicals would be disastrous for this area. The line 'providing ongoing maintenance for all of the above', maintenance to not include cutting down or ripping up existing wildlife.	Noted. The masterplan confirms that the development of the site will be underpinned by green infrastructure that actively pursues opportunities to create biodiversity opportunities within the site. Wiltshire Council

No. responses	Responses	Wiltshire Council Officer comment
1	Landscaping and planting should be appropriate, Invasive species must be avoided. Design must allow easy maintenance.	will continue to work with the Environment Agency and Natural England on the emerging strategy for the green corridor and maintenance will be a part of these considerations and plans.

RP2 River improvements

6.12. Responses to Question 2 *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP2 River improvements* showed a significant level of support for the general development principle as worded. A small number of respondents expressed a neutral opinion, and a small number expressed disagreement.

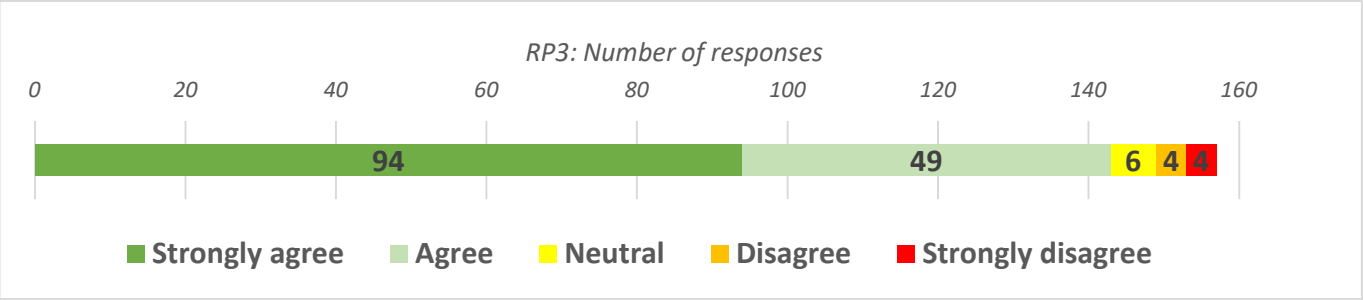


6.13. Responses to Question 3, written feedback relating to *RP2 River improvements:*

No. responses	Responses	Wiltshire Council Officer comment
1	Removing hard engineering - is too ambitious, need a combination of both soft and hard engineering.	Not necessarily all will be removed. The 'hard engineering' referred to includes ageing metal infrastructure such as the radial gates to the north of the coach park. In some cases, the structures are a maintenance liability and will soon be no longer fit for purpose. Furthermore, some of the hard engineering is aesthetically crude and intrusive and may act as a barrier to delivering the goals of an ecological and recreational green river corridor through the centre of Salisbury. The radial gate also acts as a barrier to fish passage.
1	Strongly agree with this objective	Noted.

RP3 Flood risk

6.14. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP3 Flood risk* showed a significant level of support for the general development principle as worded. A very small number of respondents expressed a neutral opinion, and a small number expressed disagreement.



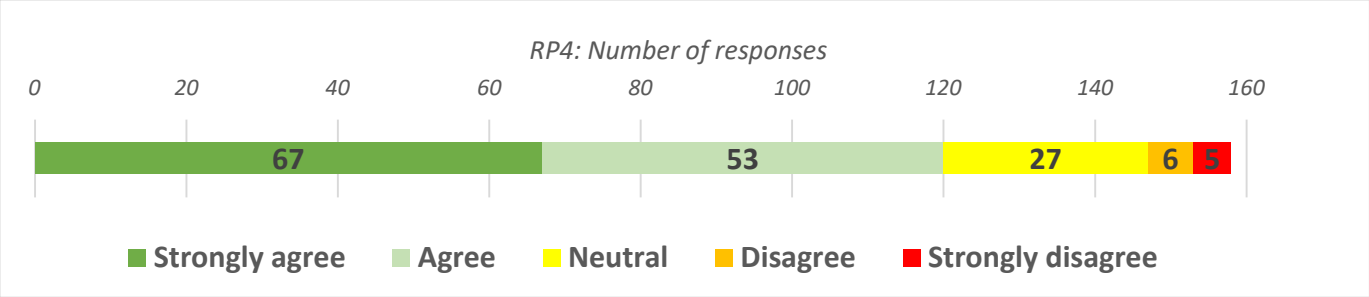
6.15. Responses to Question 3, written feedback relating to *RP3 Flood risk:*

No. responses	Responses	Wiltshire Council Officer comment
1	Wessex Water support the requirement for development to incorporate sustainable drainage principles and would welcome the opportunity to explore partnership working opportunities to promote Sustainable urban Drainage Systems (SuDS) through either the proposed flood alleviation works or areas of redevelopment.	Support noted. The council is keen to continue to work closely with Wessex Water as the project progresses.
1	The principles of WSUD and the four pillars of SuDS should be applied more widely, beyond the River Park Interface Zone, to cover the whole of Salisbury and adjoining built up areas. It should form part of emerging Local Plan for Wiltshire or be at least a policy requirement of the Salisbury Neighbourhood Development Plan.	Comments noted. The masterplan can only address land that is of relevance to the River Park area. It is agreed that SuDS principles should be applied generally to development and indeed the council's Core Strategy requires a sustainable approach to surface water drainage, with development expected to incorporate SuDS such as rainwater harvesting, green roofs, permeable paving, and ponds, wetlands and swales, wherever possible. The policy approach to SuDS could be further enshrined within the Salisbury Neighbourhood Development Plan.
1	Recent examples of SuDS in the Salisbury area are more like a series of bomb craters with little apparent thought given to the SuDS pillars of amenity and biodiversity.	Comments on the design approach to SuDS are noted.
1	Is there/will there be any mechanism for monitoring and enforcing the application and management of SuDS schemes?	This will be carried out through the planning process. The proposed design, operation and management of SuDS would be evaluated against local and national policy, then relevant planning conditions could be imposed, which developers would need to adhere to.
1	Concern that flood risk modelling used by the EA/SFRA to predict future flood risk is too conservative based on global modelling of impacts of climate change. Flood mitigation for worst case scenario should be a basic principle and designed and built for now while the opportunity and resources are available.	The flood risk modelling was conducted using industry best practice and included an allowance for climate change. The modelling takes into account a range of climate change allowances for peak river flows based on different possible scenarios, epochs and river

No. responses	Responses	Wiltshire Council Officer comment
		basin districts. For more information see the climate change adaptation guidance[7].

RP4 Integrated development

6.16. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP4 Integrated development* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.17. Responses to Question 3, written feedback relating to *RP4 Integrated development:*

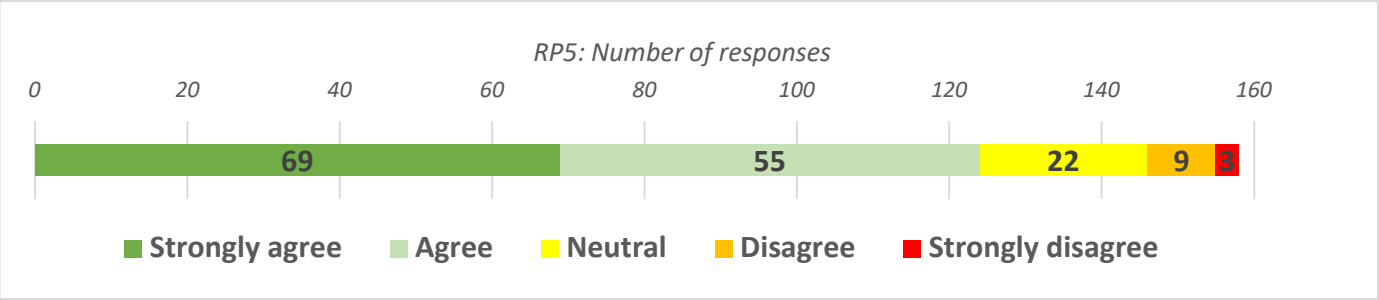
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment in relation to Priory Square / Fisherton Street, this site is shown within the 'interface zone' on p. 15, but there is no further reference to it. The plans for the site of the former shop adjacent to the URC is now in doubt, and COGS would be supportive of plans to convert this into a suitably landscaped open space. This would allow better views of the surrounding buildings – notably the URC church and the Old Infirmary building. It could be an important extension of the River Park and would considerably improve the look and feel of Fisherton Street.	The site is owned privately and has planning permission for a hotel and library and is identified for development within the endorsed MCCP Masterplan. If further planning applications were submitted on the site, the council would be obliged to consider and take into account that the site would be classed as brownfield and had previous commercial uses.
1	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would like to see the 'interface zone' extended to include Crane Street & the Elizabeth Gardens & River Nadder to reflect one of the key aspirations of the CAF for this green/blue infrastructure project which is to reinforce & enhance important north-south links across the city for people & wildlife.	Suggestion noted. The extent of the River Park Interface Zone will be reviewed and the areas suggested incorporated into the interface zone: **Change to masterplan** Amend page 15 of masterplan to incorporate Crane Street, Elizabeth Gardens and parts of the River Nadder into the 'interface zone'.

[7] Flood risk assessments: climate change allowances - GOV.UK, available at: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would like to see the project 'interface zone' extended to include the vacant British Heart Foundation site which would help facilitate the setting up of a temporary urban greenspace by others in this part of Fisherton Street.	This site is already included within the Interface Zone.
1	Condition the integration of swift nest bricks which can be used by a variety of urban bird species and bat bricks into all new developments residential and business.	Where appropriate, this would be supported, to be considered at planning application stage. **Change to Masterplan:** Amend RP4 bullet 3 to read 'Avoiding impacts to and taking opportunities to enhance biodiversity such as through the inclusion of swift nest bricks and bat bricks'.
1	Development should be on existing developed spaces, with biodiversity prioritised. Do not rip up existing wild areas to allow for development.	The aim of the River Park is to increase the area of open space and wild spaces / biodiversity.
1	With RP4, would development be on previously developed land? No sense cutting down trees and bushes when could reuse developed land.	The interface zone forms a zone around the River Park Masterplan area where any development proposed should show how they have considered and contributed to the River Park Masterplan. Given the city centre location it is likely that much of this would be on previously developed land. Existing parks and open spaces are protected for their use through other policies of the Local Plan / Wiltshire Core Strategy.
1	Adding "Vibrancy" needs careful consideration to avoid ideas which quickly become dated or unused and which demand excessive maintenance in future.	Noted. It is felt that with an increased number of people living in the city centre and coming into the city for work this would have a positive impact and provide an economic boost to our local business and thereby creating greater vibrancy.

RP5 Access:

6.18. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP5 Access* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



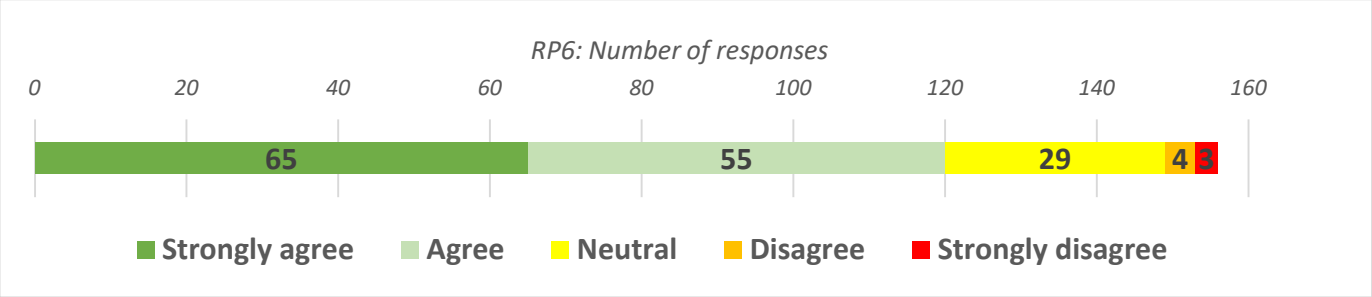
6.19. Responses to Question 3, written feedback relating to *RP5 Access:*

No. responses	Responses	Wiltshire Council Officer comment
1	Phase 4A - MCCP south. It is important to keep open all options for vehicular movements within the site as the needs of the city evolve over time. If progress is made on future pedestrianisation of the city centre, as proposed in the CAF, including the creation of a pedestrian/ cycle link between the Maltings and the Market Square this could require pedestrianisation of Silver Street and Minster Street and a one-way east-west route along Fisherton Street as far as Summerlock approach. The option of a future one-way west-east link road across the MCCP between Summerlock Approach and Avon Approach should be retained for buses, taxis and Blue Badge holders.	It is expected that phase 4A will be delivered alongside the wider regeneration of the MCCP site. When the proposals for land incorporating Phase 4A are considered, this will take into account the needs of the city at that time and follow General Principle RP5 which seeks to ensure that direct, safe and clear access for pedestrians and cyclists are provided through the River Park. The phase 1A proposals for the River Park require the retention of bridge access between Central Car Park and Millstream Approach in order to maintain all future options at this stage.
	When considering north-south walking and cycling routes through the MCCP the requirement for east-west routes must also be considered and extended to include a cycle route from Fisherton Street to Mill Road. There is currently no official north-south route for cyclists in the city between Queen Street in the east and Dews Road in the west. All other routes preclude cycling in this direction- High Street, Water Lane and North Street. Consideration could be given to allowing cycling along Water Lane as part of Phase 2 of the scheme.	As part of the redevelopment of the MCCP site it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site. . However, it is noted that routes along Water Lane or the riverside path behind New Look are limited in terms of space and unlikely to be wide enough for segregated pedestrian and cycle routes. Water Lane is a residential street and would need to avoid potential safety hazards by introducing cycle access. Cycle and walking routes will be designed in accordance with the latest government guidance.

No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) note Sustrans route 45 is routed along the Avon Valley path. Because it is not permissible currently to cycle through the Maltings the route then has to detour through the town. **Route southbound:** Avon Valley Path, Avon Approach, Castle Street, Blue Boar Row, Queen Street, New Canal, High Street (where cyclist should dismount from New Canal to New Street, since cyclists are only allowed northbound and not southbound), Cathedral Close **Route northbound:** Cathedral Close, High Street, Silver Street, Minster Street, Castle Street, Avon Approach, Avon Valley path Route 45 would be considerably improved if a better North South route through the MCCP can be delivered through the River Park proposals. It is suggested that General Development Principle RP5 (Access) on page 21 should be amended to include the following, in addition to the current bullet regarding provision for pedestrians & cyclists: '. Take opportunities to make a more direct and coherent route for NCN 45 through the River Park towards Salisbury Cathedral'.	
1	The development principles need to include more specific reference to provision of a high quality north south cycle corridor from Ashley green to crane street. The corridor should accord with DfT design standard LTN 1/20.	
1	Can the principle of improving visual and physical public access to the river corridor in certain areas, whilst restricting access to ecological sensitive areas, be applied to the whole river network in Salisbury and the wider area?	The River Park Masterplan focuses on a defined area of land; to include a wider area would go beyond its remit.
1	RP5. Cycle routes must be segregated. Cyclists are often dangerous to pedestrians.	RP5 makes clear that cycling and pedestrian routes will be segregated where practicable.

RP6 Public realm

6.20. Responses to Question 2 relating to *RP6 Public realm* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



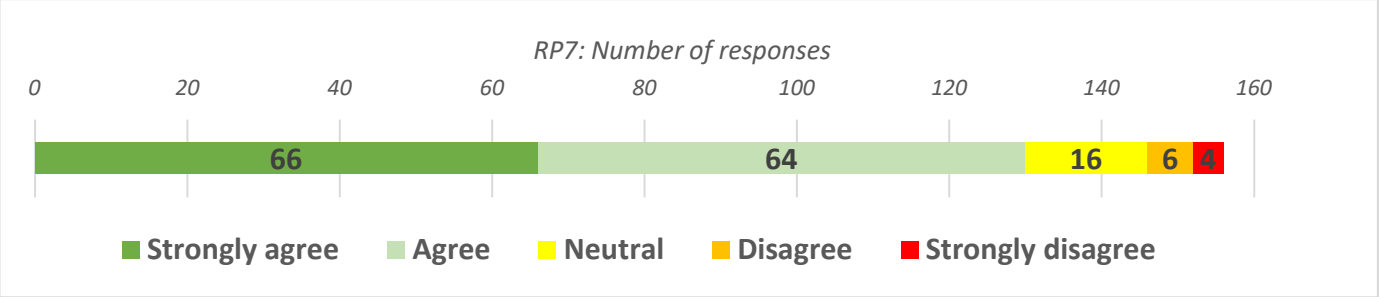
6.21. Responses to Question 3, written feedback relating to *RP6 Public realm:*

No. responses	Responses	Wiltshire Council Officer comment
2	The vacant site on the corner of Fisherton Street and Malthouse Lane (in the interface zone) should be developed as a pocket park. This would enhance the pedestrian route from the railway station and the shopping experience in Fisherton Street.	Any development of the MCCP site should be in accordance with adopted planning policy and the endorsed masterplan. The site is owned privately and has planning permission for a hotel and library.
1	Would like to see RP6 strengthened to address provision of public arts - a reference to enhance the environment, help with public engagement and improve the visitor experience	High quality, relevant and robust public arts could make a fantastic contribution to the River Park and should include opportunities for community involvement. RP6 already makes provision for this.
1	The meaning and quality of "Public Art" need careful definition. Work of high quality is rare and often expensive.	
1	Ordinary "Public Art" often second rate and soon outdated giving run-down feeling to area. More important to ensure existing buildings well maintained so that city appears well cared for.	
1	Quality of design, construction, materials and maintenance of new buildings more important. Good Architecture is itself an "Art".	Agreed but they are not mutually exclusive objectives.
1	Many public buildings are being allowed to deteriorate badly, e.g. Market Cross. They should be cleaned and repaired before money is spent on "Public Art",	Noted. The two issues are independent both in terms of responsibility and financially.

RP7 Public protection and amenity

6.22. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP7 Public protection and amenity* showed a significant level

of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.

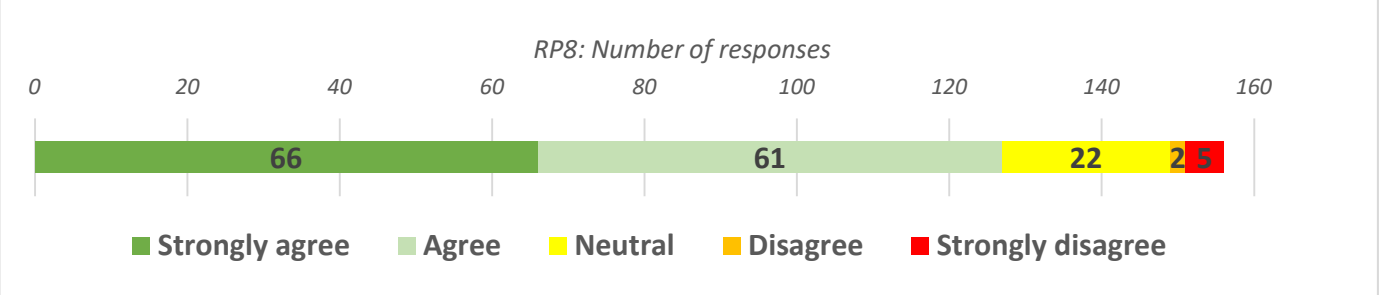


6.23. Responses to Question 3, written feedback relating to *RP7 Public protection and amenity:*

No. responses	Responses	Wiltshire Council Officer comment
0	None received.	N/A

RP8 Management and maintenance

6.24. Responses to Question 2: *To what extent do you agree or disagree with the River Park Masterplan's General Development Principles* relating to *RP8 Management and maintenance* showed a significant level of support for the general development principle as worded. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.25. Responses to Question 3, written feedback relating to *RP8 Management and maintenance:*

No. responses	Responses	Wiltshire Council Officer comment
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to 3. Landscape Maintenance. i) There will be a need for specialist skills, equipment, time to implement the landscape management plan & address regular maintenance tasks & issues such as how riverbanks & flood banks are to be managed – establishment of species rich tall grass? How will flower rich wet grassland beneath existing trees be managed? Is Salisbury City	The Environment Agency is in discussions with Wiltshire Council, Salisbury City Council and other affected landowners with regards the ongoing maintenance and operation of the scheme. The details will be agreed as part of the planning process. Any community or volunteer support would be welcomed and will be considered when agreeing the detailed plans.

No. responses	Responses	Wiltshire Council Officer comment
	Council in a position to respond? Will the council have the necessary skills, training & experience, equipment, contract frameworks etc in place? ii) There is emphasis on community involvement in maintenance & management tasks. SAGP have experience in this challenging area & would like to know how this will be effectively managed & supported over the longer term with the necessary skills, knowledge & experience to manage volunteers as well as the input of different interest groups/owners involved in the river system. There is a need for protocols to be developed to enable a consistent approach to management & maintenance tasks as well as investment in a dedicated wildlife conservation officer/ranger post to co-ordinate & provide consistent support for the volunteer effort. Is there scope for a joint venture between relevant parties to take this forward?	
4	Management and maintenance must be key to taking the project forward.	Noted. Ongoing maintenance and funding for this forms a key part of the agreements in place between the partner bodies involved in the delivery of the EA's phase 1 part of the River Park project. This will be of equal importance in bringing forward the latter phases and will be negotiated between landowners at the appropriate times.
1	None of these improvements will be successful unless a "watertight" programme of fully funded maintenance is agreed by all parties from the start. Years of neglect and mismanagement is why there is a more serious risk of flood on top of climate change. Who is going to hold landowners to account for lack of management and neglect? Who has been held account for the past neglect?	
1	There are other green spaces in Salisbury (e.g. St Mark's, around Salisbury Arts Centre) which are not well maintained.	The concerns are noted. This falls outside of the scope of the River Park Masterplan.
1	The Maltings area is, other than the Market Square, the 'face' of Salisbury and so must be treated as such once the River Park is installed.	Noted and agreed. The River Park proposals are designed to complement the wider regeneration project for the MCCP site.
1	The current state of maintenance of cycle tracks and footpaths is poor, e.g. poor eye level signage through the Maltings and failure to maintain the white markers on the ground.	The delivery of the River Park project is intended to markedly improve the quality and safety of the current footpath and cycle routes through this part of Salisbury.
1	RP8 mentions protecting the waterways from non-native species, but I feel this should be mentioned elsewhere, as non-native species of plants are mentioned more frequently.	As a general development principle, RP8 is intended to be applied across the whole of the River Park area.

No. responses	Responses	Wiltshire Council Officer comment
1	It is essential that an overall habitat management plan is provided, with agreed protocols between the different interests, for the whole river system in the Salisbury area to inform all landowners as to how they can facilitate the amenity and biodiversity objectives. Who will be responsible for monitoring and advising landowners on how they can contribute to the project and if necessary, enforce the objectives?	As a Special Area of Conservation (SAC), the River Avon is already subject to European Site Conservation Objectives designed to support the protection and enhancement of this important and unique riverine system. Any development in or around the river that has potential to affect the biodiversity of the SAC is required to demonstrate that it will lead to overall improvement to the designation.

6.26. The following tables detail the responses to Question 3 that did not relate to a specific general development principle and have been split out into the following sections in order to make it easier to follow. The sections are responses relating to:

- general support
- general observations:
- the presentation of the masterplan
- the economy
- cycle/pedestrian infrastructure
- highways/transport:
- to ecology/biodiversity:
- to education:
- to health and wellbeing:
- to design/civic matters:
- to flooding/drainage:
- the Maltings and Central Car Park:
- other specific areas of the masterplan

Responses expressing general support:

No. responses	Responses	Wiltshire Council Officer comment
1	The Environment Agency remain committed to working in partnership with Wiltshire Council and other stakeholders to develop the masterplan, reduce flood risk and deliver wider environmental enhancements to support the local economy and regenerate the area.	Support noted and welcomed.
1	Salisbury Neighbourhood Development Plan Steering Group (SNDP SG) supports both the proposed River Park Masterplan and Phase 1. The NDP is expected to incorporate the River Park subject to it being deliverable during the Plan period. This support is offered because in addition to the infrastructural, economic and environmental arguments put forward in the masterplan document the SG considers the following to be relevant factors: • LEP monies are time limited and Phase 1 would be a worthy use of them.	Support noted and welcomed.

No. responses	Responses	Wiltshire Council Officer comment
	• Endorsement of both will assist all parties in making tangible progress towards the regeneration of the MCCP site which is arguably Salisbury's most substantial brownfield site. • Multiagency collaboration of the kind required to plan, approve, fund and implement the masterplan and all Phases will be essential in tackling other issues in the NDP area. Such collaboration is not always easy and a positive example of it should encourage other such collaborations. • The masterplan does in part owe something to recovery efforts after the first Novichok attack and would make a fitting reminder of the kindness and support offered to people who lived and worked in the city at the time and lovers of the city • Covid-19 has also been tough, and the proposed timeframe of Phase 1 may help to improve morale and encourage optimism about the future of the city.	
1	Salisbury Area Greenspace Partnership (SAGP) welcome & support this major GBI project to mitigate future likely impacts of river flooding on residential areas & businesses in the city. SAGP also acknowledge he considerable effort that the EA & partners have put into identifying the opportunities such a project presents to significantly enhance local green & blue space assets, & the biodiversity & amenities they deliver as well as improving connectivity for people & wildlife along this important north/south corridor through the city.	Support noted.
1	Salisbury Civic Society strongly supports the River Park proposals, which it feels will be of great benefit to Salisbury. It is pleased to see this key element of the Salisbury Central Area Framework, which it regarded as a very positive document, being able to move forwards.	Support noted.
1	Providing the masterplan completes its statutory consultation period successfully SNDP SG would encourage efforts to plan, consult on and finance other Phases ideally pulling forward completion of the whole plan. The Group would welcome a round table discussion on this point in early 2021.	Support noted. Wiltshire Council will look for opportunities to plan, consult on and finance when they arise to ensure the delivery of the whole plan and will discuss opportunities with Salisbury City Council when they arise.

No. responses	Responses	Wiltshire Council Officer comment
1	Wessex Water confirm support for the Salisbury River Park proposals and would be interested in opportunities to work with the Wiltshire Council and Environment Agency project team where the proposed works may interact with Wessex Water infrastructure or impact on surface water flood risk. Many elements of the masterplan coincide with measures proposed in Wessex Water's Business Plan for the period 2020-2025 - would welcome the opportunity to work collaboratively to inform elements of the masterplan to align with WW's Drainage and Wastewater Management Plan to support future integrated flood risk management and climate resilience for future periods.	Support noted. Wiltshire Council will look for opportunities to plan, consult on and finance future phases when they arise to ensure the delivery of the whole plan and will discuss opportunities with Wessex Water and how it ties in with Business Plan proposals when they arise.
17	General support for the proposals	Support noted.
1	It is sensible and good management to seek an integrated plan for this stretch of the river through Salisbury.	Support noted.
3	The project makes a small step towards tackling the climate and biodiversity emergencies.	Support noted.
1	The project is long overdue	Support noted.
1	Salisbury does not make the most of the 5 Rivers that flow through it and this project will go some way to addressing this.	Support noted.
1	A well-used walkway celebrated and saved from being a back alley/danger zone.	Support noted.
1	Support the general principle of making Salisbury a greener place to live.	Support noted.
1	The project delivers much needed flood protection.	Support noted.

Responses expressing general observations:

No. responses	Responses	Wiltshire Council Officer comment
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Landscape Framework. It is extremely important that a strong landscape strategy is in place at the earliest opportunity in the process of designing for the public realm & should incorporate water sensitive urban design (WSUD) & sustainable urban drainage systems (SuDs). An effective & strong landscape strategy should underpin thinking & design for new &	The River Park project seeks to enhance the landscape setting around the rivers through a comprehensive strategy for the improvement and enhancement of all areas of open space and green infrastructure, in accordance with WCS Core Policy 51. Importantly, the plan will make the most of Salisbury's assets, of which existing views of the cathedral and other historic and architectural heritage points are vital and will

No. responses	Responses	Wiltshire Council Officer comment
	existing planting as well as its management & maintenance at every stage of the project & into the future. Not only is this good practice but is now critical in order to address the impacts of climate change & loss of biodiversity. The project documentation does mention that 'a strong landscape strategy is key to the success of public spaces' in relation to Phase 5A of the Project: Rivers edge & riverside walk to rear of High Street but it is important that this point is also emphasised at the outset of the project.	be considered and protected at the relevant points of the planning process. Subsequent planning applications will, where relevant, be supported by Landscape Assessments/ Landscape Plans to determine an acceptable set of landscape and planting proposals suitable for the location.
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Landscape Management. A landscape management strategy & plan will be needed as part of establishing project resilience for the longer term. This will need to address management of existing & new planting, management of wildlife habitats for biodiversity net gain, management for amenity including views & viewpoints, & surface water management in accordance with the 4 pillars of sustainable urban drainage or SuDs i.e. water quantity, water quality, biodiversity & amenity.	
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Visual Connectivity. An analysis & assessment of key views, view corridors, & viewpoints to city centre landmarks from the project site in the Maltings area seem to be missing from the documentation. Views to the cathedral spire are an important aspect both of residents' daily experience of Salisbury & are also critical for visitors to the city - they are fundamental to the unique character & local distinctiveness of the place. Currently visitors who arrive by coach get their first view of the cathedral whilst walking from the coach park to the city centre alongside the Millstream. This proposal will change the circulation & pedestrian dynamic & SAGP would like reassurance that existing views are safeguarded & enhanced & would like to see new views created to the cathedral as well as other important landmarks.	
2	The plans do not go far enough/greater ambition needed	The River Park proposals present an ambitious, yet realistic set of goals. The

No. responses	Responses	Wiltshire Council Officer comment
1	Much of the masterplan areas is in existing built up areas and seems unachievable.	success of the project will require ongoing negotiation with landowners and stakeholder, as well as funding allocations.
1	The ambitions of the masterplan seem unrealistic to deliver in the current climate	
1	The masterplan does not give enough detail	The masterplan is purposefully high level at this stage. Where planning applications are required to the deliver the phases of the masterplan, detail will be made available through the planning application and consultation process.
1	No 'solid' answer has been given to the question of what private developments may happen on the River Park in the future. It should be made legal for no 'other' development on this plan until new consultation done and then allowed or rejected by results.	
1	The masterplan will be expensive to deliver	When a cost/benefit assessment has been done (business case), there is a positive case for investing in the River Park. The costs of not doing it includes the sterilisation of large redevelopment sites including the Maltings and Central Car Park which have been identified to the long-term vitality and viability of the City. Furthermore, the risk to business and homeowners of unmitigated flood risk is very high. Phase 1 is predominantly already funded (up t £18m) and the council will actively look for other funding sources in order to deliver other phases of the River Park masterplan Financial viability for any individual scheme is dependent upon a range of factors and will change over time. These factors include market conditions, anticipated development costs and returns as well as a developer's willingness to take on risk and its target profit requirements. This scheme is expected to be developed in phases and viability for each individual phase will be dependent upon these factors.
1	The project is a waste of council rates.	Funding to deliver the phase 1 flood scheme will primarily to be from Flood Defence Grant in Aid funding and from the Swindon and Wiltshire Local Enterprise Partnership (LEP) rather than through council tax / rates. Latest computer modelling shows a large area of Salisbury City Centre at risk of flooding, including hundreds of business and homes. Furthermore, the core area of the River Park at the MCCP is linked to Wiltshire Council's wider strategic development objectives to redevelop the site, which is established through an allocation in the Wiltshire Core Strategy and a masterplan to guide the future development of the site. The MCCP Masterplan includes a requirement to deliver flood risk alleviation and biodiversity improvements around the water courses that run through the site in response to the Environment Agency's most up to date

No. responses	Responses	Wiltshire Council Officer comment
		flood risk modelling. As such, there is a real need for this work to protect the city and the biodiversity of the River Avon Special Area of Conservation (SAC). Additional works may generate additional spend in Salisbury's economy by increasing visitor numbers both in terms of numbers and length of stay.
1	Would like to see the River Park proposals included in the Salisbury NDP.	There is opportunity for elements of the River Park project to feed into that work that is being done on the neighbourhood plan. That is for the neighbourhood planning group to determine.
1	Salisbury should be showcased as a 'green city' as a means of attracting visitors	The River Park project could help to achieve this; the vision for the project is to leave a lasting legacy of riverside green space and urban wildlife habitat for both residents and visitors.
1	It is essential that any development adjacent to the River Park adhere to the RP principles.	Agreed.
1	The only downside is that there will be disruption for residents while the construction takes place	The construction phases of delivering the River Park will be carefully managed to minimise disruption/damage during the process. Construction will be in accordance with the latest 'Considerate Construction' guidance.
1	Would prefer the project to start further downstream.	The scheme has been phased in order to optimise flood alleviation for Salisbury in the most effective manner.

Responses relating to the presentation of the masterplan:

No. responses	Responses	Wiltshire Council Officer comment
1	Many of the footnote graphics bear no resemblance to a small city like Salisbury, or what its residents/visitors need.	Feedback noted. The images selected for the masterplan are intended to give a flavour of the possible design outcomes that could inform future design development.
1	The masterplan seems like a glossy corporate template that has had some of Salisbury's needs and visions cut and pasted in.	

Responses relating to the economy:

No. responses	Responses	Wiltshire Council Officer comment
1	The masterplan does not discuss business, trade, jobs etc.	The masterplan indicates that approximately 100 businesses will be better protected from extreme flood events, leading to increased job security; and that 40 new jobs will be created and there will be increased confidence for investment from others in the city centre. The flood risk mitigation afforded by the River Park

No. responses	Responses	Wiltshire Council Officer comment
		will also support the redevelopment prospects for the MCCP site, which will be a key driver in supporting Salisbury's future regeneration. **Change to Masterplan:** Add new bullet under Objectives and Outcomes on page 11 'enable growth and regeneration within central Salisbury including the Maltings and Central Car Park regeneration area in line with the endorsed Maltings and Central Car Park Masterplan'.
1	The general development principles should also mention tourism alongside public amenity.	The benefits for tourists and local residents alike are implicit within the General Development Principles as set out in RP6: Public Realm. The benefits of the project for tourists arriving at Salisbury coach park are set out within sections of the masterplan dealing with proposals for phase 1b.
1	Work to improve visitor experience, at the coach park and the Maltings area should be prioritised.	The council recognises that the coach park is in need of improvement and are looking into this. Any works to improve the coach park will be subject to funding, over and above funding already allocated to Phase 1 of the River Park.

Responses relating to cycle/pedestrian infrastructure:

No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment that the opportunity should be taken to review cycle parking provision within the MCCP area. COGS have been conducting regular counts of bikes parked at stands and elsewhere across Salisbury since 2012, and these counts reveal that in the MCCP area a number of the stands are poorly positioned and not well used. In addition the amount of cycle parking which is not at stands show that there is a demand for more parking near much-used facilities (e.g. the Library) and that some cyclists seek out covered parking for their bicycles (e.g. behind the Library, Library passage, by the trolley park in the car park below Sainsbury's, upstairs outside Sainsbury's). Covered cycle parking is in very limited supply in the MCCP area (as in the rest of Salisbury) and the opportunity should be taken to remedy this shortfall.	Cycle parking is addressed within the MCCP Masterplan on page 18 and states 'Suitably placed bicycle and blue badge parking will be provided within the development. Innovative green technology such as solar bicycle racks for electric bikes will be explored'. Cycle parking requirements are also detailed within the Local Transport Plan that any future development would need to consider through the planning application process. It is not felt that the cycle parking requirement needs to be addressed within the River Park Masterplan as this specifically deals with the River Park. Wiltshire Council would welcome the input of COGS as to the preferred location of cycle parking at a point where the regeneration of the MCCP site is planned in more detail / progressed.

No. responses	Responses	Wiltshire Council Officer comment
	The guidance in LTN 1/20 (see e.g. Chapter 11 Cycle Parking) should be followed, since "secure cycle parking ... has a significant influence on cycle use". As LTN 1/20 suggests, extra care should be taken in town centres "to position cycle parking in locations that do not impinge on key pedestrian desire lines but are still sufficient in volume and convenience of location to be of use to cyclists." COGS would be very happy to be involved in sharing information on existing cycle parking usage within the Maltings area and to be involved in the positioning and type of cycle parking planned for the future.	
1	There is a need to consider provision of cycle parking within the MCCP area	
1	Cycling Opportunities Group for Salisbury (COGS) comment that the River Park Masterplan should be more accurate in terms of definitions of the access routes through the site, for example the Riverside footpath (Phase 3, p15) between Ashley Road and central car park should be defined as a shared use path rather than a footpath.	It is agreed that the title to Phase 3a should be changed to reflect the shared use nature of this route. The detail contained under phase 3a is clear that the pedestrian route and cycle route are proposed to be segregated into a separate footpath and cyclepath rather than a shared use footpath. **Change to Masterplan:** Amend title of Phase 3a (page 34) to: Phase 3a: Riverside ~~foot~~path between Ashley Road and Central Car Park
1	Support for introducing more footpaths and cycle routes	Support noted.
3	Would like to see segregated cycle paths and pedestrian footpaths	Segregated cycle paths and pedestrian footpaths will be introduced where possible.
1	Cycling and walking routes should be designed in accordance with the principles described in Local Transport Note (LTN) 1/20 and should be segregated to provide comfortable and conflict-free facilities of sufficient width. To provide an attractive alternative to car use, routes should be coherent, safe, direct and comfortable. Adequate signage should be provided to enable use without a map.	Cycle and walking routes will be designed in accordance with the latest government guidance.
2	The foot and cycle routes from Waitrose car park into central car park and town need improving, particularly under the ring road (frequently flooded) and under the railway.	Phase 3A of the River Park Masterplan aims to achieve this.
1	Currently the footways are not wide enough for pedestrians to pass safely.	Where possible segregated cycle and pedestrian routes will be introduced.

No. responses	Responses	Wiltshire Council Officer comment
2	The scheme does not address the need for a positive clear direct link between the National Cycle Paths North and South of the Cathedral Close.	It is an overarching principle of the River Park project to enhance pedestrian and cycle routes north/south through the city of Salisbury. All opportunities for connectivity through and from existing networks will be taken where practicable.
1	A concern is that the diversion/closure of the cycle-path from the West to the East of the Bus-park means that cyclists are no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boathouse spilling into the carpark.	Concerns over conflict between cyclists and pedestrians are noted. The cycle path will be designed to meet the most up to date government guidance. The existing route of the cycle path down the west side of the coach park is proposed to be incorporated as wild area around the river channel. Retention of the cycle route here would also conflict more greatly with the newly aligned Millstream Bridge west which will need to be slightly raised to meet up to date construction standards.
1	Do not understand the driving need to get people walking and cycling in Salisbury. The lack of diverse shopping in town and the lack of leisure facilities apart from pubs and restaurants do not encourage visiting. While these may encourage tourists and visitors, they do not help the people who live here. Please also explain how I do a month or even a week food shop and carry it home on a bike or walk and catch a bus?	There is a need to support active lifestyles including walking and cycling in order to improve air quality, reduce congestion, improve public health and make Salisbury more resilient to climate change. This will make Salisbury a more pleasant place to live and to visit. Other cities that have successfully improved walking and cycling infrastructure have experienced a substantial increase in footfall that has resulted in an increase in the number of customers visiting shops and restaurants, to the benefit of the local economy.
1	It is critical that a high quality walking and cycling route is established alongside the river that is supported by an attractive an interesting public realm. This should include widening of the existing path where possible to encourage users, with sites of interest (nature trails, playgrounds, seating etc) incorporated throughout.	These are some of the key aims of the River Park.
1	There is so much potential to provide a high quality connection via the city for locals and tourists with Old Sarum and the water meadows / Old Mill at Harnham.	The River Park proposals will contribute towards the long term ambition set within the Salisbury Central Area Framework 'to be able to walk from Old Sarum to the Cathedral with no (or minimal) road crossings'[8].
1	Concern that changes could deter access to those less sure on their feet, those using motorised scooters or wheelchairs, people with young families with prams, pushchairs etc.	Any new paths and cycleways will need to meet requirements of the DDA and are likely to be of a more accessible standard than current provision.
2	Would like to see RPs strengthened to address disability access including provision of seating for old and/or mobility restricted residents. Please provide full accessibility including bridges, picnic benches and level space	Agreed. All works will be compliant with all relevant regulations. **Change to Masterplan:** Add new bullet to RP5, page 21:

[8] Salisbury Central Area Framework, available at: https://www.wiltshire.gov.uk/media/4948/link-1-salisbury-future/pdf/Link1_SalisburyCAF_Final.pdf?m=637435629113930000

No. responses	Responses	Wiltshire Council Officer comment
	to be able to sit alongside non-accessible seating.	'ensuring that all public spaces and routes are designed and laid out to be accessible for all'

Responses relating to highways/transport:

No. responses	Responses	Wiltshire Council Officer comment
1	Highways England accept that the proposals as currently presented are, for the most part, unlikely to result in an adverse impact on the A36 and our associated drainage and structural assets. Delivery of the full masterplan should bring a benefit to the A36 through improved flood relief capacity and by creating an alternative and sustainable route into Salisbury.	Comments noted.
1	Salisbury Reds / Go South Coast comment that an essential element of the CAF People Friendly Streets and respectfully request that the People Friendly Streets initiative is re-introduced as soon as is practicably possible as we enter the recovery phase of COVID-19.	The River Park project is completely separate from the People Friendly Streets project.
1	Salisbury Reds / Go South Coast comment one impact of the ETRO/People Friendly Streets was that is started to show significant improvements in bus journeys times through improved flow of buses through these junctions and networks which would have, in turn led to more people using buses, reducing the impact of the car on the city.	Noted. This has been shared with the team dealing with the ETRO/People Friendly Streets project.
1	Salisbury Reds / Go South Coast agree with CAF objective to "prioritise places and spaces for pedestrians, cyclists and public transport over private cars & promoting sustainable connectivity". Improvements to wayfinding and city centre legibility needs to be linked to more legible public transport networks and interchanges which make it better for residents and visitors.	Noted.
1	Salisbury Reds / Go South Coast comment agree with the people friendly streets, improving open space and the environment, creating vibrancy, bringing out the qualities and developing the character of the city objectives of the CAF.	Noted. The River Park is the central project that aims to deliver the CAF's objective to improve open space and the environment.
1	Salisbury Reds / Go South Coast would be happy to discuss bus routing in the city as part of this scheme as the project develops further and would like to work with Wiltshire Council to ensure that data represents the impact of the scheme.	Noted, albeit this is not related to the River Park project.

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast would also like to work with Wiltshire Council and Highways England on making bus priority happen across the A36 junctions so that time savings are enhanced, now the signals along the A36 are in the hands of HE.	Noted, albeit this is not related to the River Park project.
	Cycling Opportunities Group for Salisbury (COGS) comment relating to Transport & Movement Strategic Theme (p.5) Vehicular Access through the MCCP. It seems worth recording that the requirement for vehicular access through the site may also be dependent upon any Traffic Management measures deemed appropriate for the rest of the city centre. For instance, if the decision was taken to completely pedestrianise Minster Street, and to reconnect the Library with the Market Square, then there might be a need to allow some vehicular access – e.g. for buses and taxis – across the River Avon within the MCCP area.	Noted. However, transport and movement is addressed through the MCCP Masterplan rather than the River Park masterplan that makes clear that the regeneration of that site will result in improvements to connectivity and east of pedestrian flow into and out of the site. Vehicular access to the site will be restricted to bus and coach access, and servicing.
1	There is a need to consider the effects of any proposed traffic management proposals for the rest of the city centre - pedestrianisation of Silver Street, 'People Friendly Salisbury' plans and implementation, movement of buses and taxis within MCCP area.	Noted. Traffic management proposals will be looked at separately when proposals for the regeneration of the MCCP site come forward.
1	Salisbury needs this money spent on a bypass first and then on facilities for residents that residents want not what Wiltshire Council feels best and in order for them to tick the environment boxes with government.	The River Park Masterplan is unconnected to any matters relating to a bypass for Salisbury.
1	The plan seeks to encourage more visitors to Salisbury, which seems to overlook the fact that people will have to travel. Public transport, especially on a Sunday, is poor so many will have to use cars. I doubt that many foreign or UK tourists will cycle to Salisbury. Until everyone gets an electric vehicle (2060 and beyond?) this will have a negative impact on air quality. This seems to fly in the face of national and local targets.	The River Park project forms one of the central pillars of the wider strategy for regeneration of Salisbury city centre, as set out in the Salisbury Central Area Framework (CAF).
1	Transport and movement are described as a strategic theme (p8) but does not appear specifically in the Objectives and Outcomes (p11). I would like this to come out more strongly to emphasise the strategic nature	It is noted that National Cycle Network (NCN) Route 45 passes through the site, and an alteration to the cycle route is shown through the coach park to facilitate the delivery of the River Park. As part of the redevelopment of the

No. responses	Responses	Wiltshire Council Officer comment
	of the proposed cycling and walking routes, where they are ultimately intended to go to and from, and an overall view of the way they integrate into the whole site and existing routes (National Cycle Network routes 24 and 45, Wiltshire Cycleway and other local routes as well as their place in the Local Cycling and Walking Infrastructure Plan). For example, there is little information on what happens to the cycling routes south of the coach park or in Phases 2B, 4, 5A or 6. Planning for this needs to be in place well before a development has begun to ensure coherent provision instead of the piecemeal facilities that can result from an unplanned approach. Strategic north-south and east-west cycle routes are lacking at present and major developments like this offer an opportunity to provide them that must not be missed.	MCCP site it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site.
1	Not enough thought given to buses and positioning of bus stops.	Bus stop locations are not within the scope of the River Park Masterplan. The positioning of bus stops and discussions regarding bus routes (as required) will take place at the appropriate time through a more detailed planning exercise of the MCCP regeneration rather than through the delivery of the River Park.

Responses relating to ecology/biodiversity:

No. responses	Responses	Wiltshire Council Officer comment
1	The Environment Agency comment in relation to geomorphology that the outline designs presented appear to have the potential to make a positive contribution towards the restoration of natural geomorphic processes and support the objectives of the River Avon Site of Special Scientific Interest (SSSI) Restoration Plan.	Noted and agreed.
1	The Environment Agency note in relation to biodiversity that the outline proposals appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon Special Area of Conservation (SAC), conserving and helping to restore its qualifying features. The outline design also shows potential for Biodiversity Net Gain. Reference should also be made to how this work	Support noted. The plan will be amended at page 6 para 1 to make reference to this. **Change to Masterplan:** Amend page 6, sentence 1 at the end to read ……. identify measurable net gains for Biodiversity <u>can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21</u>

No. responses	Responses	Wiltshire Council Officer comment
	can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21.	
1	The Environment Agency comment in relation to fisheries that the outline designs presented in the planning application appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon SAC. One aspect missing is further survey work to establish the baseline fish assemblage in the area where work is being undertaken. Whilst there is data available for the general area. Detailed survey data for the area within the works should be undertaken.	Noted. This comment is associated with the more detail required in a planning application and specifically the phase 1 application. **Change to Masterplan:** Amend final bullet under RP1, page 16, last bullet to read: 'All proposals should be carried out in close collaboration with the Council's Ecologist, to establish the scope of any ecological survey work that would be required to inform and support the proposals.'
1	Concern about too much unfettered public access to the riverside in such a sensitive environment. This development will vastly increase the number of people using the riverside space which will conflict with the peaceful environment required by wildlife.	The east bank of the reconfigured river is to be set aside for wildlife whilst the west bank will be more accessible to the public. This is felt to be a good balance between tranquillity to wildlife and human access.
1	Keeping habitat for nature and a semi-wild feel is very important.	
1	Planting of trees comes up quite often. Planting of other types of vegetation, such as shrubs and lower level scrub should also be included, where appropriate.	There will also be shrubs and scrub however the exact requirements will be determined through the landscape plans that will be submitted alongside future detailed planning applications for the proposals.
1	Please retain native trees and add to them, focusing on this rather than ornamental planting. This also feeds human need for quiet, spiritual places that is becoming increasingly recognised and wanted. Request wildlife needs then public space are prioritised over commercial use, and that public seating with picnic benches are provided.	. Where the loss of trees is unavoidable for the implementation of the project, or trees are found to be diseased, they will be compensated by a large net gain of tree planting. Parts of the River Park area will be allowed become wilder and suitable for wildlife, together with other areas that will be designed as public realm, such as seating and picnic areas.
1	Support for more tree planting.	Support noted.
2	The existing wildlife should be protected.	For any works specifically associated with the River Park proposals, the local ecology will be protected as detailed within the ecology / biodiversity section of the River Park Masterplan and its supporting Habitats Regulations Assessment.
1	Opposed to any development removed existing trees/riverbank flora, which could impact on returning nesting species	Where the loss of tress is unavoidable for the implementation of the project, or trees are found to be diseased, they will be compensated by a large net gain of tree planting. Works will also be

No. responses	Responses	Wiltshire Council Officer comment
		undertaken at a time of year to ensure protection of protected species.
1	It's important to retain what open space still exists along the Avon approaches to Salisbury to the north and south and east and west of this development in order to make a meaningful wildlife corridor through Salisbury. Ensure this, and limit future riverside development, and we could have a fantastic natural environment right through the city. Wildlife needs space and varied habitat, not just a linear park.	The River Park will create approximately a 40 metre wide channel of landscaping through the central car park area providing space for wildlife as well as people. The scope of the project is around the rivers only, but the council are also undertaking work on a Green Infrastructure Strategy which will provide more detail about wider green infrastructure connectivity.
1	There are badgers in the area. A major downside of having badgers is that they have killed off the hedgehog population which is also an endangered species.	Noted.
1	The proposals mention the possibility of wild salmon. These fish will not travel up the Avon while salmon is farmed south of the city.	Atlantic Salmon are a key / important species within the River Avon SAC for protection.

Responses relating to education:

No. responses	Responses	Wiltshire Council Officer comment
2	Salisbury Area Greenspace Partnership (SAGP) SAGP and Salisbury Civic Society comment in relation to Raising Public Awareness about Rare Chalk Stream Habitat. It is considered that the Riverside Project presents a real opportunity for more than a few information or so-called interpretation boards. A world class education/ interpretation facility needs to be designed in an exciting & innovative way to showcase the ecology of Salisbury's chalk streams & should be located by the river & at least partially within the river. This could be combined with new visitor centre & be the subject of a design competition.	Education opportunities continue to be explored and will be incorporated into phases where funding is available. In addition, if the River Park can afford the opportunity to teach about habitat creation, water management and horticulture either formally or informally, then this will be encouraged.
1	Much more emphasis on education and the interpretation of the riverside habitat needed.	

Responses relating to health and wellbeing:

No. responses	Responses	Wiltshire Council Officer comment
1	Healthcare provision for Salisbury's residents must be considered during this redevelopment.	Healthcare provision is outside of the scope of the River Park Masterplan. However, the River Park has the potential to benefit the health and wellbeing of Salisbury's residents by improving the quality of an outdoor asset and encouraging active travel along this route.
1	Would like to see the true measurement of air quality in the city as "official" measurements have been skewed by taking readings from below the rail bridges on Fisherton and Castle Streets which do not give a true picture.	The location of air quality measurements is outside the scope of the River Park Masterplan. Consideration of air quality implications will be addressed through the EIA in support of the Phase 1 planning application, and other subsequent phases.

Responses relating to design/civic matters:

No. responses	Responses	Wiltshire Council Officer comment
1	Anti-social behaviour is bound to occur. Designs and materials all need to ensure that damage/destruction by anti-social behaviour is mitigated.	The detailed design will need to ensure that materials used are robust and that future maintenance is considered.
1	Replacement of bridges with modern designs: these must still obviously be in keeping with the general feel and character of Salisbury.	Bridge designs will need to be in keeping with the overall objectives of the River Park project, and be attractive, functional, affordable and robust. There will be further opportunity to comment on design when planning applications are consulted on.
1	Some of the outdoor activities such as the 'education and training opportunities' lose sight of our British weather (page 13). Who approached the Council requesting such facilities? One of the principles of providing training is to first find out what the need is.	Britain has a long history of providing voluntary and vocational in the field training. If the River Park can afford the opportunity to teach about habitat creation, water management and horticulture either formally or informally, then this will be encouraged.
1	Please provide a play area for older children / teenager, with WCs at or close to all play areas.	A multi-purpose play area is to be retained/improved through Phases 1c and 1d, close to the public toilet facilities. It is also intended that the play area at The Maltings will be retained and where possible improved. Public toilets are available in the vicinity.
1	River accessibility with through ways for kayaking, paddle boarding, boating etc would enable full use of the river for recreation, health, tourism and simple enjoyment.	Whilst the watercourse is not officially navigable to do so requires the permission of the landowner, but in this case the environmental status of the river (a Special Area of Conservation and a Site of Special Scientific Interest) is the most important factor. The landowner would need consent from Natural England to permit any boating activity. People being in or on the water causes disturbance to habitats and species which would not be encouraged here. Whilst the proposals include lowering water levels a small
1	Safe river bathing access is crucial to meet growth in wild swimming and plans to bring rivers to bathing water status.	

No. responses	Responses	Wiltshire Council Officer comment
		amount it wouldn't, however, totally prevent people using the river for boating. .
1	Please used natural sustainable materials in all places possible.	In accordance with best practice the principles of sustainable construction will be followed wherever feasible and viable when implementing the scheme.
1	Please could one or more covered areas for community use be provided.	This is being explored and where feasible, viable and in line with the aims of the masterplan may be delivered.
1	Concern that rubbish tends to accumulate in areas encouraging seating, eating and drinking.	A key objective is to encourage leisure activities and bring the river into the heart of the city as a space to socialise and relax. Rubbish bins will be provided, and the area will be maintained. Passive security through widescale use can be a partial deterrent from littering.
1	Will this all be an alcohol-free area?	This is not a matter than can be dealt with through the masterplan.
1	Salisbury suffers from poor maintenance of infrastructure, e.g. dropped kerbs incorrectly installed becoming large puddles, replaced paving slabs not correctly replaced so break again, potholes, blocked drains/gulleys etc.	The future maintenance of the scheme is highlighted in the masterplan as critical both in the choice of materials but also subsequent legally binding maintenance agreements ensuring it remains well maintained into the future.
1	Not enough thought given to provision of free modern public conveniences.	Where opportunities arise to improve the condition of toilet facilities within the River Park area, these will be explored.
1	There is scope to make the history of the river and its surroundings more central to the masterplan -- to help address flood risk and avoid inadvertent heritage impacts, but also to play a key role in place-making for the River Park and for the City as a whole. Salisbury's watercourses are central to the history of the City and the surrounding region. At the moment, the Avon is rather undistinguished as it passes through the City, but there are still important features that could be drawn out. Although it might seem unlikely, there is also potential for historic features and artefacts to be present in the river and its immediate environs, which could be brought to light - or inadvertently destroyed - by the proposed works. Greater reference could be made back to the environment that the river once presented within the area of the masterplan - including water meadows and formal gardens, but also water-dependent activities and industries that contributed to people's livelihoods. Making more of Salisbury's historic dependence on its watercourses - even with their propensity to flood - as an	Noted and agreed. The opportunity to communicate the history of the River will be explored as part of the project.

No. responses	Responses	Wiltshire Council Officer comment
	arena for public engagement could become a source of community resilience in the face of increasing climate-driven risks.	

Responses relating to flooding/drainage:

No. responses	Responses	Wiltshire Council Officer comment
1	The Environment Agency comment that the Environmental Permitting (England and Wales) Regulations 2016 require a Flood Risk Activity Permit to be obtained for any activities which will take place: • On or within 8m of a main river (16m if tidal) • On or within 8m of a flood defence structure or culvert (16m if tidal) • On or within 16m of a sea defence • Involving quarrying or excavation within 16m of any main river, flood defence (including a remote defence) or culvert. • In a floodplain more than 8m from the riverbank, culvert or flood defence structure (16m if it's a tidal main river) and you don't already have planning permission.	Noted.
1	The Environment Agency comment in relation to groundwater and contaminated land that the masterplan covers areas of the city with former industrial use and there is known contamination within made ground and shallow groundwater in certain areas including the MCCP. The scheme is in proximity to the River Avon, considered a sensitive surface water receptor and with which shallow groundwater is likely to be in hydraulic continuity. It is also highlighted that the underlying chalk bedrock is classified as principal aquifer indicating its value as a regional water resource for abstractions and baseflow supply to rivers. There is therefore potential for development to mobilise historic contamination and cause pollution of sensitive controlled waters.	This issue has been partially addressed as part of the planning application for the River Park, Phase 1. We expect the Local Planning Authority to append a condition to any permission granted to ensure further work to protect controlled waters is carried out post-permission.
1	Concern that the scheme will not completely stop the risk of flood. Controlling floods properly should be done on the riverbanks approaching the city.	It is not possible to guarantee that the flood alleviation works will remove the risk of flooding entirely, although the risks will be much reduced as a result. Works through the River Park area are just one part of the

No. responses	Responses	Wiltshire Council Officer comment
		Environment Agency's approach to managing flood risk in the river catchment area.
1	Salisbury already has a flood mitigation system in place. It just stopped being used during the 1970's. Whenever Salisbury was at risk of flooding, the sluice gates situated along Salisbury's rivers were opened to send excess water to flood the adjacent fields. Were these gates repaired/replaced, they could be used again at much less cost than the proposed scheme. I appreciate that some building has been allowed on these flood plains but thankfully not all.	The EA have confirmed that the sluice gates or hatches alongside the River Avon throughout its reach are there to provide a water feed to the floodplain or water meadows and are operated where they have a beneficial flood risk impact. In the larger flood events, which the EA's Phase 1 scheme is designed to protect against, they do not provide a flood risk function due to water bypassing or overtopping them. A detailed assessment has been undertaken to understand the flooding mechanisms, which includes all the key sluice gates in the area.
1	Would prefer to undertake dredging and clearing out of the rivers and water meadows. Now they are out of regular use they get stilted up blocking flow, and whilst this may create an eco habitat for certain creatures it can create potential misery and huge costs if these result in large scale floods. Far more cost effective to work on the basics first, and once the basics are back in order then able to add on the nice to have and the developments.	Dredging and clearing watercourses is not considered a sustainable course of action and would not align with the requirements of the River Avon SAC. The proposed phase 1 scheme will mitigate flood risk within the city centre as well as creating new/enhanced habitat, a pleasant visitor experience, engagement with Salisbury's valuable rivers and a positive contribution to the SAC reaching 'favourable' status. This integrated approach creates benefit in multiple ways.
1	Key objectives do not mention flood alleviation, although this is clearly a key part of the project. Should they?	Agreed. **Change to Masterplan:** Anew objective related to flood mitigation will be added to page 11 that reads: 'deliver flood mitigation within Salisbury city centre to protect existing and future businesses and residents'
1	Must ensure flood risk management does not affect surrounding area such as more water on water meadows or in nearby river. My concern is Harnham Recreation Field flooding more than at present levels.	As part of any application for works it must be demonstrated that there will be no detrimental impact on flood risk to areas, third parties or infrastructure anywhere upstream or downstream. As part of the Phase 1 scheme detailed modelling has been undertaken which will need to demonstrate that there will be no change in the areas that are mentioned. This will be scrutinised as part of the planning application submission.
1	I could not see the fundamental river flow principles and hydraulic basis described. Have the studies and calculations yet been done? I.e river and stream flow given the increases predicted by the Environment Agency and laid down on flood prediction	All the work done to address the technical side of the phase 1 scheme will be presented as a Flood Risk Assessment as part of the planning application, which the public will be free to access online. This level of detail has not been presented as part of the public consultation

No. responses	Responses	Wiltshire Council Officer comment
	map for the existing topography. Are the principles for increased 1. height of flood banks (e.g. as shown in areas 1a/b), and how high, and/or 2. for the deepening and / or widening of channels to cope with increased flow. Or is it both? Not describing the civil engineering / hydraulic assumptions and conclusions is rather like describing the 'architecture' of a building without describing the 'structural' part and its influence on the architecture. The two are obviously integrated and to be treated together. I assume and hope they were, but that needs to be explained, including the consequences on the hard or soft design and appearance.	due to its complexity. It was necessary to make the consultation information as accessible as possible to everyone therefore details were kept simple and clear

Responses relating to The Maltings and Central Car Park:

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast comment that opportunities should be explored to facilitate electric modes of transport thorough a green charging hub - including a new bus depot which could include electric charging for the city's bus fleet. The current bus depot site on Castle Road is sub-optimal due to layout, supply and spacing requirements. A new bus depot and charging facility needs to be developed in the city centre. The city bus network could not be supported from edge of city or out of city sites.	It is anticipated that through the delivery of Phase 1B that electric charge points will be considered and incorporated. This will be for visiting coaches. The selection of a new site for a replacement bus depot is not the remit of the River Park Masterplan.
1	Will the owners of the Maltings work cooperatively with this scheme?	The council will continue to work proactively with all landowners involved. It is anticipated that the River Park Masterplan will be endorsed as a material consideration in the determination of planning applications. Therefore, any planning applications submitted for development at the MCCP site must demonstrate that they are in accordance with the objectives of the River Park Masterplan.
1	The plans do not show where new housing is to go	The River Park Masterplan purely addresses the River Park area. The MCCP Masterplan that was endorsed in June 2019 identifies the indicative layout of development on the wider Central Car Park site.
1	The plans do not show what will happen to central car park	
1	There needs to be a balance struck between the need for housing development and environmental wins.	The Salisbury River Park aims to ensure there is a balance struck between benefits for ecology, improvements to flood risk, improvements to the public realm, and improving the development

No. responses	Responses	Wiltshire Council Officer comment
		prospects for the MCCP and other regeneration site.
2	400 homes delivered - where are they going in middle of Salisbury? There's no mention of this in the Salisbury River Park Masterplan.	400 new homes are identified on the infographic shown on page 12-13 of the draft River Park Masterplan. The delivery of the River Park project, in particular phase 1, will take a large part of Salisbury city centre including the MCCP site out of the flood zone for a 1 in 100-year event. This will improve prospects for the regeneration of the MCCP site and other city centre sites to be regenerated which could potentially deliver 400 homes.
4	Concern about the impact of losing parking in central car park, e.g. potential to harm the Playhouse and City Hall; need for parking to support recovery post-Covid	There is a mix of temporary removal of parking spaces during construction works and some permanent removal of parking space as a result of the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. In the context of existing parking spaces and occupancy, the MCCP area has 1,731 parking spaces comprising: • Central Car Park long stay - 887 spaces • Central Car Park short stay - 219 spaces • The Maltings short stay – 586 spaces • Millstream North long stay - 39 spaces The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average. The removal of car parking is therefore not felt to have a negative impact on the economy of Salisbury post covid or novichok.
1	Salisbury doesn't have enough car parking spaces.	
1	Residents in surrounding villages rely on car access and parking in the city. Buses are not convenient	
1	Plentiful and cheap parking is the key to keeping visitors and shoppers coming	
1	Concern that reducing car parking spaces will result in more people driving to other cities such as Southampton instead of shopping in Salisbury.	
1	Consideration should be made for the need to replace car parking spaces - this may for example be a commitment to a multi-story at the remaining Central Car Park site.	
1	Loss of parking at central car park should be compromised for with slightly less widening of river and banks.	
1	Park & Ride service needs to run into the evenings and be cheap	This is not within the scope of the River Park Masterplan.
1	There should be a central transport interchange at the Maltings.	This is not within the scope of the River Park Masterplan.

No. responses	Responses	Wiltshire Council Officer comment
1	The centre of the city's shopping area should not be moved to the Maltings	
1	Concern about littering and vandalism as a result of new refreshment kiosks and catering establishments/bars along the riverside	For some areas of the masterplan, notably phase 4a, it is envisaged that there may be opportunities for kiosk/pop-up style commercialisation. The management and maintenance of any such proposals is a matter of detail which will be considered.
1	Whilst the Maltings area requires some aesthetic improvement there is concern that rewilding could lead to problems with vermin close to public outdoor areas and food stores.	Concerns noted. The management and maintenance of any such proposals is a matter of detail which will be considered as further phases come forward. .
1	Concern that the proposals through the Maltings would preclude there being sufficient waterpower to harness hydropower at the Bishops Mill.	There are challenges with hydroelectric schemes on this part of the River Avon. Flood risk is one issue, but the bigger challenge is the impact on ecology and listed building constraints. For a hydro scheme to be successful a significant drop in water level is needed, which isn't present on this part of the River Avon. The River Avon is a very low gradient / energy water course and doesn't lend itself to hydro schemes compared with other rivers and this makes promoting a viable HEP project difficult. However, the MCCP Masterplan commits to exploring other renewable energy generation options as part of the regeneration of the site. .
1	Consider plan for hydroelectric water mill at Bishop's Mill.	
1	Where it flows through public open space, the river needs to be treated in a similar way to the river in The Elizabeth Gardens so that it is an attraction for visitors to the city.	Improving opportunities for public engagement with the river is one of the key objectives.
1	Principle should follow plans for Broadmarsh shopping centre Nottingham with Nottinghamshire Wildlife Trust.	Suggestion noted.
1	The vehicular bridge/link between Coach Park and Central Car Park should be removed.	The proposed Phase 1 scheme includes a bridge over the River Avon that is wide enough for 2-way traffic. It is not currently known what form the regeneration of the MCCP site will take, and it is important that all highways options are safeguarded at this stage. All future city centre traffic management options are also safeguarded.
1	Question why the MCCP must be developed, and if development is inevitable why chose the flood plain?	The MCCP site is an allocated regeneration site within the adopted Wiltshire Core Strategy and is a central brownfield location that represents a sustainable location for regeneration. An objective of the Salisbury River Park is to reduce flooding on this important site for Salisbury.
1	Concern that the redevelopment of the Maltings with houses will be a blight on this project.	The River Park is an important element of the masterplan for the MCCP, such that the site's regeneration will complement the delivery of the River Park project.

No. responses	Responses	Wiltshire Council Officer comment
1	To create the River Park the central health clinic, doctor's surgery, probation office and Tesco delivery yard/car park should be pulled down	Opportunities to work with landowners to enhance the River Park in the longer term will be taken.
1	To create the River Park the coach park should be relocated adjacent to Salisbury Playhouse and City Hall.	Any redevelopment of the MCCP site will need to be in accordance with the endorsed masterplan for the site.
1	The coach park with a derelict pub and scruffy toilet block is not a pleasant experience for visitors.	The opportunity to enhance this area and provide a much-improved visitor experience is being explored. Any plans that come forward should be subject of further public consultation.
1	The central car park is in a terrible state and should all be turned into a green park area with the car parks in Salt Lane and Brown Street kept for city centre parking.	The future use of the Central Car Park is subject to adopted planning policy and an endorsed masterplan which identify the site as strategically important to the future vitality and vibrancy of Salisbury city centre. There are no plans to remove all the car parking from the area, but to seek redevelopment which retains most of the parking as this is seen as important to the future viability of city centre businesses. The council are committed to undertaking a full review of the requirements for city centre parking.
1	The undulating surface of the central car park should be levelled and enhanced. With an ageing population those with limited ability must be considered.	This will be improved through developments undertaken through the River Park project and the regeneration of the MCCP site.

Responses relating to other specific areas of the masterplan:

No. responses	Responses	Wiltshire Council Officer comment
1	Not sure how you can make any improvement to the riverside path from Nelson Road to the central car park when you are dealing with a Victorian railway bridge and housing only feet away from the river.	The masterplan proposals for this area would see the existing cycle route diverted around Kivel Court and through un-used railway arch, thereby allowing more space and a safer access route for pedestrians using the path under the railway bridge.
1	It would be embarrassing if it was discovered that much of this "Salisbury River Park Masterplan" was simply to mitigate the flood risk for Waitrose.	This is not the purpose of the River Park Masterplan. The key outcomes and objectives of the masterplan are set out in Section 4 of the document and seek to reduce flood risk to a large area of Salisbury City Centre
1	Why not buy and knock down the Boat House Pub?	The long lease of this building is for sale and the council owns the freehold. There is no

No. responses	Responses	Wiltshire Council Officer comment
1	The main obstacle on that route is the dilapidated Boathouse public house at the coach station. Not only does the building obstruct the riverside walk but it is also an eyesore which detracts from the intended quality welcome of visitors arriving at the coach station. What plans do you have for the solution to this building? The long leasehold interest in the Boathouse is currently for sale and purchasing that interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?	budget in the current scheme to pay for acquisition and no plans to purchase as part of this scheme. However, the council do recognise the potential for this site, given its proximity to the enhanced coach park area and the potential to improve the appearance of a rundown building along this important area of riverside frontage and is therefore exploring its options for the site and has not ruled anything out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.
1	The creation of 2 pinch points along Fisherton Street is negative and unnecessary given that this is the main access into town from the west for the A30 and A36 roads.	The concerns are noted. It is agreed and understood that Fisherton Street is a key route into the city centre for essential vehicles such as buses, emergency service vehicles and blue badge holders. Any proposals to narrow the road should demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	At the rear of the High St please include a substantial public graffiti space with full and unrestricted access to support and enhance artistic expression and mental health.	The suggestion is noted. This would be a matter for consideration at the detailed design stage.
1	Space for outside performances is a fantastic part of the plan - please could it be ensured these are large enough to meet needs for physical distancing should this continue to be necessary or increased public need for shared experiences and social recovery if not.	This will be a matter for consideration at the detailed design stage. Any proposals will need to demonstrate that they accord with national and local design guidance insofar as they relate to public space and the public realm.
1	Resident in Ashley Road area pleased that this is coming forward early on.	Support noted.
1	Glad that space is being retained at Ashley Road Open Space for games/events.	Noted.
1	The wetland at Fisherton Rec is a good compromise between nature conservation, flood defence and public space.	Noted.

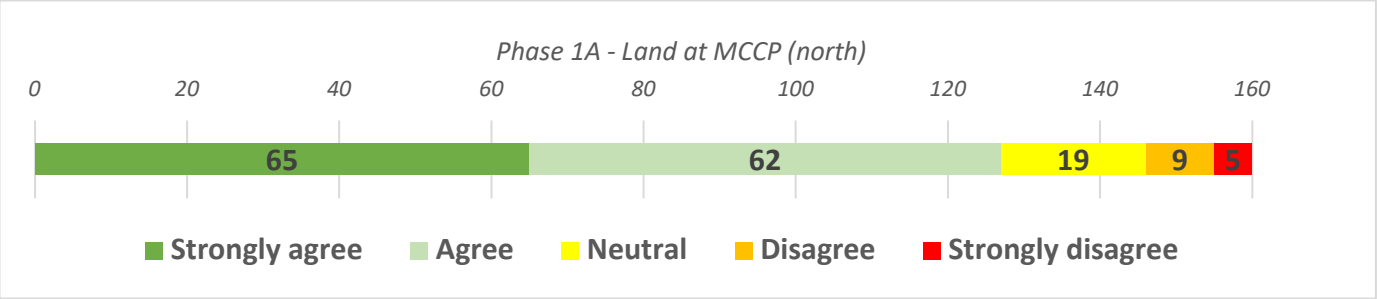
Question 4 and 5

6.27. Question 4 asked: *To what extent do you agree or disagree with the masterplan's proposals for each phase of the River Park?* and Question 3 invited respondents to *provide any further feedback you would like to give about the proposed phases of the River Park*.

6.28. Of those responding to Question 4 and 5, the following feedback was given.

Phase 1A – Land at MCCP (north)

6.29. Responses to Question 4 relating to *Phase 1A – Land at MCCP (north)* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement.



6.30. Responses to Question 5, written feedback relating to *Phase 1A – Land at MCCP (north):*

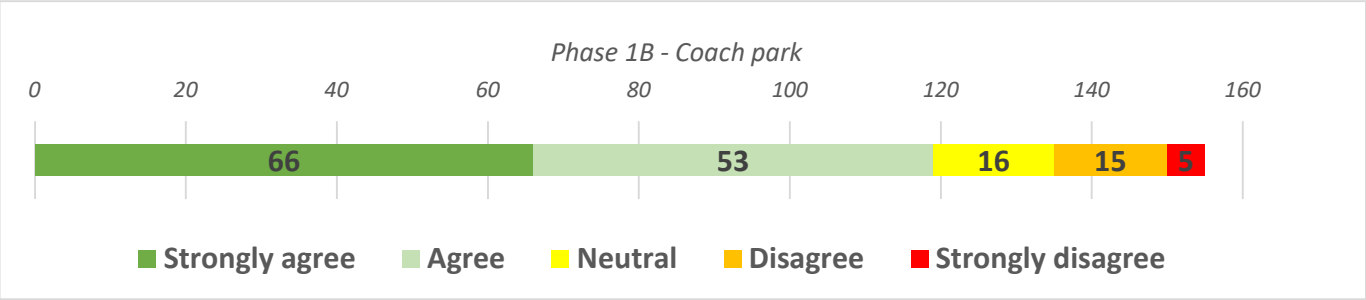
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment that the vehicular access across the River Avon may also depend on the Traffic Management measures deemed appropriate for the rest of the city centre.	The proposed Phase 1 scheme includes a bridge over the River Avon that is wide enough for 2-way traffic but will remain single lane as part of the River Park scheme. It is not currently known what form the regeneration of the MCCP site will take, and it is important that all highways options are safeguarded at this stage and the bridge has therefore been future proofed. All future city centre traffic management options are also safeguarded.
1	Vehicular access across the River Avon will depend on any traffic management proposals made for the rest of the city centre.	
1	Cycling Opportunities Group for Salisbury (COGS) comment that there is a reference to 'improving cycle & pedestrian routes through the site, including the provision of segregated route'. It would be helpful to have an indication of where these would be routed (p.25), particularly if there are changes to be made outside the area covered in the Coach Park proposals (Phase 1B).	A Phase 1A and 1B movement and connectivity map is included within the Phase 1B: Coach Park section of the masterplan.
1	Would like to see the final plans provide pathways and planting that flows alongside the river rather than marching in straight lines in amongst formal beds. The pathway should maintain a wild and natural element so that people are encouraged to walk it and provide animals with links and habitats. This would provide sights and views of a rarer and more interesting nature.	Detailed proposals will be set out in the Environment Agency's planning application and are expected to protect and significantly enhance a range of riverside habitats as well as providing opportunities for better public engagement with the river and improving cycle and pedestrian routes through the site.
1	The works should not significantly reduce the number of long-stay parking spaces, which would have a negative	There is a mix of temporary removal of parking spaces during construction works and some permanent removal of parking space as a result of

No. responses	Responses	Wiltshire Council Officer comment
	impact on day visitors accessing the city and could impact local trade.	the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. In the context of existing parking spaces and occupancy, the MCCP area has 1,731 parking spaces comprising: • Central Car Park long stay - 887 spaces • Central Car Park short stay - 219 spaces • The Maltings short stay – 586 spaces • Millstream North long stay - 39 spaces The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average. The removal of car parking is therefore not felt to have a negative impact on the economy of Salisbury post covid19 or novichok as well as being consistent with the Salisbury Transport Strategy and promotion of the Park and Ride and other sustainable transport improvements.
1	Please lose fewer car parking spaces.	
1	Minor improvements to the Summerlock Stream' - Improvements should not disturb existing wildlife and plants. Work around existing wildlife and enhance the area with more plants/more growth.	While it is anticipated that there will be some disturbance during the construction phases of this part of the project area, the development is expected to ultimately bring significant overall benefits to habitats and biodiversity within this part of the project area.
1	The pedestrian path will be close by to the river/riverbank - please can none of that wild area be pulled/ripped out and cleared	
1	Suggest that 'Wildlife corridor along length of east bank with minimal public access' should be changed to no public access	It is intended that by providing minimal access points that members of the public will be encouraged to the use these areas rather than using areas intended to be left wilder.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the removal of the sluice gate structure (Phase 1A).	Flood risk modelling carried out by the EA indicate that the works to be carried out as part of Phase 1 will lead to a significant reduction of flood risk in the city centre. Part of this proposal includes the removal of the Swimming Pool Gate sluice gate structure.

No. responses	Responses	Wiltshire Council Officer comment
1	Routes for cycling and walking that cross any vehicular access routes must be given priority over vehicles. segregated paths must be used	The cycle lane will be constructed in a segregated manner as much as possible in line with government guidance.
1	Request that older trees along the riverside in the Maltings car park area are kept and that there will be tree protection measures in place to ensure their survival.	Where the loss of tress will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.

Phase 1B – Coach Park

6.31. Responses to Question 4 relating to *Phase 1B – Coach Park* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a number expressed disagreement



6.32. Responses to Question 5, written feedback relating to *Phase 1B – Coach Park:*

No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast support the retention of coach parking in a central location to support the large amount of tourist coaches which use Salisbury.	The coach park will be retained in its existing location as detailed within the MCCP Masterplan and the River Park Masterplan. The coach park may need to move for a short period for construction and it is proposed to locate this on the central car park site.
1	Salisbury Reds / Go South Coast welcome retaining the current level of parking provision which is presumed to have been assessed against future demand and the ability of the facility to accommodate peak demand.	Support noted.
1	Salisbury Reds / Go South Coast support the provision of a welcome centre and toilet facilities as part of the project.	Support noted.
1	Cycling Opportunities Group for Salisbury (COGS) comment that the retention of the Coach Park in its current location is welcome.	Support noted.
3	Pleased to see the retention of the coach park facility.	

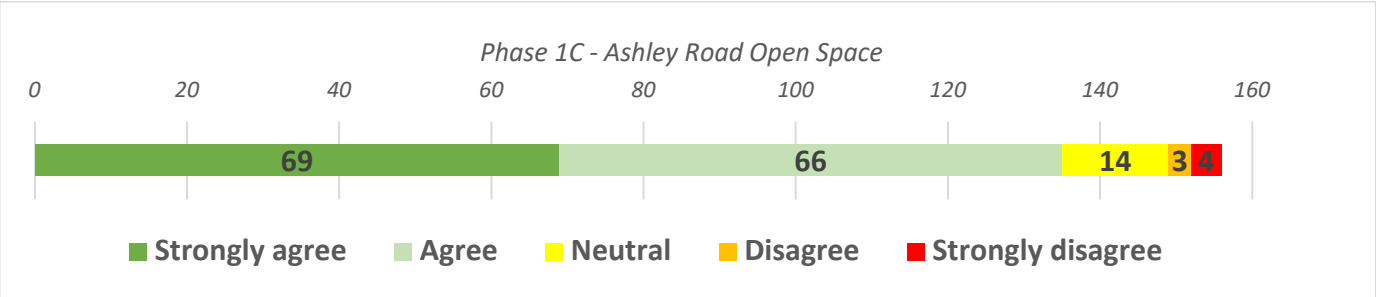
No. responses	Responses	Wiltshire Council Officer comment
1	COGS note that the existing segregated cycle path up the west side of the coach park will be removed. The rerouting of cyclists to the east side of the Coach Park could increase conflict with pedestrians, since it cuts across in front of the existing toilet block and the access from the coach park to the Boathouse public house and to the footpath alongside the eastern channel of the river. It is not clear whether the existing toilet block is to be retained – this perhaps depends on the availability of funding for any replacement Welcome Centre. Pedestrians in the coach park are likely to be visitors to Salisbury and it will be important that any cycle path is clearly marked to minimise conflict and maximise the safety for both pedestrians and cyclists in this area depending on where facilities which will attract visitors are located. There would be some benefits to retaining the current line of the cycle path, to the west of the coach park, but it is appreciated that the new footbridge being proposed would introduce conflict with pedestrians using this bridge to access the proposed new Welcome Centre/WCs.	Concerns over conflict between cyclists and pedestrians are noted. The cycle path will be clearly marked and noticeably different to other surface treatment in order to distinguish between different users' space and in line with the most up to date government guidance. The existing route of the cycle path down the west side of the coach park is proposed to be incorporated as wild area around the river channel. Retention of the cycle route here would also conflict more greatly with the newly aligned Millstream Bridge west which will need to be slightly raised to meet up to date construction standards. It is proposed to amend the masterplan page 27 to provide flexibility as long term, when the regeneration of the Maltings and Central Car Park comes forward it may be felt to be safer to move the cycle path to the west of the river channel rather than have a cycle path conflicting between uses on the Coach Park and traffic leaving Millstream Approach. **Change to Masterplan** Page 27 amend map to extend indicative cycle path to the west of the river channel. Amend key to make it clear that cycle paths proposed are indicative as follows: Re-name 'cycle-path' to 'Indicative cycle path options
3	Concern that the diversion/closure of the cycle-path from the west to the east of the coach park means that cyclists are no longer separated from pedestrians, bus-passengers, vehicles.	
1	Routes for cycling and walking that cross any vehicular access routes must be given priority over vehicles. segregated paths must be used	The cycle and pedestrian routes will be constructed in a segregated manner as much as possible in line with government guidance.
1	The proposed bridge between the Central Coach Park and the Central Car Park will encourage traffic across the River Park and work against the environmental and biodiversity goals. It should not be built.	The phase 1A proposals for the River Park require the retention of bridge access between Central Car Park and Millstream Approach in order to keep open all options until the wider proposals for regeneration of the MCCP are known. At present it is intended that the proposed bridge only carries similar traffic to the existing bridge.
1	The Boathouse area is an eyesore and the landlords must be made responsible for enhancing its appearance and upkeep.	The long lease of this building is for sale and the council owns the freehold. There is no budget in the current scheme to pay for acquisition and no plans to purchase as part of this scheme.
2	At the moment the Boathouse is a barrier to the riverside walk.	However, the council do recognise the potential for this site, given its proximity to the enhanced

No. responses	Responses	Wiltshire Council Officer comment
1	The Boathouse could be made a focal point for information and refreshments if it was taken on by the local authority. It could create an ideal first impression of Salisbury for coach trips.	coach park area and the potential to improve the appearance of a rundown building along this important area of riverside frontage and is therefore exploring its options for the site and has not ruled anything out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.
1	Redeveloping the Boathouse is essential to improving the first impression of the city to coach arrivals. It is also is a focal point in setting off to enjoy River Park to North.	
1	Would like to see more development of the coach park and surrounding area (including the Boathouse pub), this is an especially ugly part of Salisbury.	The coach park provides important infrastructure for visitors and tourists who contribute greatly towards our local economy.
1	The proposals for the coach park lack information about design - this should be at the forefront to encourage coaches to return to using coach park with excellent facilities.	The council has not yet proposed a detailed layout for the future of the coach park. It is intended that visitor infrastructure improved as much as possible to encourage coaches to Salisbury.
1	Some of the coach park should be re-naturalised - it is big enough for some of it to be returned to nature.	The river will be widened along the edge of the coach park and the new east bank will be naturalised and returned to nature with little public access.
1	Toilets in the Central Car Park should be kept open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours.	The toilets are run by Salisbury City Council. Toilets at the coach park are currently open for 24 hrs. The toilets at the Central Car Park are currently open on Sundays. Extended toilet opening hours could be considered through the regeneration of the MCCP site.
2	The 30-minute parking spaces near the river in the coach park are well used, e.g. by the disabled, people collecting medication from the pharmacies etc. This is an asset and this area should not be replaced with a pocket park.	The council has not yet set the layout for the future of the coach park and a drop off area will be considered and where practical incorporated. The consultation proposals also show a new footbridge over the river between the coach park and central car park which can provide another opportunity for drop off / pick up. There could be an element of 30-minute parking for drop off and pick up from the coach park incorporated into the design of the Phase 1B area. Consideration will be given to incorporation of this wording within the masterplan in consultation with internal stakeholders.
1	Support for the new pocket parks - request for these to include new tree planting	Support noted. Any new pocket park proposals will include tree planting.
1	Request that the new welcome centre be sustainably constructed e.g. using recycled material, green roof.	Any new development will need to meet the requirements of the MCCP masterplan (page 25). This requires that 'Where possible and viable, development should be carbon neutral. New buildings will be designed to maximise energy efficiency and where design imperatives permit, buildings should be orientated to benefit from solar energy and passive solar gain'.

No. responses	Responses	Wiltshire Council Officer comment
1	Request that the welcome centre be clearly signposted from the coach park. From thirty years personal experience of helping lost tourists the fact that the coach park can be reached “by following the riverbank” has been invaluable.	Improving wayfinding will be a key consideration in the detailed design and layout stages.
1	The masterplan should commit to a new welcome centre and toilets, not a vague aspiration of 'when funding available'.	In order to provide transparency and honesty the masterplan expresses that funding is required in order to deliver this.
1	The pickup/drop off arrangement for foreign students is not great. The coaches are usually parked in the middle of the area or in front of the toilets. When you have 25 or more families picking up the students it can be quite busy and the only, legal, parking is by the toilets and by the river. The remaining parking is in front of the Boathouse, around the coaches or anywhere close enough to where the coach is or will park. When picking up students you need good/safe access to the rear of the car, due to suitcases, and obviously the doors. You want to be close to the coaches due to the suitcase (sometimes heavy, sometimes without wheels) and if you are trying to give a good impression for their first visit to Salisbury, or even England, you do not want to be having them dragging suitcases long distances, especially when its late night. This brings in lighting too as these students could arrive anytime day or night.	The council has not yet set the layout for the future of the coach park and a drop off area will be considered and where practical incorporated. The consultation proposals also show a new footbridge over the river between the coach park and central car park which can provide another opportunity for drop off / pick up.

Phase 1C – Ashley Road Open Space

6.33. Responses to Question 4 relating to *Phase 1C – Ashley Road Open Space* showed a significant level of support for the phase proposals. A small number of respondents expressed a neutral opinion, and a very small number expressed disagreement

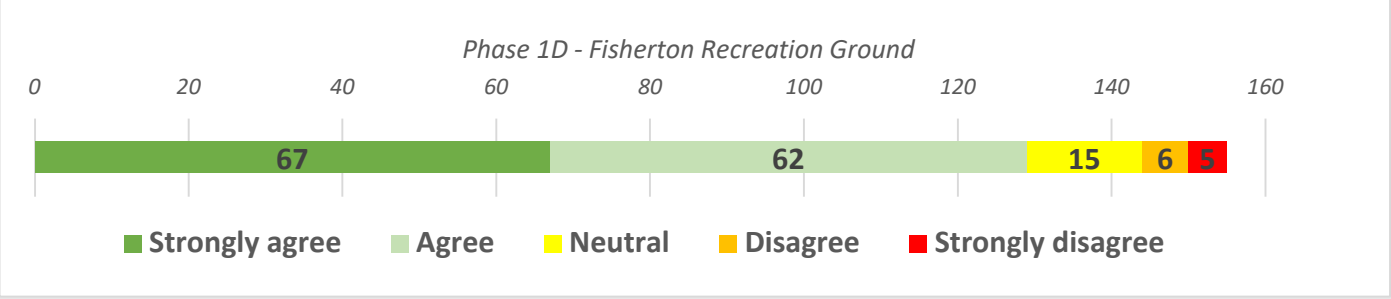


6.34. Responses to Question 5, written feedback relating to *Phase 1C – Ashley Road Open Space:*

No. responses	Responses	Wiltshire Council Officer comment
1	Improvements to be made should not disturb existing wildlife and plants. Please work around the existing wildlife and enhance the area with more plants/more growth.	In accordance with WCS Core Policies 50, 68, 69, and SDLP saved policy C18 and the NPPF, the masterplan has at its heart a key objective to ensure that future detailed proposals promote the conservation, restoration and enhancement of priority habitats and ecological networks and identify measurable net gains for biodiversity.
1	Support the creation of a wet woodland.	Support noted.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the installation of flood embankment.	A map showing the improvement to flood risk following the completion of the scheme was available on the Environment Agency's consultation website here https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true – Before & After Flood Risk Map. Apologies if this was difficult to find.
1	The proposals for Fisherton Recreation and Ashley Road Open Space will restrict vision and access to these areas for all but the fittest.	Any flood embankments will be low lying to ensure that access to the open space is not restricted. The open space will be fully visible.
1	Segregation of cycle and pedestrian routes is not clearly shown.	Wherever practicable, cycle and pedestrian routes will be segregated.
1	Concern that improving the facilities at Ashley Road will add to the pressure on already limited parking.	It is not expected that improving facilities at Ashley Road will impact upon parking.

Phase 1D – Fisherton Recreation Ground

6.35. Responses to Question 4 relating to *Phase 1D – Fisherton Recreation Ground* showed a significant level of support for the phase proposals. A small number of respondents expressed a neutral opinion, and a small number expressed disagreement



6.36. Responses to Question 5, written feedback relating to *Phase 1D – Fisherton Recreation Ground:*

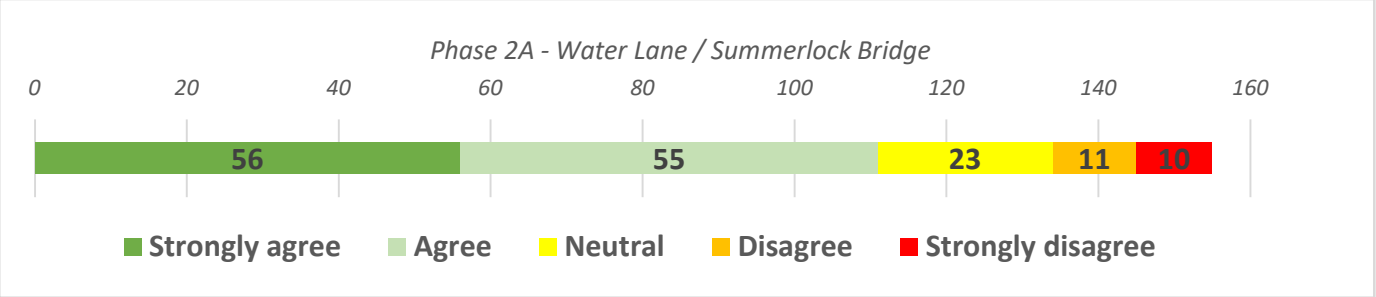
No. responses	Responses	Wiltshire Council Officer comment
1	Sport England confirm that they are content that the site has not been used for formal sport, with the exception for a very short temporary period of time many	Support noted.

No. responses	Responses	Wiltshire Council Officer comment
	years ago. The land in questions is a common recreation ground. Therefore, Sport England is supportive of the flood defence works proposed.	
1	Cycling Opportunities Group for Salisbury (COGS) notes that there is a reference in Phase 1D to enhancement of pedestrian & cycle routes through the area: it would be helpful if these were shown on the plan.	One of the objectives of the Salisbury River Park Masterplan is to try and improve cycling and walking links that pass through the masterplan area. More detailed plans for specific routes are expected to be provided within the phase 1 planning application material.
1	Although enhancement to pedestrian and cycle routes is in the bullet points for phase 1D, these are not shown in the map, so it is unclear where these will be.	
1	Segregation of cycle and pedestrian rotes is not clearly shown.	
1	Unless specific cycle paths are provided please ban the riding of bicycles in the Phase 1C and 1D areas.	Cycle paths will be planned into these phases.
2	There should be a new pedestrian bridge from the Leisure Centre across to Fisherton Recreation Ground/the boardwalk. This would strengthen the river park's continuity up the Avon river valley and access to Old Sarum via parkland.	This is not currently within the scope of the project, albeit the option is not precluded this become an option in the future.
1	If the existing embankment running from the present boardwalk to the playpark is to be removed and relocated, please can the boardwalk be extended across the line of the present embankment as this is used not only for recreation but also by people walking into town.	The existing path along the riverside embankment is not proposed to be removed. It is expected that the path will be improved as part of the wetland area works. Part of the existing embankment will be lowered to reconnect the river channel with its floodplain. Where this is done, an extended boardwalk will be positioned above it to allow walkers to use it all year. **Change to Masterplan:** Amend key on page 29 so that wetland area refers to retaining the riverside path, so that it reads: 'wetland area, incorporating riverside path'
1	Please note that the existing boardwalk is flooded most years and this plus any extensions need to be raised by about two feet to remain useable.	Noted.
1	Allotment holders at Fisherton Farm allotment site request that this project does nothing to increase the risk of flooding these allotments. About a quarter of them are has been affected in the past when there has been flooding.	Noted. The allotment site is within a functioning floodplain. The frequency of flooding to this site will not materially change.
1	Request that enough of the playing field be retained for public use as for games, picnics and dog exercising.	The proposed works will need to ensure that open space is retained for public use for informal sports and recreation.

No. responses	Responses	Wiltshire Council Officer comment
1	Support the retention of the exiting community orchard.	Support noted.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the instillation of flood embankment.	A map showing the improvement to flood risk following the completion of the scheme was available on the Environment Agency's consultation website[9] – Before & After Flood Risk Map. Apologies if this was difficult to find
1	Request for confirmation that the new Lombardy Poplars planted along the edge of Fisherton Open Space are to be kept. The new flood embankment looks very close.	Unfortunately, some of the poplars and other trees will need to be removed to enable the flood mitigation infrastructure to be delivered. Some trees will be translocated whilst new planting of poplars and native species will also be undertaken. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	There are more of these poplar trees planted around the edge of the Fisherton Recreation Ground. What will happen to these?	
1	Concern for the large old Black Poplar trees along the bank of the river to the north of the poplars leading towards the boardwalk. It would be tragic to lose any of these.	

Phase 2A – Water Lane / Summerlock Bridge

6.37. Responses to Question 4 relating to *Phase 2A – Water Lane / Summerlock Bridge* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a number expressed disagreement



6.38. Responses to Question 5, written feedback relating to *Phase 2A – Water Lane / Summerlock Bridge:*

No. responses	Responses	Wiltshire Council Officer comment
3	Concern that carriageway narrowing may increase congestion around an area where people will be encouraged to sit outside / creates an obstacle for	The River Park Masterplan is clear that the potential for narrowing Fisherton Street will be considered as part of a comprehensive assessment of the highways network within the city centre. Any

[9] Available from: https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true

No. responses	Responses	Wiltshire Council Officer comment
	emergency vehicles, public transport and local traffic.	proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	Concern that narrowing of roads will lead to gridlock in the city centre, as proved by the installation of bollarded cycle lanes that have increased pollution levels, increased use of side streets, and added to congestion.	
1	Do not understand how two-way traffic could be maintained if the street is narrowed. This element needs separate public consultation.	
1	Restricting traffic will have a very detrimental effect on businesses.	
1	With a huge number of 'food and beverage outlets' envisaged throughout the city centre, how will traditional small independent retailers fare with deliveries, customer collections, if the road is narrowed?	
1	Does the narrowed carriageway assume that People Friendly Streets will be implemented?	There are various options to be considered for the Fisherton Street designs. These are not dependent on a People Friendly Streets scheme, but a better scheme for pedestrians and cyclists is likely to be delivered if the People Friendly Streets scheme or elements of it are reintroduced.
1	Phase 2A has the potential to be a bottleneck for a cycle route along Fisherton Street. This should be avoided.	As part of any proposals to alter the highway a Road Safety Audit would need to be undertaken in order to assess safety of all road users, including cyclists.
1	With cars parked on both sides for takeaways, the (really important) cycle from the station into town is currently quite dangerous when there are buses and traffic about, as well as people getting out of parked cars. Making the road narrow is welcomed visually, but the ability to cycle without fearing for one's life is also important.	
1	This scheme could have unintended negative consequences for river quality, local residents, cyclists and the evening economy of Fisherton Street	The seating area at Water Lane was first suggested by Fisherton Street traders as part of the evidence gathered to support the Future High Street Fund project as a way to create interest and vibrancy to the public realm along this key walking route between the train station and the city centre. Any public health, pollution or ecology issues would need to be fully assessed and mitigated as part of the planning process prior to the scheme proceeding.
1	Who has asked for the seating platform?	
1	The new seating platform over the river is a specific benefit for only one business - Wetherspoons. While I am	Area 2a is not located adjacent to Wetherspoons, which is further along Fisherton Street. The seating area at Water Lane was suggested by Fisherton

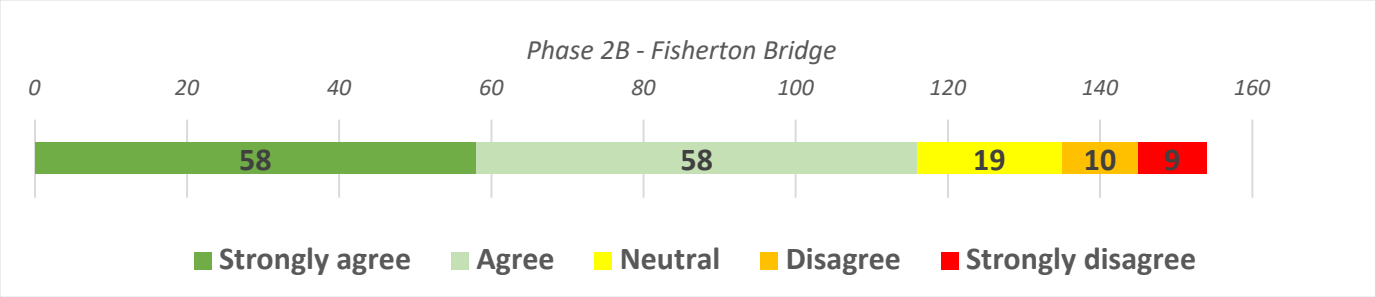
No. responses	Responses	Wiltshire Council Officer comment
	happy with the principle, this should be paid for and maintained by that company.	Street traders as part of the evidence gathered to support the Future High Street Fund project as a way to create interest and vibrancy to the public realm along this key walking route between the train station and the city centre.
1	Do not support seating over the river but would support narrowing of the road to create a green landscape, to include seating.	Comment noted.
1	Seating over Summerlock Stream is impractical. Better to make an open space with trees and seating on the former Heart Foundation site which is unlikely to be developed for retailing or hotel. This space would link through to Priory Square opening up the area north of Fisherton Street.	Comment noted.
4	Concern that the proposals would lead to food debris/litter in the river and additional light/noise pollution and shading impacting on river environment and wildlife.	Concern noted. The decking forms part of a wider scheme but if planning assessments show that potential ecological impacts cannot be satisfactorily mitigated then this part of the scheme maybe removed from the masterplan. . **Change to Masterplan** **Amend page 30 of masterplan (Phase 2A) as follows:** Phase 2A: ~~Water Lane /~~ Summerlock Bridge ~~riverside seating area~~ Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. ~~One of the constraints is despite the wide range of food and drink establishments that outdoor seating is limited. The intersection of Fisherton Street with Water Lane is an opportunity to produce an innovative solution to this by providing a limited platform seating area over the river adjacent to the southern parapet of the bridge.~~ The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter. Delivery of Phase 2A will address the following ~~considerations~~: • The narrowing of the road ~~will~~ to be considered as part of a comprehensive assessment of the highways network within the city centre. • An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter.
1	As it is providing a large amount of this necessary basic habitat, delivering this element it is not worth the risk to the overall scheme.	

No. responses	Responses	Wiltshire Council Officer comment
		• ~~This proposal will require a detailed HRA to demonstrate that it can be delivered without harm to the integrity of the River Avon Special Area of Conservation (SAC), and will provide overall betterment for the river. This should consider the constraints and opportunities to provide benefits to SAC fish species along the Summerlock Stream and potential impacts of increasing light pollution on the river. Choice of material and construction/operation of the new seating area will be implemented so as to minimise impact on the ecology of watercourse.~~ ~~Proposals for outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required.~~ • ~~Proposals must give due consideration to~~ tThe historic townscape in this part of the Salisbury Conservation Area. • Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water. **Amend map on** page **30/31 as follows:** • Remove seating platform from map • Remove label 'café seating' and corresponding arrow. • Remove label 'New seating platform created over the river' and corresponding arrow • Add labels for Fisherton Street and Water Lane.
1	Concern that construction will put fish species at risk.	As set out by RP1, a Construction and Environmental Management Plan would be required to manage construction activity in and around the river and this will need to consider the fish.
1	Conditions should be in place to keep the related river invasive work, and connected works, outside of the fish migratory periods.	As set out by RP1, a Construction and Environmental Management Plan would be required to manage construction activity in and around the river in support of any planning applications.
1	Concern about increased pedestrian use of Water Lane impacting on residents.	Any public health, noise or pollution issues would need to be fully assessed and mitigated as part of the planning process prior to the scheme proceeding. If evidence shows that they cannot be mitigated, then this part of the scheme may not proceed.
1	Water Lane has many older residents and it is not appropriate to turn this narrow lane into a cycle path.	The masterplan does not propose that Water Lane accommodates a formal cycle path.
1	Use structural glass and /or industrial steel open mesh decking systems to minimise shading to water course.	The detailed Appropriate Assessment / Habitats Regulations Assessment will examine the suitability of proposed materials.

No. responses	Responses	Wiltshire Council Officer comment
1	Concern that this proposal doesn't suit the British climate.	Outdoor seating is felt to be an important asset to add vibrancy to the public realm and can be made weatherproof.
1	Concern that new kiosks will compete with existing cafes and eateries, many of which are already struggling.	Kiosks are not proposed for this phase of the masterplan. For other areas of the masterplan, notably phase 4a, it is envisaged that there may be opportunities for kiosk/pop-up style commercialisation.
1	Do not think it would be a pleasant experience to be sitting outside watching buses and lorries go by. It will be some time before they are all emission free.	Concerns noted.
1	This phase is unnecessary. Money should only be spent on main flood risk areas.	Funding for the flood risk alleviation elements of the River Park are from separate sources. Any funding to deliver Phase 2a would be separate.

Phase 2B – Fisherton Bridge

6.39. Responses to Question 4 relating to *Phase 2B – Fisherton Bridge* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a number expressed disagreement:



6.40. Responses to Question 5, written feedback relating to *Phase 2B – Fisherton Bridge:*

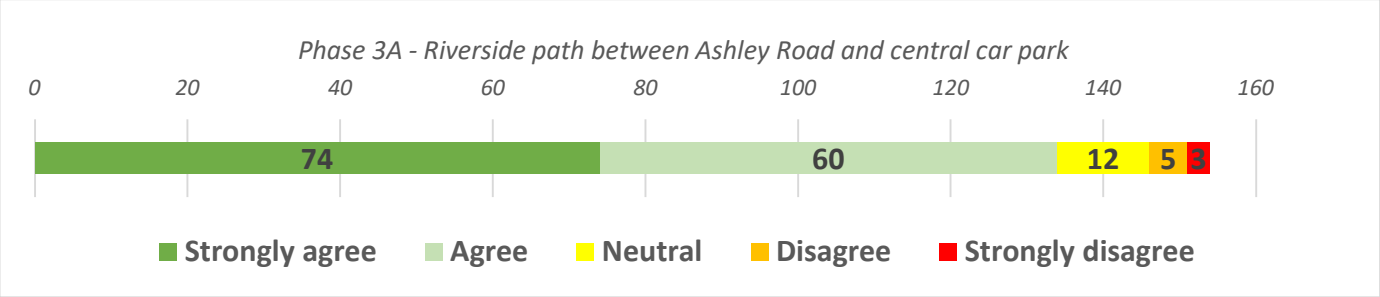
No. responses	Responses	Wiltshire Council Officer comment
1	Salisbury Reds / Go South Coast support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre. Reassured at section 6.2 of the CAF which states that "changes in the vehicular priorities along Fisherton Street should be explored. This will need to take into consideration the access requirements for public transport, servicing and deliveries, emergency services and other groups whose continued access is essential". Continued bus access on Fisherton	Support noted. Any proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.

No. responses	Responses	Wiltshire Council Officer comment
	Street is vital. Aspirations in the longer term, for buses to be connecting larger settlements with no access to rail is also essential – such as Amesbury.	
3	Do not see how the narrowing of Fisherton Street would work when there are buses frequently passing up and down it.	The River Park Masterplan is clear that the potential for narrowing Fisherton Street will be considered as part of a comprehensive assessment of the highways network within the city centre. This would include consideration of bus routes. Any proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	Restricting traffic will have a very detrimental effect on businesses.	
1	With a huge number of 'food and beverage outlets' envisaged throughout the city centre, how will traditional small independent retailers fare with deliveries, customer collections, if the road is narrowed?	
1	There is a wide pavement already at this point which could be used better as public amenity without narrowing the road.	Narrowing the road will provide an even greater opportunity to enhance the public amenity.
1	Do not think it would be a pleasant experience to be sitting outside watching buses and lorries go by. It will be some time before they are all emission free.	Concerns noted.
1	Concerned about the effects of narrowing road in 2B - and how this relates to the People Friendly scheme which will/not return next year	The proposal is not related to People Friendly Streets.
1	Does the narrowed carriageway assume that People Friendly Streets will be implemented?	
1	Please leave any wild spaces intact/don't cut down any trees.	One of the key objectives of the masterplan is to promote the conservation, restoration and enhancement of priority habitats and ecological networks and identify measurable net gains for biodiversity.
1	Widening Fisherton Bridge is impractical. Better to make an open space with trees and seating on the former Heart Foundation site which is unlikely to be developed for retailing or hotel. This space would link through to Priory Square opening up the area north of Fisherton Street.	The masterplan does not propose that the existing bridge will be widened. The proposal is that the vehicle access will be narrowed to enable a wider area of public realm. Any proposals to narrow the road will have to demonstrate that there would be no adverse impacts on the highways network and the ability of essential vehicles to access the city. The redevelopment of the British Heart Foundation site is an important element of the MCCP Masterplan, and the council maintains its aspiration to see this developed in line with the MCCP Masterplan.
1	Concern that narrowing of roads will lead to gridlock in the city centre, as proved by the installation of bollarded cycle lanes that have increased pollution levels, increased use of side streets, and added to congestion.	The River Park Masterplan is clear that the potential for narrowing Fisherton Street will be considered as part of a comprehensive assessment of the highways network within the city centre. Any proposals to narrow the road will have to demonstrate that there would be no

No. responses	Responses	Wiltshire Council Officer comment
1	Do not understand how two-way traffic could be maintained if the street is narrowed. This element needs separate public consultation.	adverse impacts on the highways network and the ability of essential vehicles to access the city.
1	The riverside referred to in this phase is very narrow – is there enough space to fit in all of the proposals?	The masterplan provides a framework to guide the phased development of the River Park and is high level at this stage.
1	Concern that the proposals would lead to food debris in the river and additional night-time lighting impacting on riverside environment and wildlife.	Concern noted. The proposals are high level at this stage but if planning assessments show that potential impacts cannot be satisfactorily mitigated then this part of the scheme may not be taken forward. Because of the ecological sensitivity of the area lighting will be designed and selected to minimise light spill to rivers and habitats.
1	This phase is unnecessary. Money should only be spent on main flood risk areas.	Current funding for phase 1 is to deliver flood risk alleviation elements of the River Park. Any funding to deliver Phase 2b would be separate.

Phase 3A – Riverside path between Ashley Road and central car park

6.41. Responses to Question 4 relating to *Phase 3A – Riverside path between Ashley Road and central car park* showed a significant level of support for the phase proposals. A small number of respondents expressed a neutral opinion, and a very small number expressed disagreement



6.42. Responses to Question 5, written feedback relating to *Phase 3A – Riverside path between Ashley Road and central car park:*

No. responses	Responses	Wiltshire Council Officer comment
1	Highway England comment that an understanding of construction traffic impacts is likely to be a requirement for all phases of the masterplan development. The Phase 3A proposals will have the potential to impact on Highways England's A36 bridge structure and HE welcome the inclusion of text within this section to confirm that any works here must be taken forward in close collaboration with, and I would add the approval of, Highways England.	Support noted. **Change to Masterplan:** Amend page 34 phase 3A last bullet as follows: add after the word with 'and approval from'.

No. responses	Responses	Wiltshire Council Officer comment
4	Support for new cycle route in this area	Support noted.
1	Cycling Opportunities Group for Salisbury (COGS) note that the Avon valley path is a heavily trafficked segregated shared use path with 2-way cycle track, which is substandard. The preferred width (LTN 1/12) would be: • 2-way cycle track – 3m (actual width c1.55m) • Pedestrian path – 1.5m (actual width c1.3m) LTN 1/20 gives updated geometric requirements: the 'absolute minimum width at constraints' for 2-way cycling is 2m. In view of the substandard nature of this path, & in particular the constraint at the railway bridge it would be worth prioritising the upgrading of this route and putting this in a higher Phase if possible.	The council will look to deliver different phases of the River Park Masterplan as opportunity and funding arises. The phase numbering within the masterplan do not indicate the order in which phases will be implemented apart from phase one that is now predominantly fully funded. The council are aware of the substandard width of the shared use path and are keen to address this as soon as possible.
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would like to see Phase 3 of the project to upgrade the pedestrian/cycle link between Ashley Road & The Maltings Central Carpark brought forward if possible and to be implemented concurrently with Phase 1 of this scheme. It is understood that there are still matters to be resolved with Highways England but every effort should be made to resolve these issues as a matter of urgency because of the very substandard existing conditions for pedestrians, disabled users & cyclists using the A36 underpass & the difficult pinch point on this route in the vicinity of the railway bridge	
3	Would like to see Phase 3A progressed at an earlier stage if possible, e.g. cycle way through Kivel Court arch	
1	The riverside path from Ashley Green to Central Car Park is a key pedestrian and cycle route not fit for purpose in its current state. This needs to be addressed with some urgency in order to improve connectivity and encourage active travel. If, addressing the intermittent flooding of the underpass under the A36, diverting the cycleway under the railway bridge and improving the overall width of the path, which is too narrow for shared use, are delayed this	The council will look to deliver different phases of the River Park Masterplan as opportunity and funding arises. The phase numbering within the masterplan do not indicate the order in which phases will be implemented apart from phase one that is now predominantly fully funded. The council are aware of the substandard width of the shared use path and are keen to address this as soon as possible.

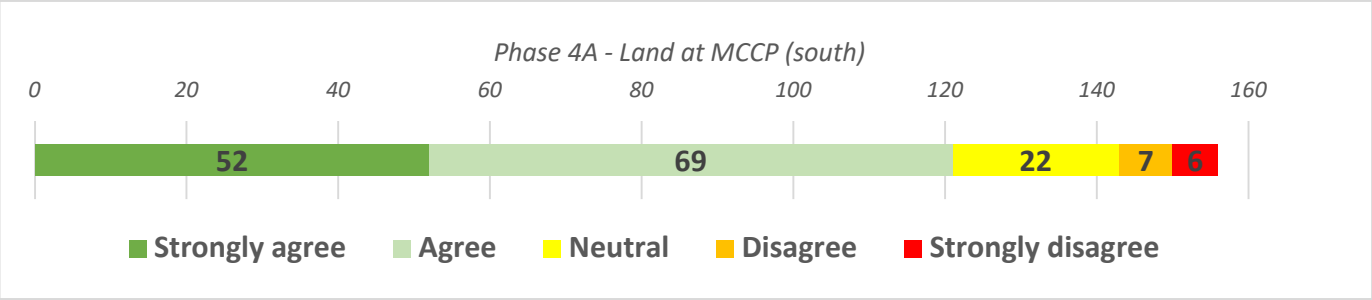
No. responses	Responses	Wiltshire Council Officer comment
	would decrease the value to the public of the enhanced sections of the River Park achieved in Phase 1A, B and C. Could this work become part of phase 1?	
1	Note needs to be taken of the most recent DfT LTN1/20 when considering the Avon Valley Path between Ashley Road and the Central Car Park - current issues with the railway bridge and the A36 underpass, the poor surface and the narrow width given current and future usage need to be addressed.	The council will look to deliver different phases of the River Park Masterplan as opportunity and funding arises. The phase numbering within the masterplan do not indicate the order in which phases will be implemented apart from phase one that is now predominantly fully funded. The council are aware of the substandard width of the shared use path and are keen to address this as soon as possible.
1	It is critical that the pedestrian and cycle route under the A36/ railway bridges to the north are substantially improved.	Noted and agreed. It is an intention of the River Park Masterplan to improve pedestrian and cycle routes in line with general development principle RP5.
1	Cycling Opportunities Group for Salisbury (COGS) would like to see further investigations into possible route options for cyclists under the ring road. Currently the new route is shown as re-joining the shared use path alongside the river and under the ring road at that point. Could there be an investigation into the possibilities of reconfiguring the road under the A36 which leads to the Waitrose roundabout? Currently this has space for 4 lanes of traffic with inadequate pavements and no provision for cyclists other than in the carriageway. If the eastern traffic lane leading to and under the bridge could be reconfigured as a two way cycle lane, and the route into Waitrose car park towards the Avon Valley path be used by cyclists, this would make a more direct route, would assist cyclists visiting Waitrose, and would avoid conflict with pedestrians on the path alongside the river under the A36 bridge.	Noted. It is intended that cycle and pedestrian paths are segregated wherever feasible in line with latest government guidance. This is confirmed within PR5 of the masterplan that requires phases of the masterplan to provide 'segregated pedestrian and cycle routes when practicable.' Further discussions and feasibility work will be needed to determine whether a scheme is possible here.
1	The use of the third railway arch for a cycle path is attractive, but consideration should be given to removing parking on the Waitrose access road and providing an on carriageway route for cyclists with	Noted.

No. responses	Responses	Wiltshire Council Officer comment
	cycle access from Waitrose car park to the Avon Valley path.	
1	The A36 underpass is difficult for cyclists to navigate.	Noted. Opportunities for enhancement working with Highway England are being explored. Further discussions and feasibility work will be needed to determine whether a scheme is possible here.
1	Salisbury Area Greenspace Partnership (SAGP) would like to see the reinstatement of the Lombardy Poplars in Fisherton Recreation ground & along the main river between the A36 & Ashley Road as part of the River Park Project. Whilst relatively short lived, these trees provided a very distinctive landmark from Old Sarum, Harnham Hill & other parts of the high downland which surround Salisbury. Historically, there is also a link with the artist John Constable who visited Salisbury on numerous occasions & his paintings of the area feature some of the first poplars that came into this country in the early part of the 19th century. Sadly, there are now very few remaining in the city.	Concern noted. Unfortunately, some of the poplars and other trees will need to be removed to enable the flood alleviation infrastructure to be delivered. Some trees will be translocated whilst new planting of poplars and native species will also be undertaken. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	Support for increased tree planting	Support noted.
1	Support for the retention of mature trees. Existing mature trees must be retained for carbon capture and to address Salisbury's air pollution issues. Do not cut down any trees in this development.	Where the loss of tress will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting. There is a strong planning requirement to retain as many trees as possible. Trees will be translocated where possible.
1	It is not clear if the 5m segregated footway/cycle path is along the complete length of this phase	A segregated path will be provided where space allows. There may be short areas / pinch points where it is not possible to fit in the whole width. The aspiration is to divert the cycle path under the 'third arch' or around Kivel court in order to facilitate this.
1	Please could the tracks be segregated as far up as Ashley Road with barriers to stop each from impeding the other as is currently so much the case?	In line with policy RP5 and national guidance the pedestrian and cycle paths will be clearly segregated where possible.
2	The southern part of Phase 3A is a welcome improvement but there is too much shared pedestrian/cycle space on the northern part, which limits cycling speed significantly.	
1	What plans are in place to resolve the periodic flooding of the path beneath the ring road bridge?	The path directly below the ring road is within the ownership / control of Highways England. The council are in discussion with Highways England

No. responses	Responses	Wiltshire Council Officer comment
		to ensure they are aware of the periodic flooding and to meet their obligation to ensure it is drained properly in the future.
1	There is no indication of protection and/or replacement of the fastigiate oak planted to replace the original over mature Lombardy poplars, removed five years ago. These trees along with the Lombardy poplars at Fisherton Recreation Ground, also replanted at the same time, were significant cultural /landmark features in the landscape in views down the Avon Valley from the north and from the high ground of Harnham Hill to the south. Lombardy poplars feature in many of John Constable's paintings of Salisbury, especially in views of West Harnham from across the water meadows. A key group of poplars was lost and not replaced to the West Harnham flood embankment scheme, adjoining the Old Mill. Fortunately, a small group of trees has since emerged from the suckers of the original trees to retain this cultural landmark.	Unfortunately, some of the poplars and other trees will need to be removed to enable the flood mitigation infrastructure to be delivered. Some trees will be translocated whilst new planting of poplars and native species will also be undertaken. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	Request that the mature trees in the Phase 3a area of grass south of the railway arches are retained/protected.	When phase 3A is progressed relevant tree surveys will be undertaken to inform the detailed design of any project. This will determine the health of the trees and which should be retained. Any mature trees that form an important part of the character of the conservation area will be retained.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the potential widening of existing pedestrian route under railway bridge which will require engagement and approval from the owner National Rail.	The masterplan identifies the potential to restrict access under the railway bridge to pedestrians only by creating a cycle diversion around Kivel Court and through the 'third' currently vacant railway arch. No flood risk impacts are expected from this proposal.
1	Do not want to be rerouted to cycle next to a busy access road, along which the majority of vehicles travel too fast - I want to cycle next to the river	It is not intended that the cycle path would be rerouted next to a busy access road. It would be intended that the cycle path would remain segregated from cars / vehicles on the short stretch that the path may have to be close to a road.

Phase 4A – Land at MCCP (south)

6.43. Responses to Question 4 relating to *Phase 4A – Land at MCCP (south)* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement*:*



6.44. Responses to Question 5, written feedback relating to *Phase 4A – Land at MCCP (south):*

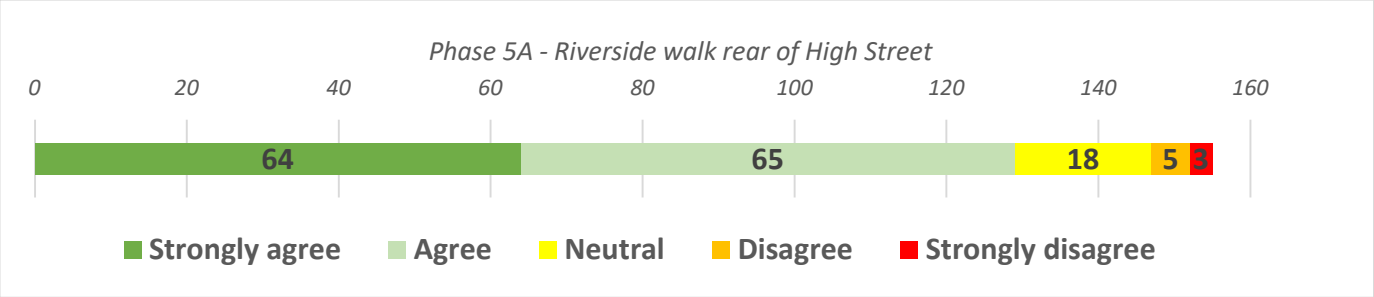
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) comment that there is no indication as to how pedestrians or cyclists might be routed through this space: currently there is no access through this part of the Maltings for cyclists. The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area.	It is noted that National Cycle Network (NCN) Route 45 passes through the site, and an alteration to the cycle route is shown through the coach park to facilitate the delivery of the River Park. As part of the redevelopment of the MCCP site, it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site
1	Concern that there is no mention of a cycle path in phase 4A through MCCP south. would be significant step forward in providing one continuous car-free route into and through the city centre.	
1	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society would welcome the opening up culvert near Sainsburys as part of a later phase of the project in order to increase public awareness of the river network through the city.	Noted.
1	Agree with some parts of the proposals but disagree with others - the approach taken should vary according to the setting through which the river flows.	The masterplan makes clear that the character of the River Park will vary greatly between zones to take account of the immediate context, from for example, rewilding around Fisherton Recreation Ground to more leisure and activity focus to the south of the Maltings.
1	Please leave wild spaces intact/don't cut down any trees.	Diseased trees and those which fetter maintenance of the watercourse/ implementation of the project may be removed, and these will be compensated by many new trees to be planted. The scheme will deliver a very large net benefit regarding the number of trees within the masterplan area.
1	Any structural repairs to bridges must be considerate of wildlife.	Planning applications may need to be supported by a Construction and Environmental Management Plan or Habitats

No. responses	Responses	Wiltshire Council Officer comment
		Regulations Assessment, where legally required.
1	Commercial kiosk spaces should be set in-and-among wild areas - do not clear these areas. A more natural setting for the kiosk is preferable to many people.	Any commercial uses/kiosks developed as part of the wider MCCP development will need to be adequately set back from wilder areas in order to minimise any potential disruption to wildlife, I.e. noise and light impacts.
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the creation of the two stage river channel with creation of wetland habitat.	A map showing the improvement to flood risk following the completion of the scheme was available on the Environment Agency's consultation website here – Before & After Flood Risk Map[10] Apologies if this was difficult to find
1	The proposals fail to show what the resultant flood risk/area will be as a consequence of the aspiration to open or re-engineer the existing culvert on the main River Avon channel at The Maltings.	
1	Keep Sainsbury's as is.	Supermarkets make an important contribution to local employment and the retention of the supermarket within the MCCP area would be supported. However, there are opportunities to improve the Sainsbury's block and area through redevelopment, including the development of phase 4a of the River Park project.
1	Do not move the Library from its current position	The council is committed to retention and improvement pf the library provision in Salisbury. The intention, as set out in the MCCP Masterplan is that this will be within the Cultural Quarter.
1	The art galleries need to be in the same building as the library	The council is committed to ensuring a suitable location for the Young Gallery is found, should future proposals for the MCCP necessitate its relocation from the existing building.
1	The Maltings should deliver medium and small shops, petrol filling station accessed directly from the Ring Road; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions.	Requests noted. The redevelopment of the site will need to accord with the strategic policy and endorsed MCCP Masterplan.
1	The Maltings should deliver include tourist information, medical health centre, 24 hour free toilets, refreshments etc; drop off and ample parking, taxi and shop-mobility scooters, cycle stands, etc.	
1	The Maltings and Central Car Park should include youth hostel and hotel accommodation along with residential flats above shops.	The future redevelopment of the MCCP site could potentially include a hostel or budget hotel accommodation, should proposals of this nature come forward.

[10] Available from: https://www.salisburyriverparkphase1.com/frequently-asked-questions1?preview=true

Phase 5A – Riverside walk rear of High Street

6.45. Responses to Question 4 relating to *Phase 5A – Riverside walk rear of High Street:*



6.46. Responses to Question 5, written feedback relating to *Phase 5A – Riverside walk rear of High Street* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement

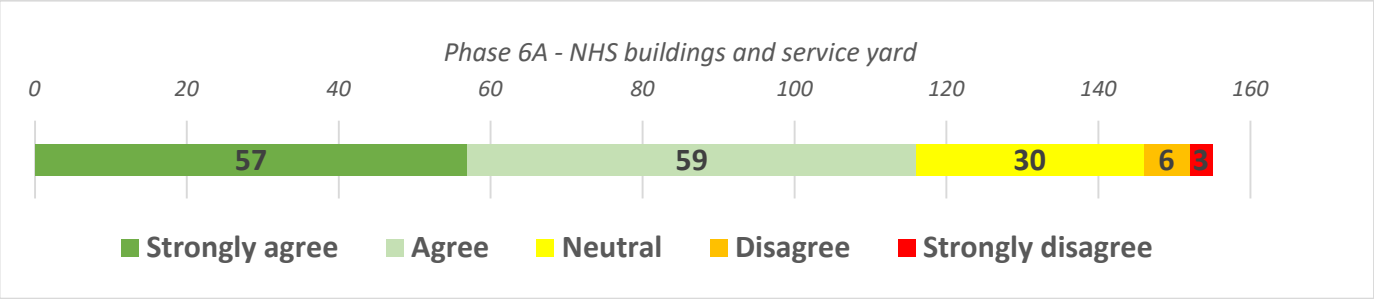
No. responses	Responses	Wiltshire Council Officer comment
1	Cycling Opportunities Group for Salisbury (COGS) note that the access through this area is only defined as 'footpath'. This area should be designed to accommodate cyclists, as N-S routes though this side of the city are much needed. Current routes (& restrictions): • North St/South St: helpful contraflow on South Street, but North Street is one way northbound • Water Lane: Cycling prohibited • Rear of High Street • High Street: Cycling allowed northbound, but not southbound. The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area (see also comments on RP5 at Question 3.5 above).	Noted. However, it may be difficult to introduce both a walking and cycling route in these locations due to the narrow width between existing buildings and the river in some locations and width requirements of segregated cycle and footpaths. This is particularly the case on Water Lane and between Fisherton Street and Crane Bridge Road. Traffic reduction on Fisherton Street, Crane Street and New Canal is likely to be the best option for an improved and safer cycle route in this area.
2	Concern that there is no mention of a cycle path in phase 5A between Fisherton Street and Crane Bridge Street. would be significant step forward in providing one continuous car-free route into and through the city centre.	
1	It would be advantageous if the riverside walk rear of High Street could allow for cyclists, to improve North/South routes in this area.	
1	By blocking the rear of New Look with a new building this risks the development of this site and the possible interconnectivity of the high street in future redevelopment.	The comments are noted, and the masterplan will be amended to make clearer reference to the opportunity site at High Street / Crane Street and British Heart Foundation / Julia's House that is set out in the Salisbury Central Area Framework.

No. responses	Responses	Wiltshire Council Officer comment
		Change to Masterplan: Add reference to the opportunity for improving linkages with High Street as set out in the Salisbury Central Area Framework. Add new bullet to page 38, phase 5A to read 'seek opportunities to improve linkages and legibility with the High Street as set out in the Salisbury Central Area Framework
1	Can anything be done about the rear of the ugly and dilapidated Next building?	The council will work with the landowner of New Look building if the opportunity arises to redevelop this site in line with opportunity site identified by the Salisbury Central Area Framework.
1	Agree with plans for new planting. However, with the creation of new seating, please do this around the existing wildlife.	Protection and improvement of habitat for biodiversity is one the key objectives for the project.
1	New food outlets are not needed there are so many pubs cafes in a 50 metre radius of this location.	The MCCP Masterplan is indicative and exact uses will be driven by prevailing market conditions at the time.
1	The plans seem too grand for a series of relatively small spaces, e.g. tiered seating, amphitheatre, stone steps, new active frontages. Will this fit with the peaceful, natural approach this plan offers elsewhere.	Noted. **Change to Masterplan:** Amend terminology to better reflect the scale of development/street furniture that is likely to be delivered in this phase. Amend list on page 39 and delete area 7 as this area is not wide enough for the proposals, as follows: A strong landscape strategy is key to the success of public spaces. This indicative plan shows potential proposals which could be developed to enliven the urban realm. 1. Gateway entrance sign/art work. 2. High quality paving materials and street furniture. 3. Informal ~~timber terraced~~ seating. 4. Opportunity to use building facade for public art/projected imagery. 5. Naturalised river's edge - marginal planting. 6. Linear park - natural~~istic~~ planting~~/rain gardens.~~ ~~7. Amphitheatre seating and steps leading to bridge.~~ 7~~8~~. Stone stepped seating. 8~~9~~. Informal lawn area with high-quality street furniture. 9~~10~~. Moveable bistro furniture and high quality moveable planters.
1	The riverside referred to in this phase is very narrow – is there enough space to fit in all of the proposals?	

No. responses	Responses	Wiltshire Council Officer comment
		~~911~~. Footpath Remove area 7 from the map, and re-number areas accordingly.
1	Please keep all the trees in this area and refer to the last planning application for the land (and trees) between the High Street and Avon Path.	With every opportunity to improve the public realm tree removal will be limited where possible. If trees have to be removed to facilitate development, wherever possible a greater number of trees will replace them.

Phase 6A – NHS buildings and service yard

6.47. Responses to Question 4 relating to *Phase 6A – NHS buildings and service yard:*

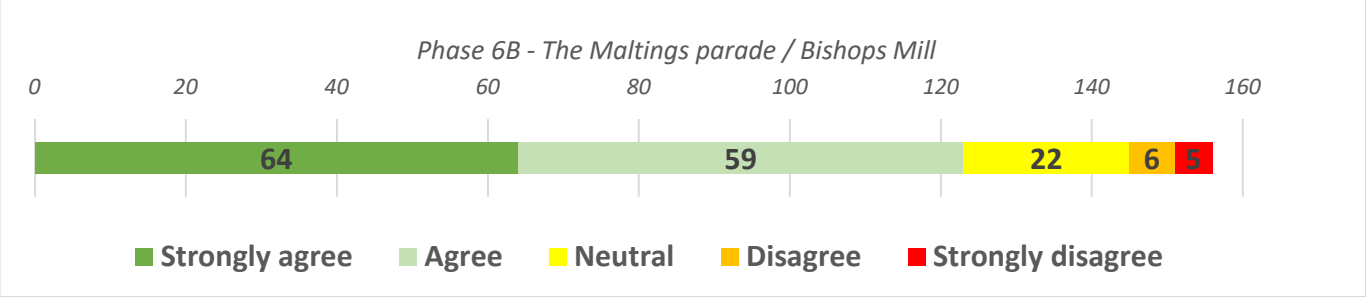


6.48. Responses to Question 5, written feedback relating to *Phase 6A – NHS buildings and service yard:*

No. responses	Responses	Wiltshire Council Officer comment
1	More thought should be given to healthcare provision and engaging with local practices to assess and address their needs as well.	Phase 6A aims to only make minor improvements until such as time as it is possible to acquire the surface level car parking and the River Park can be extended. Discussions will be held with the NHS providers and probation office if opportunities arise around or close to their buildings.
1	I do not consider planting is appropriate for screening the service yard.	Noted.
1	Support for turning the car park space into space for trees.	Support noted.
1	The eastern river facade to the south of Millstream Approach (rear of Tesco etc) is an eyesore and not really addressed in this document - are there any proposals here?	The objective is to screen this area so it is not such an eyesore until such a time as the council may be able to acquire the land and extend the River Park proposals.
1	'Innovative screening' looks dated already, is of poor design and likely to require excessive maintenance.	Any screening would be intended as a temporary measure until such a time as the area / land could be acquired and the River Park extended into this land.

Phase 6B – The Maltings parade / Bishops Mill

6.49. Responses to Question 4 relating to *Phase 6B – The Maltings parade / Bishops Mill* showed a significant level of support for the phase proposals. A number of respondents expressed a neutral opinion, and a small number expressed disagreement



6.50. Responses to Question 5, written feedback relating to *Phase 6B – The Maltings parade / Bishops Mill:*

No. responses	Responses	Wiltshire Council Officer comment
1	Would prefer to have a wider green corridor and for the shops (The Works/ Robert Dyas etc) to be relocated and the buildings knocked down to allow the river to be visible through to Elizabeth Gardens as so much more could be made of Priory Square which is always a 'dead' area.	Potential commercial redevelopment (if market requires) and reopening or re-engineering of the culvert on the main River Avon channel is a long-term aspiration set out in the MCCP Masterplan.
1	It would be brilliant if the walk could be maintained where the Avon currently flows underneath the buildings occupied by Robert Dyas and the works.	
1	Improvement of this area should be phased earlier in the development.	The phasing set out in the masterplan is indicative and delivery may vary due to the onsite conditions and available funding.
1	Concerned about the absence of a cycle route through The Maltings to link the path that starts/ends at Avon Approach with St Thomas's Square/High Street.	No changes are proposed to be made to the existing cycle route in this area.
1	The river should harness for renewable energy.	There are challenges with hydroelectric schemes on this part of the River Avon. Flood risk is one issue, but the bigger challenge is the impact on ecology. For a hydro scheme to be successful a significant drop in water level is needed, which isn't present on this part of the River Avon. The River Avon is a very low gradient water course and doesn't lend itself to hydro schemes compared with other rivers. However, the MCCP Masterplan commits to exploring other renewable energy generation options as part of the regeneration of the site.
1	'Innovative screening' looks dated already, is of poor design and likely to require excessive maintenance.	The images within the masterplan are indicative. When the phase comes forward consultation can be had with the community or interest groups to ensure the most suitable screening.

No. responses	Responses	Wiltshire Council Officer comment
1	Support the proposals so long as Avon Approach is kept open to allow restricted access for emergency vehicles.	Support welcomed. There is no intention to close Avon Approach to access for emergency vehicles.

6.51. The following tables detail the responses to Question 5 that did not relate to a specific phase of the masterplan.

Responses general comments on the masterplan:

No. responses	Responses	Wiltshire Council Officer comment
3	The plans are difficult to read, even for those familiar with the area	Noted. **Change to the Masterplan** Additional landmark annotations to be added to maps.
1	There are too many phases	The purpose of the phases is to distinguish the different elements of the River Park project from each other. The early phases (phase 1) will deliver the critical flood mitigation infrastructure and can be brought forward quickly while later phases will need to be informed by the redevelopment of the MCCP site which is yet to be planned in detail. Other elements rely on the identification of funding sources. The phasing set out in the masterplan is indicative and delivery may vary due to the onsite conditions and available funding.
1	Will there be a review phase at the end of each of the phases in order to learn lessons, and adjust approach to future phases accordingly?	
1	The phases should be as compressed as possible, so that the overall plan is not compromised.	
1	Concern that it is not clear how the project will be achieved in areas where existing buildings are, some of which will be of historic interest. Seems a bit dreamlike without substance or any idea of funding.	Some elements of the River Park rely on the identification of funding sources. The existence of a masterplan setting out a clear intent can be used as levy to support future bids for funding to realise the ambitions of the masterplan. The council will continue to negotiate with landowners (where land is not already owned by the council).
1	The River Park should be commenced and completed as soon as possible.	Noted and agreed.
1	Some elements of the masterplan are aspirational and require careful assessment to determine their practicalities and potential impacts (e.g., ecological/historic environment/traffic).	Officers have engaged in discussions with key consultees and stakeholders to determine that there are no overriding reasons the high level proposals set by the masterplan cannot be supported. Any detailed planning applications that are required to deliver the phases of the masterplan will be required to be supported by detailed evidence to demonstrate their acceptability in terms of ecology, conservation, highway impacts etc.
2	Salisbury Area Greenspace Partnership (SAGP) and Salisbury Civic Society comment in relation to Building Partnerships for the Longer Term. Long term success of the River Park Project especially through the Maltings relies on encouraging adjoining landowners e.g.	Opportunities to work with landowners to enhance the River Park in the longer term will be taken.

	WC / NHS / Tesco / Network Rail etc to work together to enhance their own external spaces. SAGP would like to see more details as to how this will be facilitated & factored into the development process.	
1	Concern with the approach of relying on developers to fund the continuation of the River Park as this could lead to arguments about 'viability' after the event of planning permission being granted. The future of such a sensitive environment should not be left in the hands of big business, relying on unpaid help from volunteers and no commitment to future funding from the local authority.	Ongoing maintenance and funding form a key part of the agreements in place between the partner bodies involved in the delivery of the EA's phase 1 part of the River Park project. This will be of equal importance in bringing forward the latter phases and will be negotiated between landowners at the appropriate times. While the maintenance of the watercourses remains the responsibility of the landowners, there may be opportunities for a voluntary community involvement, to be overseen by officers with relevant expertise for the management of the area.
1	The proposals raise a hope that some of the River Park can be maintained by local volunteers. While this is laudable any costings for maintenance should exclude any benefits of volunteers as such support cannot be fully guaranteed, especially long term.	
1	Will there be scope for community groups to get involved in the post development management so that there is real community ownership?	

Responses relating to pedestrian/cycle infrastructure:

No. responses	**Responses**	**Wiltshire Council Officer comment**
1	There should be an integrated approach to cycle paths - some of the phases mention it, but not all. It is not clear how all the new and existing cycle paths will knit together. A master cycle network map should be created to support the overall Salisbury Central Area Framework.	One of the objectives of the Salisbury River Park Masterplan is to try and improve cycling and walking links that pass through the masterplan area. More detailed plans for specific cycle routes are expected to be provided within the phase 1 planning application material.
1	A modal shift from the private car to the bicycle requires safe routes for cyclists into the city centre, which means segregated from motor vehicles - these are largely absent at the moment.	
2	There is an overall lack of detailed plans for cycling routes.	
1	Would like there to be an off-road cycle route north-south along the whole of the River Park area.	

No. responses	Responses	Wiltshire Council Officer comment
1	The scheme does not address the longstanding issues regarding cycling around Salisbury city centre. E.g. providing a positive clear direct link between the National Cycle Paths North and South of the Cathedral Close.	It is noted that National Cycle Network (NCN) Route 45 passes through the site, and an alteration to the cycle route is shown through the coach park to facilitate the delivery of the River Park. The River Park Masterplan area is focused on land around the city's rivers and does not include land at the cathedral close. As part of the redevelopment of the MCCP site it may be possible to provide a more direct cycle route via Summerlock Approach or Malthouse Lane, through the Maltings, and connecting to Route 45 and this will be explored. The council's Local Cycling & Walking Infrastructure Plan identifies the need for such a route, but the exact alignment cannot be determined until we understand any detailed land use plans for the Maltings and Central Car Park site
1	Further south from the coach park, it is far from clear what happens to the cycle route, although there is some mention of walking routes.	
1	Note needs to be taken of the existence of NCN Route 45 through the River Park area towards the Leisure Centre and beyond, ideally separating cyclists and pedestrians onto separate cycle and pedestrian routes.	The council are aware of the National Cycle Routes through the River Park, and the masterplan proposals seek to retain and improve these linkages.

Responses relating to highways/transport/parking:

No. responses	Responses	Wiltshire Council Officer comment
1	Why are areas for car parking not shown?	The River Park Masterplan does not in itself make provision for new parking spaces. Where the implementation of the scheme will impact on existing spaces this will be shown in detailed plans to be submitted with planning applications. The future of car parking on the central car park will be assessed through any regeneration proposals for the wider MCCP site and this will need to be informed by a parking study. The MCCP Masterplan makes provision for the retention for in the region of 1000 car parking spaces through the redevelopment of the site and electric charging points should also be included.
1	Build 3 story car park in the Maltings, subsidised/free by business taxes. Include electric vehicle charging points.	
1	Salisbury needs a transport interchange with a bus station in the central car park or at Waitrose site.	The council are working with South Western Railway and Network Rail to seek improvements to the transport interchange at the station as part of the successful Future High Streets Fund bid.
1	Either run a tram/shuttle between Maltings and the station platform 6 or set aside space to move the railway station to The Maltings for a comprehensive interchange. One or other is essential.	

No. responses	Responses	Wiltshire Council Officer comment
	The existing railway station is in the wrong place. When funds allow, move the railway station to the Maltings for a top class transport interchange, with space for an hotel and some housing.	
1	Fisherton Street must have access from railway station and main car park.	There is no intention to prevent access to the railway station and main car park from Fisherton Street.
1	Inadequate thought about how pedestrian and traffic flows including buses and coaches integrate.	Any changes in pedestrian and traffic flows will need to be subject to a Road Safety Audit that will assess how these integrate. The intention is to provide improvements especially with respect to conflict between pedestrians and cyclists.
1	Access for maintenance vehicles and emergency services have not been considered.	There is no intention to change access for maintenance and emergency vehicles through the proposals within the Salisbury River Park Masterplan.
1	Limiting or reducing road, street, parking in the city should not be done as this will create huge problems with traffic as we have already experienced before the lockdown when ETRO/LTZ was introduced into the city, now cancelled as problems seen. None of this would create any better surrounding and as already seen from the results recently, it will increase pollution. I am in favour of bringing in any green pleasant surround to the city but no 'reduction' should be done on any route until ring road problems and bypass questions have been sorted.	There is no intention to change road access for vehicles through the proposals within the River Park Masterplan. With respect to car parking there is a mix of temporary removal during construction works and some permanent removal as a result of the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. It may be helpful to consider these figures in the context of available parking spaces and occupancy. The MCCP area has1,731 parking spaces comprising; • Central Car Park long stay-887 spaces • Central Car Park short stay -219 spaces • The Maltings short stay–586spaces • Millstream North long stay-39spaces The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average. In addition, the reduction is parking spaces is consistent with the Salisbury Transport Strategy

No. responses	Responses	Wiltshire Council Officer comment
		and promotion of the Park and Ride and other sustainable transport improvements.

Responses relating to design/public services/facilities:

No. responses	Responses	Wiltshire Council Officer comment
1	The Toilets in the Market Square should be open through the evening, if not 24 hours.	This is a matter for consideration by Salisbury City Council.
1	All toilets should show a map of all (not just nearest) alternatives, including braille.	Suggestion noted.
1	Toilets should be free.	This is a matter for consideration by Salisbury City Council.
1	Shops should be encouraged to allow public use of their toilets.	This would be a matter for consideration by the shop owner.
1	Keen to liaise with the council about the siting and design of the 9 figures to be included in the Hidden Figures public art project.	The River Park encourages implementation of public art projects.
1	Concern about new riverside seating resulting in overlooking of riverside private gardens.	Concerns noted. This would be a key consideration when siting any benches.
1	Would like to see greater detail than is shown in the masterplan of how the spaces will actually look and function in reality.	Where planning permission is required, further detail will be provided and consultation as part of this application process.
1	Suggest that some ponds/fountains be introduced to the scheme to distract people into playing there, rather than entering the ecologically sensitive river.	Comment noted. The idea is that the river is the focal point, but that human access will be carefully managed in order to enhance and prioritise habitats.

Responses relating to ecology/planting:

No. responses	Responses	Wiltshire Council Officer comment
2	Support the areas being designed to encourage more wildlife/trees and plants.	Support noted.
1	Strongly support the proposed attention to detail on the use of artificial light levels recognising that this is of benefit to local people/visitors as well as to wildlife. It is possible to have safe lighting without blighting the neighbourhoods involved.	Support noted.
1	The benefits to wildlife, the community and the overall 'health' of the area are very clear.	Support noted.
3	Please leave existing river flora and ancient trees in the area.	Agreed. Where the loss of trees will be unavoidable for the implementation of the project, or trees are found to be diseased, this will be compensated by a large net gain of tree planting.
1	If there are any plans to clear trees, is this information available anywhere?	
1	The masterplan diagrams do not make it very clear which trees are to be retained and which will be removed.	

No. responses	Responses	Wiltshire Council Officer comment
1	Maintenance of the 'wild areas' need consideration - the current area around the Leisure Centre looks very neglected and sightlines and access to the river from the Leisure centre side is very poor, hindered by overgrown bushes and fallen trees.	Maintenance of the masterplan area is important and hence the inclusion of policy RP8 which addresses management and maintenance of the area.
1	Should the construction stages be staggered to allow the impact on the bullhead to stabilise or migrate to other areas?	The construction of phase 1 is staggered across 2 years and the Environment Agency is working closely with Natural England to ensure minimal impact from construction. Relevant licenses will be gained where required. Ecological cycles, such as fish spawning, are key in determining the timing of seasonal works. Future phases will be staggered as funding allows
1	Where possible, areas of planting should be set aside for indigenous food species (apple, pear, chestnut, walnut, haw, quince, medlar)	The species chosen will be native and suitable for the river environment.
1	Would like to include opportunities/ possibilities for planters to be used for food along the lines of the Incredible Edibles Network.	It is intended that community groups will be involved in the maintenance of the River Park area and if there are planters in any of the phases there maybe opportunity for the community groups to plant food within the planters as the community wish.

Responses relating to drainage:

No. responses	Responses	Wiltshire Council Officer comment
1	Support the proposals if there is the budget to deliver it but would prefer to clean up what we already have first. If the Victorians could do this with hand tools why do we need to make this so complicated. Once it's deep and clean, the natural environment will make use of the new space available.	Any maintenance of the river that is required will need to be carried out in accordance with accepted modern standards.

7. Habitat Regulations Assessment

Habitat Regulations Assessment Screening Report

7.1 The following tables detail the responses to the draft Habitats Regulations Assessment screening report and the changes that have been made to the masterplan as a result of the screening. The draft masterplan has also since been subject to an 'Appropriate Assessment' stage of the Habitats Regulations Assessment that has resulted in further amendments to the masterplan and these changes are also detailed in this section. With the following amendments it is concluded that the Master Plan will have no adverse effect on the integrity of the River Avon SAC in alone assessment and in-combination subject too the mitigation identified within the plan being delivered.

Responses to the Habitats Regulations Assessment screening.

No. responses	Responses	Wiltshire Council Officer comment
1	Natural England concurs with the Council's HRA Screening assessment the likelihood of significant effects arising from the proposal, either alone or in-combination, cannot be ruled out. Natural England therefore advises that an appropriate assessment is undertaken, in order to assess the implications of the proposal for the European site(s), in view of the site conservation objectives.	Noted. An appropriate assessment will be undertaken and will accompany the final draft of the river park masterplan.
1	Natural England note that the wider reconfiguration of existing public space (highway/pavement changes, landscaping of terrestrial areas away from riverbank) for all phases has been screened out, as being removed from the SAC boundary with no pathway to affect the SAC. NE advises that this is not the case as the River Avon SAC is a groundwater fed river and is therefore interconnected and dependant on the underlying aquifer. The extent and type of new surfacing therefore has the potential to affect the SAC as does any associated lighting.	Noted. The HRA screening has been amending accordingly**.**
1	Natural England note that landscaping / change of land-use or enhancement of existing areas, similar to commercial activity, may also increase recreational use which may again result in an indirect effect on the SAC.	Noted. The HRA screening has been amending accordingly to ensure recreation is highlighted
1	Natural England note that Stepped banks/stone stepped seating 4a and 5a should also be considered as potentially having a likely direct effect on the SAC as could the new access paths in 4a.	Noted. The HRA screening has been amended accordingly.
1	Natural England note that noise and vibration from works has not been screened in at 7. NE understand from the comments that the time-frame works will be short and these are mobile species, however, due to the nature of the built environment at this	Noted. The HRA screening has been amended accordingly to ensure vibration is considered.

No. responses	Responses	Wiltshire Council Officer comment
	location here there may be a potential risk to SAC fish species during the construction of 4a. Increased predation of water vole from increased/easier access to the riverbank and marginal zone is another risk that has not been considered.	
1	Natural England advise in relation to the HRA Stage 1 Screening that the assessment of the effect on the potential for loss or damage of the Annex 1 habitat from all of the proposals needs to be reviewed. The habitat feature is the water course and not just the water crowfoot species and therefore habitat loss and damage needs to consider the full expression of this habitat which is governed by dynamic processes and consists of a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover. This relates to the assessment for Area 2a, 3a, 4a and 5a where elements of the design have the potential to effect the habitat feature (e.g. a two stage channel, in-channel floating planters, stone seating, beaches are not characteristic of the biotopes associated with the chalk river habitat). Damage/disturbance to typical species such as the invertebrate community and water voles may also occur during construction/operation.	Noted. The HRA screening has been amended accordingly.
1	Natural England note that wider and/or new footpaths can also cause habitat fragmentation of the ecotone from the river to the riparian zone and (any) floodplain habitat (e.g. 3a, 4a).	Noted. The HRA screening has been amended accordingly
1	Natural England note that it is unclear why the assessment concludes no likely significant effects on the river habitat from habitat fragmentation for 4a when the effects are likely to be similar to those for 3a.	Noted. The HRA screening has been amended accordingly and justification provided.
1	Natural England note that if the bridge (6a) was to be replaced, then NE would advise that an HRA needs to assess the effect of the actual proposal on the habitat or species feature itself and avoid any effects from the existing structure.	Noted. An HRA will need to be undertaken on future phases as they come forward.

No. responses	Responses	Wiltshire Council Officer comment
1	Natural England comment with the respect to the risk of toxic contamination from pollution incident NE would also usually advise that, due to the highly sensitive nature of a SAC river, pollution protection measures need to go beyond the standard Pollution Prevention Guidelines.	Noted. The HRA screening has been amended accordingly
1	Natural England note that whilst it may be reasonable to conclude that the probability of the risk of species introduction and/or spread would be limited by following environmental best practice as this is standard practice for construction work in/near watercourses and is embedded into the design NE would advise that this needs to be evidenced by a INNS CEMP.	Noted. The HRA screening has been amended accordingly and taken through to the Appropriate Assessment stagel.
1	Natural England comment that the description of the SAC feature Water courses of plain to montane levels with Ranunculion fluitantisand Callitricho-Batrachionvegetation focuses very much on the plant communities and, in particular, the abundance of water crowfoot in the river. It should be noted that the abundance, or even the presence or absence of water crowfoot does not necessarily translate to good or poor condition of this habitat feature. Watercourses of this habitat type have a high degree of naturalness and are governed by dynamic processes which result in a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover.	**Noted.** Noted. The HRA screening has been amended accordingly
1	Natural England note that if Wiltshire Council is minded to grant planning permission contrary to the advice in this letter, the council are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, the authority has taken account of NE's advice. The council must also allow a further period of 21 days before the operation can commence.	Noted. The HRA screening has been amending in accordance with Natural England's advice and elements taken through to the Appropriate Assessment stage, a draft of which will be provided to Natural England for comment prior to the endorsement of the masterplan.
1	Natural England comment that the council consider the impacts of the proposed development on any local wildlife or	Noted. Further locally specific information will be gained to inform future phases where necessary.

No. responses	Responses	Wiltshire Council Officer comment
	geodiversity sites, in line with paragraphs 171 and 174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.	
1	Natural England comment that priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found here2. Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here.	Noted.
1	Natural England comment that the council has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available here. Natural England recognise the inclusion of Water Vole (Arvicola amphibius) and Otter (Lutra lutra) as part of the council's biodiversity duty.	Noted. The wording of the masterplan ensures that Water Vole and Otter will be considered. One of the key objectives of the River Park masterplan is to protect and enhance the environment along the river corridor.
1	Salisbury Area Greenspace Partnership (SAGP) comment in relation to Safeguarding the River Avon Special Area of Conservation (SAC). It is essential that the River Park Masterplan proposals are not at odds with the conservation objectives for the River Avon Special Area of Conservation (SAC) site and it must be demonstrated that the potential likely significant effects, alone and in combination, & as documented in the Habitat Regulations Assessment Stage 1 Draft Screening Report, can be	Noted. As detailed within the draft HRA screening various elements of the River Park masterplan will be take forward for the Appropriate Assessment stage of HRA to identify if potential significant effects on the River Avon SAC can be mitigated alone or in combination. If they can't be elements will be removed from the masterplan.

No. responses	Responses	Wiltshire Council Officer comment
	satisfactorily mitigated. This applies to the following species: Atlantic Salmon, Brook Lamprey, Bull Head, the plant communities of Water Crowfoot and Water Starwort, as well as Water Vole & Otter which are protected species & all of which are part of this rare chalk stream habitat.	

Amendments made to the draft masterplan as a result of the Appropriate Assessment.

7.2 Based on the Habitat Regulations Assessment Screening report, several elements of the Salisbury River Park masterplan have been taken through to the Appropriate Assessment stage of the habitat regulations assessment. As a result of the conclusion of the Appropriate Assessment stage several amendments have been made to the draft masterplan to ensure that the final version is HRA compliant. The changes that have been implemented are as detailed in the table below and the Appropriate Assessment can be viewed alongside the masterplan and this document.

Consultation draft Masterplan page number	Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment
Page 6	Page 6, last sentence: delete as superseded by other additional text: ~~Planning applications will be supported by an Environmental Impact Assessment (where relevant) and developers may be required to provide information to support the planning authority to undertake a Habitats Regulations Assessment (HRA) whenever there is a risk development may lead to likely significant effects~~.
Page 7	Page 7, first paragraph, last sentence add text 'either during construction or operation. All proposals should be accompanied by a CEMP'. Page 7 para 3 add after 2017 'and several phases taken forward to the Appropriate Assessment' stage and should be read alongside this masterplan'. Page 7 paragraph 3 Amend following sentence : ~~It concludes that there is potential for likely significant effects alone and in-combination on Atlantic salmon, brook lamprey, bullhead and Water courses of plain to montane levels with Ranunculion fl uitantis and Callitricho-Batrachion vegetation within the River Avon SAC from delivery of the Salisbury River Park Master Plan. An Appropriate Assessment will be required for the Salisbury River Park Master Plan prior to approval apart from the stone-stepped terraced seating from phase 4A, t~~**T**he HRA Appropriate Assessment concludes that the Masterplan (Phases 3A, 4A, 5A, 6A and 6B) can be ascertained to have no adverse affect on the integrity of the River Avon SAC in alone assessment or in-combination. This conclusion is dependent on a number of mitigation measure and / or conditions during construction delivery. All planning applications will need to be individually subject to further assessment under the Habitats Regulations to ensure that details of each element of the scheme are compliant and any necessary mitigation is secured through the planning permission. Specific mitigation measures have been identified in section 10 of this masterplan.
Page 16	Page 16 under RP1, bullet 8 delete bullet and replace: ~~All applications should be supported by a Construction Environmental Management Plan~~

Consultation draft Masterplan page number	Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment
	All applications should be supported by a Habitat Regulations Assessment and Construction Environmental Management Plan that takes account of mitigation measures identified in section 10 of this masterplan Page 16, under RP1 add a new bullet: 'Where appropriate, proposals should be supported by a review of the phase 1 scheme that looks specifically at the use of the river park by the pubic and whether the new park area is being used as expected. This evidence should be used to inform the future design of phases with respect to any increased recreational and associated pressures such as littering.'
Page 20	Amend the following bullet points to read: • considering surfacing materials and lighting so as to have a minimal effect on the River Avon SAC **and other protected species'**. • considering other indirect effects that a change in land use may have on the River Avon SAC **and other protected species'.**
Page 23	Delete the follow text in paragraph 1 under heading 'Area based development principles' as the element dicussed has been removed from the masterplan. Delete the following text: '~~proposed riverside seating area at Water Lane and'~~
Page 30 to 31	Remove seating area from Phase 2A scheme to that it simply becomes a scheme of narrowing the road and improving the public realm through increased planting etc. Amend Page 30 to 31 as follows: **Change to Masterplan** **Amend page 30 of masterplan (Phase 2A) as follows:** Phase 2A: ~~Water Lane /~~ Summerlock Bridge ~~riverside seating area~~ Fisherton Street is an important gateway part of the city centre that would benefit from regeneration. ~~One of the constraints is despite the wide range of food and drink establishments that outdoor seating is limited. The intersection of Fisherton Street with Water Lane is an opportunity to produce an innovative solution to this by providing a limited platform seating area over the river adjacent to the southern parapet of the bridge.~~ The area around Summerlock Bridge provides an opportunity to regenerate part of Fisherton Street. It is home to a historic bridge that is currently characterised and hidden with too much signage and street clutter. Delivery of Phase 2A will address the following ~~considerations~~: • The narrowing of the road ~~will~~ to be considered as part of a comprehensive assessment of the highways network within the city centre. • An enhanced public realm with landscaping to segregate the road from pedestrian areas and removing street clutter. ~~• This proposal will require a detailed HRA to demonstrate that it can be delivered without harm to the integrity of the River Avon Special Area of Conservation (SAC), and will~~

Consultation draft Masterplan page number	Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment
	~~provide overall betterment for the river. This should consider the constraints and opportunities to provide benefits to SAC fish species along the Summerlock Stream and potential impacts of increasing light pollution on the river. Choice of material and construction/operation of the new seating area will be implemented so as to minimise impact on the ecology of watercourse.~~ ~~Proposals for outdoor seating in nearby proximity to residential dwellings should be subject to a noise impact assessment and mitigation, where required.~~ • ~~Proposals must give due consideration to~~ tThe historic townscape in this part of the Salisbury Conservation Area. • Any works in proximity to service infrastructure is to be agreed with statutory service providers, such as Wessex Water. **Amend map on** page **30/31 as follows:** • Remove seating platform from map • Remove label 'café seating' and corresponding arrow. • Remove label 'New seating platform created over the river' and corresponding arrow • Add labels for Fisherton Street and Water Lane.
Page 43	Page 43, add a new section 10: **10 Habitat Regulations Assessment** A Habitat Regulations Assessment (HRA) Appropriate Assessment has been undertaken for the Salisbury River Park Master Plan and is available to read alongside this masterplan. This concludes that **the Master Plan (Phase 4A in part)** can be ascertained to have **an adverse effect on the integrity of the River Avon SAC in alone assessment.** **Apart from the stone-stepped terraced seating from Phase 4A** (see below, the HRA Appropriate Assessment concludes that **the Master Plan (Phases 3A, 4A, 5A, 6A and 6B)** can be ascertained to have **no adverse effect on the integrity of the River Avon SAC in alone assessment and in-combination assessment.** This conclusion is dependent on the following mitigation measures and/or conditions during construction delivery. It should also be noted that for each phase a A more detailed HRA should be undertaken in consultation with Natural England when specific details of the scale and nature of the works (and other developments for example Castle Street) are known. This will describe the potential effects of the works proposed as part of future schemes, together with project level mitigation measures. **The mitigation needed during construction delivery incudes:** ▪ Maintenance of longitudinal connectivity (no barriers to movement) during in-channel works; ▪ Suitable habitat is maintained/replaced after any disturbance; ▪ Restricting in-channel works to summer months to protect the salmon migration season (October to December) and the salmon (November to April) and bullhead (March to May) spawning seasons;

Consultation draft Masterplan page number	Change to draft masterplan as a result of Appropriate Assessment stage of Habitat Regulations Assessment
	▪ Ensuring works are undertaken during daylight hours will enable a large proportion of any 24-hour period for the movement of Atlantic salmon and other fish species; ▪ Construction Environmental Management Plan; ▪ Ecological Clerk of Works; ▪ Best Practice Guidance including Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites; ▪ Active commitments from Wiltshire Council and others to mitigate littering pressures as a result of increased footfall; ▪ Piling impact assessment to identify other management methods and any piling methods used to avoid any adverse effects on fish species (physical harm, behavioural disturbance); ▪ Water vole survey to determine the presence and extent of water voles within the area and presence of any burrows; ▪ A five-year monitoring plan will be developed with Natural England prior to construction of the Master Plan phases to monitor changes to the qualifying features of the SAC within the Master Plan scheme area; ▪ INNS survey to cover those areas of the Master Plan not surveyed as part of the Phase 1 Scheme to inform the CEMP and, Overall, the Master Plan (excluding the stone-stepped terraced seating from Phase 4A) will support the SAC Conservation Objectives which will contribute to restoring and enhancing the River Avon SAC through Salisbury. In-channel, marginal and riparian improvements will enhance habitat diversity within the designated site. These enhancements will support the natural functioning of the SAC and help to restore the extent and pattern of in-channel and riparian habitats to that of characteristic natural fluvial processes. The stone-stepped seating in Phase 4A of the Master Plan which engages with the river will result in modifications to the bank. The existing bank structure is composed of artificial, hard vertical banks. The stone-stepped seating will replace this for a different type of hard engineering. Therefore the stone-stepped seating will cause no loss or disturbance of SAC habitat, but nor will it improve the river corridor habitat or provide

Appendix A: Letter / email notification sent to consultees

Dear Sir / Madam

Notice of public consultation on the Salisbury River Park Masterplan and draft proposals for Phase 1 of the River Park project

Wiltshire Council and the Environment Agency are working in partnership to deliver a flood alleviation, environmental and public realm improvement project in central Salisbury which will reduce flood risk, enhance biodiversity, enrich public enjoyment of the rivers and build climate change resilience. We are inviting you to view and comment on these proposals.

The consultation starts at 9:00am Thursday 19th November 2020 and ends at 5:00pm Friday 8th January 2021

This consultation is split into two sections:

Section 1: Salisbury River Park Masterplan

Section 1 asks for your feedback on the draft Salisbury River Park Masterplan, which sets the guiding principles for the whole of the River Park area. The River Park will create a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The River Park area will better connect the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. It will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change. The Masterplan for the River Park sets out the guiding principles of how the project will be delivered in phases, with the latter phases dependent on securing funding.

Section 2: Detailed plans for Phase 1 of the Salisbury River Park (Salisbury Central Car Park, Ashley Road Open Space and Fisherton Recreation Ground)

Section 2 asks for your feedback on the Environment Agency's draft detailed proposals for Phase 1 of the River Park that will form part of a planning application next year. Phase 1 will provide critical flood risk alleviation infrastructure and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground. This part of the project is being led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council. The Phase 1 project is to be part-funded by the Swindon and Wiltshire Local Enterprise Partnership via the Local Growth Fund.

How to find out more information

Details about the draft Masterplan and the draft Phase 1 planning application proposals will be available on Wiltshire Council's website at www.wiltshire.gov.uk/salisbury-future from 9:00am Thursday 19th November 2020.

Wiltshire Council and the Environment Agency will be hosting 2 online webinars about the project where a presentation will be given, along with an opportunity for you to ask questions. These will take place on:

- Tuesday 24th November at 6:00pm. Click here to register
- Tuesday 15th December at 2:00pm. Click here to register

Anyone wishing to ask questions at the webinar events are encouraged to submit these in advance by emailing majorprojects@wiltshire.gov.uk stating 'Questions for Webinar' in the heading and which of the two webinars they will be attending. Questions can also be asked during the webinar events.

How to comment on the proposals

Comments are invited until **5:00pm Friday 8th January 2021**. Comments can be made:

- Using our online survey at: www.wiltshire.gov.uk/salisbury-future
- By email to: MajorProjects@wiltshire.gov.uk
- By post to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

Comments must be received no later than 5pm Friday 8th January.

For those without internet access, wishing to dial in to the webinar events, or requesting paper copies of the consultation material please contact Wiltshire Council's customer services team on 0300 456 0100.

Should you require further information, please email: majorprojects@wiltshire.gov.uk

Yours faithfully

Major Projects and Enabling
Housing and Commercial Development
Wiltshire Council

Appendix B: Advertisements / articles about the River Park

Wiltshire Council: 'Residents invited to shape Salisbury River Park proposals', Monday 16th November 2020, https://www.wiltshire.gov.uk/news/residents-invited-to-shape-salisbury-river-park-proposals

Salisbury Journal: 'Have your say on Salisbury's River Park proposals', Monday 16th November 2020, https://www.salisburyjournal.co.uk/news/18875474.say-salisburys-river-park-proposals/

Salisbury Journal – Public notice 19th November 2020 available from:

[Wiltshire Council Notice of public consultation on the Salisbury River Park phase 1 planning application and wider Masterplan - Thursday 19th November 2020 to 5pm on 8th January 2021 | Salisbury Journal]

Wiltshire Council
Notice of public consultation on the Salisbury River Park phase 1 planning application and wider Masterplan – Thursday 19th November 2020 to 5pm on 8th January 2021

Wiltshire Council and the Environment Agency are working in partnership to deliver a flood alleviation, environmental and public realm improvement project in central Salisbury which will reduce flood risk, enhance biodiversity, enrich public enjoyment of the rivers and build climate change resilience. We are inviting you to view and comment on these proposals. This consultation is split into two parts:

Part 1: Salisbury River Park Masterplan

Part 1 asks for your feedback on the draft Salisbury River Park Masterplan, which sets the guiding principles for the whole of the River Park, to be delivered over a number of phases, with the latter phases dependent on securing funding

The vision for the River Park is a lasting legacy of riverside green space and urban wildlife habitat for the people of Salisbury and its visitors to enjoy well into the future. The River Park area will better connect the linear riverside route from the Ashley Road Open Space towards Elizabeth Gardens, north to south through the centre of Salisbury along the margins of the River Avon. It will enhance the setting and quality of the river while delivering essential flood risk mitigation to protect existing and future residents and businesses, building resilience to the effects of climate change.

Part 2: Detailed plans for Phase 1 of the Salisbury River Park (Salisbury Central Car Park, Ashley Road Open Space and Fisherton Recreation Ground)

Part 2 asks for your feedback on the draft detailed proposals for Phase 1 of the River Park that will form part of a planning application for Phase 1. Phase 1 will provide critical flood risk alleviation infrastructure and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground. This part of the project is being led by the Environment Agency, with support from Wiltshire Council and Salisbury City Council. The Phase 1 project is to be part-funded by the Swindon and Wiltshire Local Enterprise Partnership.

How to find out more information

Details on both the draft masterplan and the draft phase 1 planning application proposals will be available on Wiltshire Council's website at **www.wiltshire.gov.uk/salisbury-future** from **Thursday 19th November 2020.**

Wiltshire Council and the Environment Agency will be hosting 2 online webinars where a presentation about the project will be given, along with an opportunity for you to ask questions. These will take place on Tuesday 24th November and Tuesday 15th December 2020.

In order to attend either webinar please follow the following link to register your place.

https://www.eventbrite.co.uk/d/online/salisbury-river-park/

How to comment

Comments are invited until **5:00pm Friday 8th January 2021**. Comments can be made:

- Using our online survey at: www.wiltshire.gov.uk/salisbury-future
- By email to: MajorProjects@wiltshire.gov.uk
- By post to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

A survey form can also be downloaded from www.wiltshire.gov.uk/salisbury-future to be returned by email or post

Should you require further information, please email: majorprojects@wiltshire.gov.uk or call Wiltshire Council's customer services team on 0300 456 0100.

Article on Salisbury BID website:

SalisBury BID

Businesses invited to shape Salisbury River Park proposals

17th November 2020

Local businesses and residents are being asked for their views on the Salisbury River Park proposals.

This joint project, between Wiltshire Council and the Environment Agency, aims to help reduce the risk of flooding for existing residents and businesses in Salisbury City Centre, build climate change resilience, enhance existing and create new spaces for biodiversity and improve public enjoyment of the river.

The seven-week public consultation which starts on Thursday 19 November 2020, covers two parts.

People are invited to comment on the draft Salisbury River Park Masterplan, which sets out the guiding principles for the whole of the River Park which will be delivered in phases over a number of years. It aims to provide riverside green space and urban wildlife habitat for residents and visitors to Salisbury to enjoy in the future.

People will also be able to comment on the draft detailed proposals for the first phase of the River Park which will be submitted as a planning application by the Environment Agency next year.

This phase will provide critical flood prevention measures and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground.

It is supported by £6 million funding from the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) via the Local Growth Fund.

To explain the proposals in more detail, two live online broadcasts will

SalisBury BID

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To explain the proposals in more detail, two live online broadcasts will

Tuesday 24 November 2020 at 6pm
Tuesday 15 December at 2pm

Once registered a link will be sent to access the briefing which will be broadcast via Microsoft Teams.

Anyone wishing to ask questions about the proposals are encouraged to submit these in advance by emailing majorprojects@wiltshire.gov.uk stating 'Questions for Webinar' in the heading and which of the two webinars they will be attending.

The briefings will also be recorded and will be available via the council's YouTube channel.

This consultation runs from 9am on Thursday 19 November 2020 until 5pm on Friday 8 January 2021.

The consultation survey can be completed online at www.wiltshire.gov.uk/salisbury-future.

Alternatively the survey form can be download and once completed it can be emailed to majorprojects@wiltshire.gov.uk or posted to Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury SP1 3UZ before the deadline.

Philip Whitehead, Leader of Wiltshire Council, said: "These proposals relate to the overarching framework for the Salisbury River Park initiative and the first phase of works which form part of an £18 million package of investment provided by the Environment Agency and Swindon and Wiltshire Local Enterprise Partnership, to protect residents and businesses in Salisbury City Centre.

"It is really important everyone takes the opportunity have their say during the public consultation and help ensure the city is more protected and sustainable in the future."

Valley News article – 19th November 2020

Council invites residents to shape Salisbury River Park

16 November 2020 | Frontpage News, News

Salisbury River Park plans are up for public proposals.

The Wiltshire Council and the Environment Agency joint project could help reduce the risk of flooding in Salisbury city centre, and build climate change resilience, enhance and create spaces for biodiversity, and improve public enjoyment of the river, according to the council.

The seven-week public consultation starts on Thursday, November 19 and is in two parts: the draft Salisbury River Park Masterplan, which sets out the guiding principles for the whole of the River Park in phases over a number of years to provide riverside green space and urban wildlife habitat. Draft detailed proposals for the first phase of the River Park will be in a planning application by the Environment Agency next year.

This phase will provide critical flood prevention measures and environmental improvements in Salisbury's central car park, Ashley Road Open Space and Fisherton Recreation Ground. It is supported by £6 million funding from Swindon and Wiltshire Local Enterprise Partnership via the Local Growth Fund.

To request paper copies of the consultation material, contact Wiltshire Council's customer services team on 0300 456 0100.

This consultation runs from 9am on Thursday, November 19 until 5pm on Friday, January 8, 2021.

The consultation survey can be completed online at www.wiltshire.gov.uk/salisbury-future. Alternatively, download and complete the survey form and email to MajorProjects@wiltshire.gov.uk or posted to Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury SP1 3UZ before the deadline.

Appendix C: Announcements through Wiltshire Council e-newsletters etc

Notification of the River Park masterplan consultation was provided within the Wiltshire business newsletter and through Wiltshire Council's Community Engagement Officer. Communications regarding the public consultation event were also sent directly to a range of community groups, including those representing seldom heard groups. Wiltshire Council have existing connections with the following organisations which were used to channel our communications: Safe and Supportive Salisbury, Disabled Access and Walking Forum, Wiltshire Sight, Wiltshire Climate Alliance, Alabare Salisbury, John Baker House, Salisbury Trust for Homeless and Faith Leaders Forum.

Appendix D: Social media communications

16 Social media posts were placed on facebook and twitter through the River Park consultation period including on the following dates

19th November 2020
21st November 2020
22nd November 2020
23rd November 2020
24th November 2020
25th November 2020
5th December 2020
8th December 2020
11th December 2020
16th December 2020
27th December 2020
30th December 2020
7th January 2021
8th January2021

Appendix E – Copy of poster put up around the site

The Salisbury River Park consultation posters were put up at the following locations:

- Salisbury Library
- Five Rivers Leisure Centre
- Fisherton Recreation Ground
- Silver Street, opposite the Poultry Cross
- Guildhall Square
- Bus stops at Blue Boar Row
- various other locations in the city centre – including the central car park/coach park,

Appendix F: Webinar Q&A docs

Question and Answers – Salisbury River Park **Questions taken during consultation webinar 24th November 2020**	
Question	**Answer**
What is the process for securing the funding and realistic timeframes for implementation of other elements of the river park that are in the Masterplan such as coach park improvements and water lane seating?	The council will seek funding wherever it is available and will bid to central government when funds are announced. For example, the Water Lane / Fisherton Street element of the River Park Masterplan (Phase 2a) that proposes riverside seating space led by Fisherton Street traders association is likely to be funded from the Future High Streets Fund, if the council is successful in its bid. The council has got through the first round and its bid is under consideration by government. For the coach park the council will be developing a scheme in consultation with key stakeholders, including the coach operators, Visit Wiltshire and the local community. It is hoped that funding may be secured via future rounds of government funding – for which applications will be made when funding opportunities are announced. It is intended that Phase 4a (the southern part of the River Park that runs through the Maltings and Central Car Park site) will be delivered through the wider regeneration of the Maltings and Central Car Park, the regeneration of which is already enshrined in planning policy through a masterplan for the site. Negotiations with existing landowners are ongoing. In summary the council will seek funding wherever it can to deliver the scheme which is likely to be delivered in a phased way.
It's noted that the document states that any future phase that requires investment and planning is only indicative at this stage and plans may vary due to conditions and funding. As the masterplan is largely indicative this leaves future phases of the project wide open to change. What's the governance on the development principles to ensure compliance?	The masterplan sets the high-level principles and framework for the future redevelopment of the site that the council would expect any future development proposals to adhere to. Some parts of the masterplan are more specific than others.
Will each phase of the River Park Masterplan be subject to public consultation?	Yes, the council intends to undertake public consultation and engagement on each phase of the Salisbury River Park even where planning permission may not be required e.g. Phase 3A between Ashley Road and central car park.
The main obstacle on the route is the Boathouse public house. What plans do you have for the solution to this building? Purchasing the pub interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?	The long lease of this building is for sale and the council owns the freehold. There is no budget in the current scheme to pay for acquisition and no plans to purchase as part of this scheme. However, the council is exploring its options for the site and has not ruled any out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.
What are the intentions for the historic market house railway bridge (Market Walk) as this is not shown on the plans?	Works to the bridge access to Market Walk are not within the scope of the River Park Masterplan or the proposals for Phase 1.

Question and Answers – Salisbury River Park Questions taken during consultation webinar 24th November 2020	
Question	**Answer**
Will the new Millstream Approach bridge be wide enough for two-way traffic?	Yes, the proposals to be put forward as part of the Phase 1 scheme include a bridge that is wide enough for 2-way traffic. We don't yet know what form the regeneration of the Maltings and Central Car Park site will take and it is important we safeguard all options. This is unlike the current bridge that is a stop and wait bridge.
For Phase 1b How many parking places will be lost? It shows 154 parking places permanently lost are they to be replaced anywhere? Could you comment further on total permanent car parking loss as a result of the works and any supporting capacity assessments?	There is a mix of temporary removal during construction works and some permanent removal as a result of the widening of the river corridor. To the west of the river there will be 115 long stay spaces removed to facilitate the River Park and a further 39 long stay spaces will be removed from the northern millstream car park to create a new pocket park. There will therefore be 154 long stay car parking spaces removed permanently. In addition, during construction there will be 138 spaces temporarily removed in order to facilitate the temporary relocation of the coach park to the central car park north during construction. It may be helpful to consider these figures in the context of available parking spaces and occupancy. The Maltings and Central Car Park area has 1,731 parking spaces comprising; • Central Car Park long stay - 887 spaces • Central Car Park short stay - 219 spaces • The Maltings short stay – 586 spaces • Millstream North long stay - 39 spaces The permanent removal of parking spaces accounts for around 9% of total parking spaces in this area or 16% of long stay parking. The council has assessed occupancy figures of the car park that shows that the average occupancy rate of the central car park is 29% (2019/2020, pre-Covid). Given the low occupancy rate, displacement within the central car park itself is expected. Displacement to other city centre car parks is also expected. The temporary reduction of 37% and permanent reduction of 16% will be less than the 71% vacancy rate of the car park on average.
Will the coach park have plenty of space for car pick-up and drop-off?	The coach park area is expected to be slightly larger than existing as the Environment Agency is proposing to move the Millstream Bridge west to the north as described in the presentation. The council has not yet set the layout for the future of the coach park and a drop off area will be considered and where practical incorporated. The consultation proposals also show a new footbridge over the river between the coach park and central car park which can provide another opportunity for drop off / pick up.
Can you explain exactly what elements of the Masterplan you can deliver with the £6m funding and what phases cannot be?	The £6m that has been funded by the Swindon and Wiltshire Local Enterprise Partnership's Local Growth Fund grant is just one part of the funding that will deliver the Phase 1 scheme. The Phase 1 scheme being consulted on now by the Environment Agency has an overall cost of around £18 to £19 million. The majority of the remainder of the funding comes from Flood Defence Grant in Aid (FDGIA) which is central government funding.

Question and Answers – Salisbury River Park **Questions taken during consultation webinar 24th November 2020**	
Question	**Answer**
The Boathouse once hired out boats to row upstream on the Avon. Whilst this could be challenging owing to the low bridges it was great fun and a city leisure attraction. The scheme mentions lowering the level of the Avon at Millstream approach. Would the widening (and shallowing) of the river preclude boating from ever being reintroduced in the future? Would it also preclude the reinstatement of any hydroelectric scheme at the (former power station) Mill?	Boating - whilst the watercourse is not officially navigable to do so requires the permission of the landowner, but in this case the environmental status of the river (a Special Area of Conservation and a Site of Special Scientific Interest) is the most important factor. The landowner would need consent from Natural England to permit any boating activity. People being in or on the water causes disturbance to habitats and species which would not be encouraged here. Whilst the proposals include lowering water levels a small amount it wouldn't, however, totally prevent people using the river for boating. Hydro Electric Power (HEP) scheme reinstatement – as part of this scheme there is no plan to put in any HEP schemes. The River Avon is a relatively low energy river, with a limited drop in water level through this site, which would make promoting a viable HEP project difficult. There are also important ecological, structural and listed building constraints that would further restrict the viability in this location. The project is suggesting a potential small reduction in low flow water levels within the Millstream, but this is unlikely on its own to be a factor in the viability of any future HEP scheme.
Is the increased frequency of flood events since 1959 due to climate change or overdevelopment? Is the flood risk 1 in 100 risk assessment based on current /short term increases in overall precipitation or does it take account of the seemingly increased risks described under IPCC Special Report 1.5Deg C and the most recent UNEP 2018 Emissions Gap report which suggest +1.5 Deg C is now certain, +2 deg very likely +3deg probable as recognised by Parliamentary Committee on Climate Change? These suggest > total annual precipitation while shift of that total from summer to winter aggravating flood risks. Thank you	There probably were more events prior to 1959 and they either weren't recorded or weren't considered serious or the flooding occurred in areas that didn't have houses, so it wasn't a concern at the time. We know that climate change is creating alterations in weather patterns and with heavier and increased rainfall with more winter rainfall and an increased prevalence of thunderstorms in summer. However, also important for extreme flood events in Salisbury is snowfall. Major flood events in Salisbury (e.g. 1915) have typically occurred as a result of a large snowfall on Salisbury Plain followed by a quick thaw. In terms of overdevelopment, Salisbury tends to flood after very prolonged rainfall that results in the catchment and chalk aquifer being saturated. When this occurs, there is a lot of runoff and the saturated ground behaves more like an impermeable surface so for flood risk it matters less how much development has occurred in the upstream catchment. It should also be noted that the River Avon catchment is extremely rural with less than 3% being urbanised. The Environment Agency's assessments of flood risk are calculated based on the present day and then considers how that will change in the future, which uses the latest climate change predictions. When the economic benefits of a scheme are evaluated this includes allowances for how much the risk may increase in the future.
When did the Ashley Road area houses last flood and when did the city centre last flood? Are the risks being exaggerated?	The Ashley Road/Avon Terrace area last flooded in in 2014 when about 20 properties throughout Salisbury were flooded. However, in 2014 only a further small increase in flow would have resulted in substantially more properties being flooded. The last time the city centre and the cathedral flooded was in

Question and Answers – Salisbury River Park Questions taken during consultation webinar 24th November 2020	
Question	**Answer**
	1915. With the cathedral we have a unique opportunity to understand flooding better and we have records that the cathedral has flooded 8 times in its 800 year history, so we know that a 1 in 100 annual probability flood event should include the cathedral. Flood mapping is always a prediction and you can only know if a prediction is true when the flood event actually happens.
Do I assume there will be no vehicular access to the Ashley Road open space area? This will stop the successful car boot sales run by the Fire Brigade for their charities? How will we access the Fisherton rec from Cold Harbour Lane if there is the new bund?	There will be continued vehicular access to both Ashley Road Open Space and Fisherton Recreation Ground. At Ashley Road there are currently two locations for vehicle access, and Phase 1 will recreate those. The vehicle access routes will be low ramps over the bund and suitably surfaced to enable events to continue. The Environment Agency had early talks with the Fire Service and other stakeholders to understand their use of the land and how we could allow them to continue holding events. At Fisherton Recreation Ground there will be a number of pedestrian routes going into the area. We will retain the main footpath route in the south east corner of Fisherton Recreation Ground going over the bund. This will be a very shallow ramp (around 1 in 20) and will be wheelchair friendly. This is similar to the route for the lane that goes alongside the allotments / public toilets where there will be a ramp going over the bund. At the north end of Fisherton Recreation Ground there is barely an embankment, it is more a bump in the ground so will remain accessible.
Will the small number of free 30 minute parking spaces be retained in or near the coach park when the 1B Coach Park improvement? Where they are is now marked as a "new pocket park. They are very useful for collecting a prescription from Sarum Pharmacy or using the toilets.	There could be an element of 30-minute parking for drop off and pick up from the coach park incorporated into the design of the Phase 1B area. Consideration will be given to incorporation of this wording within the masterplan in consultation with internal stakeholders.
Is there to be CCTV for protection of people walking the Fisherton Recreation Ground area at night as it could also be a short cut to various roads?	There are currently no plans to introduce CCTV to the Fisherton Recreation Ground.
The 'City Centre This Way' bridge on slide 24 looks disabled unfriendly as it is very steep and hard for wheelchairs - how has this been addressed?	The bridge is purely a rough mock-up / artist impression of the kind of improvements we could see in the coach park location. Any bridge would need to be shallow in steepness in line with requirements to ensure disabled access.
This sounds fantastic!! Who is in the frame for the completing the works? A local company I hope.	The Environment Agency will be responsible for constructing the works and will be using their framework contractor, who are a national firm. However, they will be using a number of specialist subcontractors, who are all likely to be more local. They will also need to source plant and materials as locally as possible, and will need to employ staff, including staff on apprenticeships, locally.
How can pedestrian and cyclist priority be improved where the river path crosses Avon Approach at the coach	It is intended that the scheme will replace Millstream Bridge West where cyclists currently have to give way. It is intended that the Millstream Bridge in the future is more pedestrian

Question and Answers – Salisbury River Park Questions taken during consultation webinar 24th November 2020	
Question	**Answer**
park? There is a lot of rat running at peak travel times and cars travel too fast along there.	and cycle friendly and designed in such a way as to encourage the priority of bicycles and pedestrians over the private car. At the north end of Avon Approach it is intended to relocate the cycle path further east so it follows the coach park to its east. Pedestrian and cycle ways will be more segregated than they are now from each other and the road to avoid conflict. In addition, as the cycleway will be laid out in a more cycle friendly way it will be clearer to cars travelling north along the link between Avon Approach and the coach park that the bike should take priority.
Would this not be an ideal place and time to reinstate a bus station, bringing an end to the confusion of busses and passengers throughout the town, and also given its proximity to the railway station.	Noted, however the Phase 1 area is felt to be too far away from the city centre to be easily accessible for local bus users. Furthermore, the local bus company took an operational decision relatively recently that a bus station was not required any more.

Question and Answers – Salisbury River Park Questions taken during consultation webinar 15th December 2020	
Question	**Answer**
I'd like to know about the land owned by Waitrose for potential public realm improvements? what does that mean?	Land adjoining Waitrose is proposed to be included in the Salisbury River Park, as part of Phase 3A. The council has approached the landowner to see if they would like to make improvements to land in their ownership adjoining the riverside public footpath/cycleway. Waitrose use the land in question as a memorial garden and there may be a potential opportunity to further enhance the area. The council would welcome the opportunity to work with the company to deliver improvements to this important community asset, while also providing benefit to the River Park in this location. The council has an ongoing dialogue with the company.
I'd like to know more about the intentions for the mature trees in phase 3A	The council and the Environment Agency will seek to retain as many mature trees as possible, and overall expect to plant more trees than currently exist. These will be a variety of species, and mature trees as well as saplings. Phase 3A is between Ashley Road and the Maltings. The Environment Agency has undertaken a comprehensive tree survey in the phase 3A area which classifies trees as low, medium or high quality based on species of tree, disease, light etc. There are strong planning requirements to avoid any impact on trees highlighted as high quality and minimise impact on medium quality trees. Certain trees may have to be removed to facilitate the development, although these will be replaced / relocated wherever possible.
What is an "interface zone" is? The reason I ask is that my garden is in one and I would like to know what the intentions are for it.	The River Park masterplan proposes the introduction of an 'interface zone' around the River Park area, which is an area which has a close visual relationship with the River Park itself. It is proposed that development proposals within the interface zone should demonstrate how they can help deliver some of the objectives of the River Park. This could

Question and Answers – Salisbury River Park Questions taken during consultation webinar 15th December 2020	
Question	**Answer**
	be in terms of delivering green space, planting, ecology enhancements, or buildings celebrating the river frontage. The interface zone will not affect private gardens.
The scheme seems excellent, but I'd like to ask about the 400 new homes mentioned on the diagram but not, so far as I can see, detailed in the text? Nor does housing construction appear as a possible funding source. I have no objection in principle to new housing, especially if it's affordable, so seek clarification on these 400 new homes?	One of the benefits of the River Park is that it will take areas of the city out of the flood zone and allow it to be more easily and safely developed. The Maltings and Central Car Park is one of these sites. The site has for 20 years or more been allocated for a major regeneration scheme for the long term benefit of Salisbury. It is anticipated that this could yield a significant number of (up to 400) homes including apartments and affordable housing, and key working dwellings. The council recognise the importance of balancing the demographics of the city by providing homes for a younger workforce. The regeneration of the Maltings and Central Car Park will not take place as part of the River Park project, but it will be enabled by the removal of parts of the site from the flood zone.
What impact will this development have on the rest of the Maltings development plans, including the proposals of the cultural quarter?	The council has endorsed a masterplan for the regeneration of the Maltings and Central Car Park area, and endorsed the Salisbury Central Area Framework, which sets the wider vision and a series of recommendations for regenerating the city centre. Those schemes will come forward separately with their own programmes and funding sources. The cultural quarter is an important element of the Maltings and Central Car Park masterplan, and the council maintains its aspiration to see this developed in line with the masterplan. The council recognise that recent economic shocks have had a significant impact on Salisbury and the timetable for regeneration, but this doesn't undermine the council's aspirations to regenerate the Maltings and Central Car Park area, including the cultural quarter. The River Park will not only deliver flood mitigation and environmental enhancements but also economic benefits improving the attractiveness of the area, in particular for cyclists and those on foot. Evidence from other towns that have developed similar schemes shows between 15% and 20% increase in footfall as a result of the improvements. Footfall means spend, people buying meals, people spending in shops, people visiting the cultural offer, so there are clear economic benefits as well as delivering a great environmental scheme.
What is the expected impact of the flood prevention elements of the River Park on flood risk immediately downstream from Central Salisbury, in the Harnham Road, Ayleswade Road and New Bridge Road area in particular?	As part of any application for works it must be demonstrated that there will be no detrimental impact on flood risk to third parties or infrastructure anywhere upstream or downstream. As part of the Phase 1 scheme detailed modelling has been undertaken which will need to demonstrate that there will be no change downstream in the areas that are mentioned. This will be scrutinised as part of the planning application submission next year. The modelling that has been undertaken for Phase 1 doesn't suggest that there will be benefit to areas downstream because the flood risk in these areas are not directly connected. The Phase 1 proposals at Fisherton Recreation Road and Ashley Road Open Space will not influence the

Question and Answers – Salisbury River Park Questions taken during consultation webinar 15th December 2020	
Question	**Answer**
	likelihood of flooding at the Cathedral and further downstream. As part of a separate project the Environment Agency is looking at flood risk over a wider area of Salisbury and the projects that could be brought forward. For instance, in the Southampton Road area and the River Bourne, working in consultation with Highways England.
My question is about the access to the allotment shop. When the shop is busy there are quite a few cars parking to pick up heavy loads of compost/manure etc. This does not seem to impact on cyclists at the moment but I have concerns if the cycle/ walking route becomes busier that congestion at weekends may become a hazard. Will there be ample passing space if cars are parked?	The Environment Agency is aware of the presence of the allotment shop. It is not intended to reduce the parking on Coldharbour Lane. The Environment Agency is proposing to create a new cycle path and formalise the footpath in front of the shop. The path there will be widened to provide sufficient space for a segregated cycle path and footpath a sufficient distance from the hedge and trees. The Environment Agency will take up this point further with the allotment association to agree what needs to be provided. The Environment Agency is in discussions with Salisbury City Council about the potential for resurfacing of Coldharbour Lane as part of this project.
Has a full assessment been done of any rare wildlife which may be in the area affected? If so, what were the findings and what is being done to avoid or mitigate the loss? The redevelopment of the coach park is welcome as it's an eyesore at the moment.	There has been a significant amount of work done to survey and better understand the wildlife in the area. There are a number of important species in the area, including bats, water voles and otters. A lot of work has been done to survey these species to understand where they are and how to minimise disruption during construction. However, some disruption will be inevitable. The key species that a lot of work has been spent on is water voles. Prior to the works the Environment Agency will be looking to trap the water voles and relocate them to some designated areas. These designated areas have to be agreed beforehand and it has to be demonstrated that the areas are appropriate for the water voles before work is started. This is a heavily controlled process that requires licences. It is an important part of the scheme and the work we are undertaking to understand the impacts of the scheme on the important species that use the water course here is important. Following construction, the works will provide long term significant benefit to all wildlife.
Previous hydro schemes were turned down due to flood risk in the potential locations. Will the scheme address this so that Salisbury is able to take advantage of the hydro potential?	The Environment Agency is not aware of any hydro schemes in the area that have been submitted as a planning application or indeed turned down. Early advice was sought on proposals for a hydro scheme at the Bishops Mill where initial investigations were undertaken. There are lots of challenges with hydro schemes on this part of the River Avon. Flood risk is one issue, but the bigger challenge is the impact on ecology. For a hydro scheme to be successful a significant drop in water level is needed, which isn't present on this part of the River Avon. The River Avon is a very low gradient water course and doesn't lend itself to hydro schemes compared with other rivers. However, the Maltings and Central Car Park masterplan commits to exploring renewable energy generation as part of the regeneration of the site.
The main obstacle on the route is the Boathouse public house. What plans do	The long lease of this building is for sale and the council owns the freehold. There is no budget in the current

Question and Answers – Salisbury River Park Questions taken during consultation webinar 15th December 2020	
Question	**Answer**
you have for the solution to this building? Purchasing the pub interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?	scheme to pay for acquisition and no plans to purchase as part of this scheme. However, the council do recognise the potential for this site, given its proximity to the enhanced coach park area and the potential to improve the appearance of a rundown building along this important area of riverside frontage and is therefore exploring its options for the site and has not ruled anything out at this stage. It is open to working with the current leaseholder or any future purchaser on options for bringing this back into beneficial use to complement the wider scheme.

Appendix G: Salisbury River Park survey

Environment Agency

Wiltshire Council

Salisbury River Park

Survey

Comments must be received by Wiltshire Council no later than 5:00pm Friday 8th January 2021

By post to: Major Projects, Wiltshire Council, The Council House, Bourne Hill, Salisbury, SP1 3UZ

By email to: majorprojects@wiltshire.gov.uk

Website: http://www.wiltshire.gov.uk/salisbury-future

We are asking for your feedback on proposals for the Salisbury River Park project that are being prepared by Wiltshire Council and the Environment Agency.

This survey is split into four Sections:

- Section 1 - The Salisbury River Park Masterplan
- Section 2 - The Environment Agency's proposals for Phase 1A and Phase 1B (in part) of the River Park: central car park/coach park
- Section 3 - The Environment Agency's proposals for Phase 1C and Phase 1D of the River Park: Ashley Road Open Space and Fisherton Recreation Ground.
- Section 4 - About you

Please complete each section of this survey after you have viewed the consultation material. All comments received will be kept on a public file and may be anonymously published on our website.

Section 1: The Salisbury River Park Masterplan

Question 1

Overall, do you support the proposals that are set out in the Salisbury River Park Masterplan?

Prefer not to say ○ No ○ Partly ○ Yes ○

Question 2

To what extent do you agree or disagree with the River Park Masterplan's General Development Principles? (See pages 16 - 23 of the document)

	☹☹ Strongly disagree	☹ Disagree	😐 Neutral	☺ Agree	☺☺ Strongly agree
RP1 Biodiversity	○	○	○	○	○
RP2 River improvements	○	○	○	○	○
RP3 Flood risk and water management	○	○	○	○	○
RP4 Integrated development	○	○	○	○	○
RP5 Access	○	○	○	○	○
RP6 Public realm	○	○	○	○	○
RP7 Public protection and amenity	○	○	○	○	○
RP8 Management and maintenance	○	○	○	○	○

Question 3

Please provide any further feedback you would like to give about the General Development Principles.

Question 4

To what extent do you agree or disagree with the masterplan's proposals for each phase of the River Park? (See pages 24 - 41 of the document)

	☹☹ Strongly disagree	☹ Disagree	😐 Neutral	☺ Agree	☺☺ Strongly agree
Phase 1A - Land at MCCP (north)	○	○	○	○	○
Phase 1B - Coach park	○	○	○	○	○
Phase 1C - Ashley Road Open Space	○	○	○	○	○
Phase 1D - Fisherton Recreation Ground	○	○	○	○	○
Phase 2A - Water Lane / Summerlock Bridge	○	○	○	○	○
Phase 2B - Fisherton Bridge	○	○	○	○	○
Phase 3A - Riverside path between Ashley Road and central car park	○	○	○	○	○
Phase 4A - Land at MCCP (south)	○	○	○	○	○
Phase 5A - Riverside walk rear of High Street	○	○	○	○	○
Phase 6A - NHS buildings and service yard	○	○	○	○	○
Phase 6B - The Maltings parade / Bishops Mill	○	○	○	○	○

Question 5

Please provide any further feedback you would like to give about the proposed phases of the River Park. (Note - feedback on the Environment Agency's draft detailed proposals for Phase 1 of the River Park should be provided in Section 2 and Section 3 of this survey)

Section 2: Detailed draft proposals for central car park and coach park

Question 6

Do you support the Environment Agency's draft proposals for the River Park at the central car park and coach park?

Prefer not to say ○ No ○ Partly ○ Yes ○

Question 7

What do you usually use the Phase 1A and 1B central car park and coach park area for? (Select all that apply)

☐ Waking / dog walking ☐ Cycling ☐ Parking

☐ Running ☐ Picnics ☐ Access to coach park

☐ Access to city centre ☐ Not applicable, I do not use this area ☐ Other (please specify)

Question 8

How often do you currently use the riverside footpaths and cycle routes through the central car park and coach park areas to access the city centre?

○ Daily ○ 4-6 times a week ○ 1-3 times a week

○ Not very often ○ Never

Question 9

If you use the footpaths and cycle routes through the central car park and coach park, what time of day are you most likely to use them? (Select all that apply)

☐ Early morning (5:00am-10:00am) ☐ Late morning (10:00am-12:00pm) ☐ Afternoon (12:00pm-5:00pm)

☐ Evening (5:00pm-9:00pm) ☐ Nighttime (9:00pm-5:00am) ☐ Not applicable, I do not use these routes

Question 10

If you use the footpaths and cycle routes through the central car park and coach park, what time of day are you most likely to use them? (Select all that apply)

- ☐ Via the River Park
- ☐ Via Fisherton Street
- ☐ Via Castle Street
- ☐ Via Avon Approach
- ☐ Via Mill Stream Approach
- ☐ Not applicable, I do not walk or cycle

Question 11

How strongly do you agree with this statement?
The draft River Park proposals would encourage you to use the pedestrian and cycle routes through the central car park and coach park more often.

☹☹ Strongly disagree	☹ Disagree	😐 Neutral	🙂 Agree	🙂🙂 Strongly agree
○	○	○	○	○

Question 12

Please provide us with any other feedback you would like to give on the Environment Agency's draft proposals for the River Park at central car park and the coach park.

Section 3: Detailed draft proposals for Ashley Road Open Space/Fisherton Recreation Ground

Question 13

Do you support the Environment Agency's draft proposals for the River Park at Ashley Road Open Space and Fisherton Recreation Ground?

Prefer not to say	No	Partly	Yes
○	○	○	○

Question 14

What do you usually use the Ashley Road Open Space and Fisherton Recreation Ground area for? (Select all that apply)

- ☐ Waking / dog walking
- ☐ Cycling
- ☐ Running
- ☐ Sports
- ☐ Children's playground
- ☐ Nature watching
- ☐ Picnics
- ☐ Fishing
- ☐ Car boot sale
- ☐ Not applicable, I do not use this area
- ☐ Other (please specify)

Question 15

If you use the footpaths, cycle routes, open spaces and play facilities at Ashley Road Open Space and Fisherton Recreation Ground, what time of day are you most likely to use them? (Select all that apply)

- ☐ Early morning (5:00am-10:00am)
- ☐ Late morning (10:00am-12:00pm)
- ☐ Afternoon (12:00pm-5:00pm)
- ☐ Evening (5:00pm-9:00pm)
- ☐ Nighttime (9:00pm-5:00am)
- ☐ Not applicable, I do not use these facilities

Question 16

How strongly do you agree with this statement?
The draft River Park proposals for Ashley Road Open Space and Fisherton Recreation Ground would encourage you to use this area more often.

☹☹ Strongly disagree	☹ Disagree	😐 Neutral	🙂 Agree	🙂🙂 Strongly agree
○	○	○	○	○

Question 17

Please provide us with any other feedback you would like to give on the Environment Agency's draft proposals for the River Park at Ashley Road Open Space and Fisherton Recreation Ground.

Section 4: About You

Question 18

What is your interest in the Salisbury River Park? (please select all that apply)

- ☐ Resident in Salisbury or surrounding area
- ☐ Worker in Salisbury
- ☐ Business owner in Salisbury
- ☐ Student in Salisbury
- ☐ Landlord or landowner in Salisbury
- ☐ Visitor to Salisbury, but do not live or work here
- ☐ Other (please specify)

Question 19

Are you responding on behalf of an organisation or interest group?

○ Yes ○ No

Question 20

If you represent an organisation or interest group, please tell us which one

Question 21

How did you find out about this consultation event?

- ☐ Email or letter
- ☐ Newsletter
- ☐ Social media
- ☐ Flyer through your door
- ☐ Poster displayed in the city
- ☐ Word of mouth
- ☐ Other (please specify)

Question 22

Please let us know whether you would like to be kept informed about the Salisbury River Park as the project develops.

- ○ Keep me informed about the Salisbury River Park project. By selecting this option, I consent to receiving communications about the Salisbury River Park project from both Wiltshire Council and the Environment Agency
- ○ Do not keep me informed about any further updates on the River Park project

If you would like to be kept informed, please provide:

Your name

Your contact email (preferred) or postal address.

For more information on how Wiltshire Council and the Environment Agency treat your personal information please view the following webpages:

- Wiltshire Council Spatial Planning Privacy Notice: https://www.wiltshire.gov.uk/planning-privacy-notice.
- The Environment Agency's Personal Information Charter: https://www.gov.uk/government/organisations/environment-agency/about/personal-information-charter

Appendix H - Transcript of all consultation responses received

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
14	Yes	Strongly agree									Strongly agree						
15	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
16	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Overall we are very pleased and impressed with these proposals. As we live just inside the redefined flood area, we are particularly pleased that an early priority is the flood defence at Ashley Green. We are also glad that there will still be space at Ashley Green for games and public events. We agree that the wetland at Fisherton space is a good compromise between nature conservation, flood defence and public space. Just hope all this can go ahead as soon as possible. Well done!	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
17	Yes	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	It would be useful to separate cycle paths from pedestrian paths. I didn't see where new housing is going to go. Also I didn't see anything about re doing the central car park and keeping it. This is vital for the City Hall and Salisbury Playhouse. No car park will kill off these vital sources of entertainment especially for the elderly.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
18	Yes	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
20	Partly	Strongly agree	Strongly agree	Agree	Neutral	Agree	Neutral	Neutral	Neutral		Agree	Disagree	Agree	Disagree	Disagree	Disagree	Agree
21	Partly	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Neutral	Agree	Agree	Agree	Strongly agree	Agree	Strongly agree
22	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
23	Yes	Strongly agree	Agree	Agree	Neutral	Neutral	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
14						Yes	Walking / dog walking;Running;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Mill Stream Approach	Strongly agree
15	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The proposed bridge between the Central Coach Park and the Central Car Park will encourage traffic across the River Park and work against the environmental and biodiversity goals. I think it should not be built.	Partly	Walking / dog walking;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree
16	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree
17	Strongly agree	Agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;	Not very often	Late morning (10:00am-12:00pm);	Via Castle Street	Strongly agree
18	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Running;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree
20	Agree	Agree	Agree	Agree	The current 30 minute parking spaces near the river in the coach park are very well used, not least by people collecting medication from the pharmacies nearby. This area appears to be visualised as a "pocket park" on the plan. Surely there is already a welcome amount of "regreening" in the plan, without losing this small and valuable asset.	Partly	Parking;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);		Neither agree or disagree
21	Agree	Neutral	Neutral	Agree		Partly	Walking / dog walking;Cycling;Access to the city centre;	4-6 times a week	Afternoon (12:00pm-5:00pm);	Via Fisherton Street	Agree
22	Strongly agree	Strongly agree	Strongly agree	Agree	An exciting proposal	Yes	Cycling;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Via Castle Street	Strongly agree
23	Agree	Agree	Agree	Agree		Yes	Cycling;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
14		Yes	Walking / dog walking;Running;Nature watching;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
15	The proposed bridge between the Central Coach Park and the Central Car Park will encourage traffic across the River Park and work against the environmental and biodiversity goals. I think it should not be built.	Yes	Walking / dog walking;	Early morning (5:00am-10:00am);	Strongly agree	
16	Our only concern is that cyclists need to be made or at least encouraged to give way and be considerate to pedestrians. Sadly they often come through at speed, impatient of anyone in their way. The same concerns relate to the electric scooters that will soon be all around. These measures need to be in place throughout the City please.	Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Strongly agree	As already stated, we are very happy with the proposals for flood defence, environmental enhancement and public space.
17		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Strongly agree	
18	Get rid of the whole car park and turn in into a green space. It's an eyesore and not a good car park and we NEED to transition away from the car to protect environment and air quality	Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;	Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Strongly agree	help the otters
20	See above remarks about coach park car parking	Yes	Not applicable, I do not use this area;		Neither agree or disagree	
21		Partly	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
22	Q10 says select all that apply but only a single selection is allowed. I walk and cycle through the area.	Yes	Walking / dog walking;	Early morning (5:00am-10:00am);	Neither agree or disagree	I use the Avon valley path and can see that many others use it for walking and dog walking excpet when it starts to flood!
23		Yes	Cycling;Nature watching;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
24	Yes	Strongly agree	Strongly agree	Strongly agree	Neutral	Agree	Agree	Agree	Neutral	I do not think they go far enough.	Disagree	Neutral	Agree	Agree	Agree	Agree	Agree
25	Yes	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	
26	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	For RP1 and RP4 Connectivity - Condition the integration of swift nest bricks'whcih can be used by a variety of urban bird species and bat bricks into all new developments residentilal and business.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
27	Yes	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	I am concerned about littering and vandalism which may occur especially as the proposals include provision for refreshment kiosks and catering establishments/bars along the riverside	Agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Neutral	Agree
28	Partly	Neutral	Disagree	Agree	Agree	Neutral	Neutral	Agree	Agree		Agree	Strongly agree	Disagree	Strongly disagree	Disagree	Disagree	Agree
29	No	Neutral	Disagree	Agree	Disagree	Neutral	Neutral	Neutral	Neutral	Lots of words but very little actual detail, Looks like a very expensive makeover. Why no discussion of business, trade, jobs etc.	Disagree	Disagree	Neutral	Disagree	Disagree	Neutral	Disagree
30	Partly	Agree	Agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	It is important that RP8 is focused on as the project moves forwards. There are other green spaces in Salisbury (e.g. St Mark's, the area around Salisbury Arts Centre) which, although not maintained by WC, are simply not well maintained. The Maltings area is, other than the Market Square, the 'face' of Salisbury and so must be treated as such once the River Park is installed.	Disagree	Agree		Agree	Agree	Disagree	Agree
31	Yes	Strongly agree	Agree	Strongly agree	Agree	Agree	Strongly agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
32	Yes	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	This looks fantastic	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
24	Disagree	Agree	Disagree	Disagree	I'd like to know the history of the site pre railway/maltings and ask why the MCCP has to be developed at all. if development is inevitable why chose the flood plain?	Partly	look for fish in the stream(s);	Not very often	Late morning (10:00am-12:00pm);	Via Mill Stream Approach	Strongly agree
25	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Yes	Walking / dog walking;Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach	Strongly agree
26	Neutral	Neutral	Neutral	Neutral		Yes	Cycling;Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly agree
27	Agree	Neutral	Strongly agree	Agree	The Boathouse area of the Coach Park is currently an eyesore and the Landlords must be made responsible for enhancing its appearance and upkeep. As the moment it is a barrier to the riverside walk but could become an asset if properly managed and maintained.	Yes	Walking / dog walking;	4-6 times a week	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Castle Street	Agree
28	Neutral	Agree	Neutral	Neutral		Partly	Walking / dog walking;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);	Not applicable, I do not walk or cycle	Neither agree or disagree
29	Strongly disagree	Neutral	Neutral	Strongly disagree		No	Parking;Walking / dog walking;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Avon Approach	Strongly disagree
30	Agree	Agree	Agree	Agree	Work on Phases 1A and 2B of the River Park project should take care not to significantly reduce the number of long-stay parking spaces. Reducing these spaces will have a negative impact on day visitors accessing the city from nearby areas (South Wiltshire villages, Hampshire, Dorset, etc.) and could impact local trade. Inevitably a scheme of this scale will lead to some parking losses but, due to Central car park's location at the core of Salisbury, these should be minimised as far as possible.	No	Parking;Walking / dog walking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via Castle Street	Disagree
31	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Running;	Not very often	Late morning (10:00am-12:00pm);	Via Fisherton Street	Strongly agree
32	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;	Never		Via Mill Stream Approach	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
24	I think the flood plain should be restored along with the river banks	Yes	Fishing;	Evening (5:00pm-9:00pm);	Neither agree or disagree	Is it necessary to increase use with the proposals? sn't the improvement to flooding and the habitat enough?
25		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
26		Yes	Walking / dog walking;Cycling;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	
27	See comments above. Screening of the Central Car park from the riverside walk would be an improvement. The delivery areas of Iceland/Tesco should be screened and preferably the redundant office space re-purposed for housing. The ugly NHS buildings could also do with a facelift or screening	Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	The wetlands would lead nicely into the existing boardwalk alongside the river and provide a good wildlife corridor. It is important to retain recreational space and a playground area for children. In this proposal it is closer to the existing leisure centre and as a result possibly used more.
28		Partly	Walking / dog walking;	Late morning (10:00am-12:00pm);	Disagree	I think it's fine as it is.
29	You need to have a comprehensive plan for MCCP before proceeding with all this stuff (which is really just an aside.)	No	Walking / dog walking;Cycling;Car boot sale;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Disagree	Its fine as it is. Why change it?
30	All environmental works should accommodate the fact that the Central car park is Salisbury's largest and long-stay spaces must be preserved as much as possible, as many visiting Salisbury from outside the local area still use private motor vehicles to access the city. The micro-park idea on Mill Stream Approach is, however, a positive regarding this phase of the project and will hopefully improve the ambience of the coach park area, which is currently seriously run down.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
31		Yes	Walking / dog walking;Children's playground;Running;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
32		Yes	Children's playground;Walking / dog walking;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
33	Partly	Neutral											Neutral				
34	Yes	Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree		Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	
35	Partly	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	This is a key site and opportunity. Whilst objectives are sound I would prefer to see greater ambition at consultation phase.	Neutral	Disagree	Neutral	Neutral	Neutral	Agree	Neutral
36	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Agree	Agree	Agree	Agree	Neutral	Agree
37	Yes	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Agree	Neutral	Neutral	Strongly agree	Agree
38	Yes	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	I think the principles should also mention tourism alongside or part of public amenity	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
33						Partly	Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly disagree
34	Agree	Agree	Strongly agree	Agree		Yes	Access to the city centre;Walking / dog walking;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via Castle Street	Strongly agree
35	Neutral	Disagree	Neutral	Neutral	Sites offer such as the coach park and the rear of the high street offer more potential. By blocking the rear of New Look with a new building you stand to risk the development of this site and the possible interconnectivity of the high street in future redevelopment.	Partly	Parking;Access to the city centre;Cycling;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Fisherton Street	Strongly agree
36	Agree	Agree	Agree	Neutral	suggest a pedestrian bridge from Leisure Centre across to beginning of boardwalk	Yes	Walking / dog walking;Cycling;	4-6 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Not applicable, I do not walk or cycle	Neither agree or disagree
37	Strongly agree	Strongly agree	Neutral	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street	Strongly agree
38	Strongly agree	Strongly agree	Strongly agree	Strongly agree	1 - There should be an integrated approach to cycle paths. Some of the phases mention it but by no means all, e.g cycling south of Summerlock Bridge (Area 2A). It is not clear how all the new and existing cycle paths will nit together. Particularly given the failed 'people friendly Salisbury' initiative, it is important to create an integrated cycle network for the central area and not one that has good routes which then just peter out, therefore a master cycle network map should be created and considered as part of this scheme in support of the overall Central Area framework. 2 - The linkages between phases 1C/D and the green conservation area around and to the north of 5 Rivers Leisure Centre do not seem to be considered very well. In particular, there should be consideration of an additional foot/cycle bridge to the north end of Phase 1D. This would strengthen the river park's continuity up the Avon river valley and access to Old Sarum via parkland. Maintenance of the 'wild areas' also need consideration - the current area around the Leisure Centre looks very neglected and sightlines and access to the river from the Leisure centre side is very poor, hindered by overgrown bushes and fallen trees.	Yes	Cycling;Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
33		Partly	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Disagree	
34		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	
35	Greater emphasis should be put to supporting green infrastructure and connections from fisherton street across the central car park closer to Avon Approach.	Yes	Walking / dog walking;	Early morning (5:00am-10:00am);	Neither agree or disagree	
36	central car park needs some planting to break up the asphalt look - sacrifice some spaces for walking routes and trees more like some big supermarket carparks. Trees will give much needed shade in summer and make the whole area more inviting.	Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Agree	an additional footbridgea across river connecting Leisure Centre with tennis club area would be welcome.
37		Yes	Walking / dog walking;Cycling;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
38	Linkage of the cycle route south of this area needs consideration as part of an overall central area cycle network	Yes	Running;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	A further foot/cycle bridge is needed at the north end of the area to improve green space links across the river. It is not clear whether this area is designed for cycle access or not (hopefully it will be).

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
39	Yes	Agree	Agree	Strongly agree	Agree	Agree	Agree	Strongly agree	Agree		Agree	Agree	Agree	Agree	Neutral	Neutral	Agree
40	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
41	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Would certainly like this plan to be incorporated in the Salisbury Neighbourhood Development Plan. Ensure there is good publicity aimed at showcasing Salisbury as a Green City and emphasis the need for change to attract visitors which will in turn attract business. Celebrate the fact that this project is a small step towards tackling the climate crisis which both Salisbury and Wiltshire Councils have signed up to.	Strongly agree	Disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
42	Partly	Neutral	Agree	Agree	Neutral	Disagree	Neutral	Neutral	Neutral	I would have preferred the focus to start lower down the river, though appreciate the possible strategic reasons why this isn't possible, however if our aim is to increase visitor experience and enhance the city then surely from the coach park to the centre, must be the priority. Many of my answeres to the quesionnaire are 'neutral' because until this begins to unfold more I don't feel knowledgable enough to come down hard and fast with responses	Neutral	Agree	Neutral	Neutral	Agree	Neutral	Agree
43	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Strongly agree	It is essential that any developments or building modification adjacent to the park are obliged to abide by these principles.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
44	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree		I am keen, as the Clinical Director of the local Primary Care Network representing 74,000 patients in the Salisbury area that healthcare provision for our patient-residents is in some way considered during this redevelopment.	Agree	Agree	Agree	Agree	Agree	Agree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
39	Agree	Agree	Agree	Agree	I don't see how the narrowing of Fisherton Street is going to work when there are buses frequently passing up and down it.	Yes	Not applicable, I do not use this area;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle	Agree
40	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);		Agree
41	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Concerned that the redevelopment of the Maltings with houses etc will be a blight on this project. Would prefer to have a wider green corridor and for the shops (The Works/Robert Dyas etc) to be relocated and the buildings knocked down to allow the river to be visible through to Elizabeth Gardens as so much more could be made of Priory Square which is always a 'dead' area. Shame this is a final 'asperation', I think it should be higher on the list of priorities.	Yes	Access to the city centre;Just walking across to access parts of the City;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Castle Street	Strongly agree
42	Neutral	Agree	Neutral	Agree		Partly	Access to the coach park;Access to the city centre;Parking;	Not very often	Not applicable, I do not use these routes;	Via Avon Approach	Neither agree or disagree
43	Agree	Strongly agree	Agree	Agree	It would be brilliant if the walk could be maintained where the Avon currently flows underneath the buildings occupied by Robert Dyas and the works.	Yes	Walking / dog walking;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park	Agree
44	Agree	Agree	Agree	Agree	As above - more thought to healthcare provision and engaging with local practices to assess and address their needs as well.	Yes	Walking / dog walking;Cycling;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
39	I do not currently access the town centre through this area because I live on the Greencroft and approach town from that side of town. If the area was a pleasant place to go for a walk I would probably go there for recreation.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
40		Yes	Not applicable, I do not use this area;		Neither agree or disagree	
41	Would like to see the Boat House incorporated into the Plan, preferably knocked down to increase the green corridor but certainly refurbished. Crowd fund for purchase of the lease back from Greene King.	Yes	Walking / dog walking;Children's playground;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Ensure there is plenty of quiet space for wildlife with no access for dogs. Dogs on leads except for areas of access to the river.
42	I asked the question about having space for pick up and drop of at the coach park. I feel this is very important especially if the current traingle car park is to go. We have 1,000's of foreign students each year arriving to the coach prk and using it daily whilst here, these students are all 'hosted' by Salisbury residents who ofetn have to drop off and pick up twice a day 6 days a week, to epect them to pay to park in the central car park each time they do this. In addition a lot of older people get coaches from here on a regular basis, again I think it unreasonable to expect these people to drag tere bags over the propsed bridge to the central car park. My other concern is that this route be well lit and a safe place to walk during the long winter months.	Prefer not to say	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
43	It would be advisable to retain some areas for wildlife and not people if possible.	Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	I was pleased to hear at the briefing that naccess will continue to be given for car boot sales. This will hopefully help to diffuse opposition form that quarter.
44		Yes	Walking / dog walking;Children's playground;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
45	Partly	Agree	Neutral	Neutral	Agree	Agree	Agree	Agree	Neutral	Looking good on all aspects to me, though in the reports, I could not see the fundamental river flow principles and hydraulic basis described. Have the studies and calculations yet been done? I.e river and stream flow given the increases predicted by the Environment Agency and laid down on flood prediction map for the existing topography. Are the principles for increased 1. height of flood banks (eg as shown in areas 1a/b), and how high, and/or 2. for the deepening and / or widening of channels to cope with increased flow. Or is it both? Not describing the civil engineering / hydraulic assumptions and conclusions is rather like describing the 'architecture' of a building without describing the 'structural' part and it's influence on the architecture. The two are obviously integrated and to be treated together. I assume and hope they were, but that needs to be explained, including the consequences on the hard or soft design and appearance.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
46	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree		Strongly agree	Neutral	Strongly agree	Strongly agree	Agree	Agree	Agree
47	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Consideration should be made for the need to replace car parking spaces - this may for example be a commitment to a multi-story at the remaining Central Car Park site. Due to the poor operating hours, cost & time of the Park and Ride, this is not a viable option.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
48	Yes	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
49	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
50	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
51	Partly	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Avoid shared use cycle / foot paths. They are frustrating for both cyclists and pedestrians. Improve foot and cycle routes from Waitrose car park into central car park and town, particularly under the ring road and under the railway. Rightly or wrongly, this is used by many and needs to be safe and convenient. Currently the footways are not wide enough for pedestrians to pass safely.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
45	Neutral	Neutral	Neutral	Neutral	Hope to make the December session to ask the question posed above about river flow engineering/hydraulic input assumptions to the schemes and the consequences on hard and soft design, eg on river bed depths and heights of flood banks	Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Not applicable, I do not walk or cycle	Agree
46	Strongly agree	Strongly agree	Agree	Strongly agree		Partly	Access to the coach park;Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park	Strongly agree
47	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;Parking;	Daily	Night time (9:00pm-5:00am);	Via the River Park	Neither agree or disagree
48	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;Parking;Access to the city centre;Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);	Via Castle Street;	Strongly agree
49	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Access to the coach park;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly agree
50	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;Parking;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree
51	Neutral	Neutral	Neutral	Neutral	The plans are difficult to read. Why are areas for car parking not shown? The Boathouse could be made a focal point for information and refreshments if it was taken on by the local authority. It could create an ideal first impression of Salisbury for coach trips. As it is, it has had a succession of openings and closures under private ventures.	Partly	Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
45	As described earlier in questionaire	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
46		Yes	Cycling;Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
47		Yes	Walking / dog walking;	Night time (9:00pm-5:00am);	Agree	
48		Yes	Walking / dog walking;Cycling;Children's playground;	Afternoon (12:00pm-5:00pm);	Strongly agree	
49		Yes	Walking / dog walking;Sports;Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
50		Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
51	Provide separation for cyclists and pedestrians where possible.	Partly	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Disagree	Don't close the toilets. These are an important asset, particularly for an aging population.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
52	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Generally happy with the proposal	Agree	Neutral	Agree	Agree	Agree	Agree	Agree
53	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
54	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Disagree	The only reason why have given a 'disagree' score for maintenance is that I am applalled at the state of maintenance currently of cycle tracks and footpaths. I refer to poor eye level signage, eg through the Maltings (no cycling), but much more importantly to the failure to maintain the white markers on the ground. Failure to maintain them is dangerous, and sets cyclists against predestrians and, where appropriate, motorists, because the markings are so poor that they can only be read with difficulty, and in some cases have even been totally obliterated	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
55	Partly	Disagree	Agree	Agree	Strongly agree	Neutral	Neutral	Disagree	Agree	I am concerned that some of these principals are targeted at reducing the amount of car parking available, in a city that already doesn't have enough parking. The result of this will be to drive even more people to shop in other cities, such as Southampton, that recognise the inadequacies of public transport.	Strongly disagree	Disagree	Agree	Agree	Strongly disagree	Strongly disagree	Agree
56	Yes	Agree	Agree	Strongly agree	Neutral	Agree	Agree	Strongly agree	Agree		Agree	Strongly agree	Agree	Neutral	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
52	Agree	Agree	Agree	Strongly agree		Yes	Access to the coach park;	Not very often	Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Agree
53	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Parking;Running;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Strongly agree
54	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the coach park;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Mill Stream Approach;Via the River Park;Via Fisherton Street;Via Avon Approach;	Strongly agree
55	Agree	Agree	Agree	Agree	Fisherton Street is already too narrow. I cannot see that narrowing it can have any possible positive effect.	No	Parking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via the River Park;	Disagree
56	Agree	Strongly agree	Neutral	Strongly agree		Partly	Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
52		Yes	Children's playground;Car boot sale;	Afternoon (12:00pm-5:00pm);	Agree	
53		Yes	Walking / dog walking;Cycling;Running;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
54		Yes	Walking / dog walking;Cycling;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Well done. I have long admired the quality of the CAF and its documentation. This is good too, with one important caveat. I found most of the maps difficult to follow, due to a failure to put names of landmarks on them, street names, prominent buildings etc.
55	I use these paths to access the city centre when I have parked in Waitrose because the Central Car Park is full. I suppose this means I might use them more often if the car park size is reduced, but it is more likely that I would go to Southampton instead.	Yes	Children's playground;Picnics;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
56		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
57	Partly	Agree	Agree	Agree	Neutral	Neutral	Disagree	Disagree	Neutral	Whatever might be thought about the desirability of motor cars, plentiful and cheap parking is THE KEY to keeping visitors and shoppers coming. This is a tourist spot and an overgrown market town after all. Park & Ride might work only if it runs into the evenings, and is cheap, AND is complimented by a central decent transport interchange at the Maltings. The existing shops & market are the natural shopping area, there's no need to move the centre, and no need for many more shops either large or small. Short & medium term money concerns are no way to decide this, which affects a major historic city for all future time. There are deeper heritage issues.	Neutral	Disagree	Agree	Agree	Neutral	Neutral	Agree
58	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Long overdue	Agree	Strongly agree	Agree	Agree	Strongly agree	Neutral	Strongly agree
59	Yes	Strongly agree	Agree	Agree	Neutral	Agree	Neutral	Strongly agree	Strongly agree		Agree	Strongly agree	Agree	Agree	Agree	Agree	Strongly agree
60	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Disagree	Agree	Strongly agree
61	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Neutral		Agree	Neutral	Agree	Agree	Neutral	Agree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
57	Disagree	Agree	Neutral	Neutral	Toilets in the Central car Park (ie. Maltings) NOW needs to be open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours, all the more so with the Maltings changes. The Toilets in the Market Square should NOW be open through the evening, if not 24 hours. All toilets should show a map of ALL (not just nearest) alternatives, including braille. Toilets should be free. Shops should be encouraged to allow public use of their toilets. These are tourist & shopper friendly policies that make a difference. We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future. Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services. Maltings & associated services - Medium and small shops, petrol filling station are accessed directly from the Ring Road so keeping traffic out of the narrow roads, but is centrally located already giving pedestrian links to tourist attractions and shopping streets; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions. You know the list. Either run a tram/shuttle between Maltings and the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential. The existing railway station is in the wrong place. When funds allow, move the railway station closer to the Maltings and would have a top class	Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Disagree
58	Agree	Strongly agree		Neutral	Some of the maps are difficult to follow even for someone very familiar with the area	Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
59	Agree	Agree	Agree	Agree		Yes	Access to the city centre;Walking / dog walking;	1-3 times a week	Afternoon (12:00pm-5:00pm);	Via the River Park;	Agree
60	Agree	Strongly agree	Neutral	Neutral		Yes	Cycling;Parking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);		Agree
61	Agree	Agree	Neutral	Agree		Partly	Walking / dog walking;Cycling;Access to the city centre;	Daily	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Castle Street;Via the River Park;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
57	Toilets in the Central car Park (ie. Maltings) NOW needs to be open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours, all the more so with the Maltings changes. The Toilets in the Market Square should NOW be open through the evening, if not 24 hours. All toilets should show a map of ALL (not just nearest) alternatives, including braille. Toilets should be free. Shops should be encouraged to allow public use of their toilets. These are tourist & shopper friendly policies that make a difference. We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future. Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services. Maltings & associated services - Medium and small shops, petrol filling station are accessed directly from the Ring Road so keeping traffic out of the narrow roads, but is centrally located already giving pedestrian links to tourist attractions and shopping streets; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions. You know the list. Either run a tram/shuttle between Maltings and the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential. The existing railway station is in the wrong place. When funds allow, move the railway station along to the Maltings and we'd have a top class transport interchange, with space for an hotel and some housing. Add a 3-stop carousel for shoppers & tourists in the Maltings	Partly	Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	Toilets in the Central car Park (ie. Maltings) NOW needs to be open Sundays, Bank Holidays, and at least to 5 or 6pm if not 24 hours, all the more so with the Maltings changes. The Toilets in the Market Square should NOW be open through the evening, if not 24 hours. All toilets should show a map of ALL (not just nearest) alternatives, including braille. Toilets should be free. Shops should be encouraged to allow public use of their toilets. These are tourist & shopper friendly policies that make a difference. We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future. Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services. Maltings & associated services - Medium and small shops, petrol filling station are accessed directly from the Ring Road so keeping traffic out of the narrow roads, but is centrally located already giving pedestrian links to tourist attractions and shopping streets; Government public offices, a Main Post Office, health gym, theatre, gardens, river, hotels and other attractions. You know the list. Either run a tram/shuttle between Maltings and the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential. The existing railway station is in the wrong place. When funds allow, move the railway station along to the Maltings and we'd have a top
58		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
59		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Agree	
60		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
61		Yes	Walking / dog walking;Cycling;Nature watching;Sports;Access to allotment;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
62	Yes	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree
63	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Strongly agree
64	Yes	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	I think that this is a good idea to make it a better place for residents and visitors.	Strongly agree	Strongly agree	Agree	Agree	Neutral	Agree	Strongly agree
65	Partly	Strongly agree	Agree	Strongly agree	Neutral	Neutral	Neutral	Agree	Neutral	My key concerns are flood control and vehicular access to the city centre. Removal of further car parking is all very well but the reality is that very large numbers of visitors and residents are reliant on cars and will remain so for may years. If you live in a village, buses are not convenient and if you want to buy something large or heavy, you need a car. Unless we encourage people to online shopping, in which case they have fewer reasons to come to the city at all.	Disagree	Agree	Strongly agree	Agree	Agree	Agree	Agree
66	Yes	Strongly agree	Disagree	Agree	Neutral	Neutral	Agree	Agree	Agree	Removing hard engineering - is too ambitious, need a combination of both soft and hard engineering.	Agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Strongly agree	Strongly agree
67	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
68	Yes	Agree	Strongly agree	Strongly agree	Agree	Neutral	Agree	Agree	Agree		Neutral	Agree	Agree	Agree	Agree	Agree	Strongly agree
69	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	resilience to climate change is key							
70	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Agree	Agree	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
62	Agree	Agree	Agree	Agree	Strongly support the proposed attention to detail on the use of artificial light levels recognising that this is of benefit to local people/visitors as well as to wildlife. It is possible to have safe lighting without blighting the neighborhoods involved. I found the use of You Tube by the Environment Agency [Phase 1] particularly helpful as a form of communication. Thank you.	Yes	Walking / dog walking;Access to the coach park;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Strongly agree
63	Neutral	Strongly agree	Neutral	Strongly agree		Partly	Parking;Access to the city centre;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly agree
64	Agree	Agree	Neutral	Agree	It is good that the areas are made more attractive and encourage more wildlife/trees and plants.	Yes	Access to the city centre;Access to the coach park;Walking / dog walking;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Fisherton Street;Via Avon Approach;	Agree
65	Agree	Neutral	Neutral	Neutral		Partly	Walking / dog walking;Cycling;Running;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;Via Mill Stream Approach;	Neither agree or disagree
66	Agree	Strongly agree	Agree	Strongly agree	2A: Concerned about carriageway narrowing, particularly as this may increase congestion around an area where people will be encouraged to sit outside.	Yes	Cycling;	Not very often	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via Mill Stream Approach;	Agree
67	Agree	Agree	Agree	Agree		Yes	Cycling;Walking / dog walking;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree
68	Neutral	Strongly agree	Agree	Strongly agree		Yes	Parking;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via Mill Stream Approach;	Neither agree or disagree
69						Yes	Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
70	Agree	Strongly agree	Neutral	Agree		Yes	Walking / dog walking;Access to the city centre;	1-3 times a week	Afternoon (12:00pm-5:00pm);	Via the River Park;Via Mill Stream Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
62		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Strongly agree	
63		Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
64	The coach definitely needs to be made more attractive for visitors as it is a poor first impression and needs better facilities.	Yes	Walking / dog walking;	Evening (5:00pm-9:00pm);	Neither agree or disagree	It wood be good to make it better for residents and to encourage more wildlife.
65		Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;Picnics;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Neither agree or disagree	
66	Would like to see a footbridge nearer to the rear of the pubs linking milstream to castle street to improve mobility.	Yes	Walking / dog walking;Running;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
67		Yes	Cycling;Walking / dog walking;	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Strongly agree	
68		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
69	Lack of use at night is because it doesn't feel safe as a woman on my own. Can this be addressed with this scheme?	Yes	Walking / dog walking;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Neither agree or disagree	
70		Yes	Walking / dog walking;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Neither agree or disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
71	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree
72	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree			Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
73	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
74	Yes	Strongly agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
75	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
71	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I'd love to see even further development of the coach park and surrounding area (including the coach houses pub), this is an especially ugly part of Salisbury. The proposals around the river are great, though, no issues at all.	Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Early morning (5:00am-10:00am);	Via the River Park;	Strongly agree
72	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree
73	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via the River Park;	Strongly agree
74	Agree	Agree	Agree	Agree	I had understood that this development was providing a continual cycle path from the Ashley Road green space through to Crane Bridge Street. John Glen MP has certainly been telling us this. I am concerned that I can't see mention of a cycle path in phase 4A through MCCP south and phase 5A between Fisherton Street and Crane Bridge Street. This enhancement to Salisbury's far-from-brilliant cycle network would be a significant step forward in providing one continuous car-free route into and through the city centre. A modal shift from the private car to the bicycle requires safe routes for cyclists into the city centre, which means segregated from motor vehicles - these are largely absent at the moment.	Yes	Cycling;Through cycle route from the central car park to the Leisure Centre, South Wilts Grammar and the allotments at Fisherton Farm from Fisherton Street;	1-3 times a week	Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Neither agree or disagree
75	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The phases should be as compressed as possible, so that the overall plan is not compromised.	Yes	Parking;Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
71	It'd be great to combine this proposal with some improvements to the car park itself. I have no concern with the loss of parking spaces as I think the remaining car parks, especially Culver Street have sufficient capacity to pick up any slack. However, more of central car park could be multi storey which would free up more land to make this area even greener (an actual recreational park alongside this proposal would be fantastic).	Yes	Children's playground;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	I contemplated the idea of a foot bridge between the Ashley Road area and the Fisherton area which would link these two areas well.
72		Yes	Walking / dog walking;Sports;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Strongly agree	
73		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
74	There are lots of ways to access the city centre on foot or by bike that you do not list in question 10. I live to the west which means that the river park, much as I support it, will not be on my normal cycle route into the city centre but will be a route that I do and will use when crossing the city and heading out north and for getting around the centre. I use Fisherton Street or Mill Road to cycle into the centre, only one of which you offer as an option. It will be important for me to be able to connect up to the cycle path in river park from Fisherton Street, going across central car park as I currently do. Anything that makes this easier/safer for cyclists would be welcome - even an acknowledgment that it is a cycle route would help. The plans are not going to increase my cycling (question 11) because I don't have a car and already travel round the city by bike. But they will make some of the journeys much more attractive. I understand the plans to mean that there will no longer be vehicular access along the east back of the river between Avon Approach and Mill Stream Approach. Is this correct? If so it will be a significant improvement for cyclists as it will mean not facing oncoming vehicles who assume right of way when you are heading towards the centre and also presumably reduce the number of vehicles on Avon Approach, including those who park there illegally. I am surprised that I didn't see it mentioned in the text so am concerned that it might not be part of the plan. I assume that widening the bank and enhancing this area for wildlife is inconsistent with a through route for motor vehicles.	Yes	Cycling;I cycle past on my way to the Fisherton Farm allotments;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
75		Yes	Other leisure and fund-raising activities;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
76	Partly	Neutral	Neutral	Neutral	Strongly disagree	Disagree	Disagree	Disagree	Strongly disagree	Not enough thought given to buses and positioning of bus stops. Not enough thought given to free modern public conveniences. Works in Salisbury such as dropped kerbs have been mostly incorrectly installed and become large puddles. Replaced paving slabs not correctly replaced so break again. Extreme lack of detailed inspection of public works so end up very sub standard. Holes in road reappear very quickly. Drains blocked and remain so for years! Lack of adequate maintenance for drains, gulleyys etc.	Neutral	Disagree	Neutral	Neutral	Disagree	Disagree	Neutral
77	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Public Realm: At present, the site on the corner of Fisherton Street and Malthouse Lane is vacant. This is in the Interface Zone and near Fisherton Bridge (phase 2B). I believe this area could be enhanced considerably, and the pedestrian route from the railway station and the shopping experience in Fisherton Street could be improved, if this site was used as open space (perhaps a small garden/park or paved area).	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
79	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	This project will help keep Salisbury safe from flooding which is great. The down side is that it's going to take along time which means there will be disruption for residents	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
80	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
81	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
82	Partly	Neutral	Disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I am in favour of the scheme in principle and fully support the proposals for the Ashley Road/ Fisherton Rec areas. However, I consider that the area through the Maltings and the City Centre requires a different approach as the character of the area through which the river flows is different. Whilst the Maltings area requires some aesthetic improvement I have concerns that rewilding is not appropriate here and could lead to problems with vermin close to public outdoor areas and food stores. Also it would preclude there being sufficient water power to harness hydropower at the Bishops Mill. Where it flows through public open space , the river needs to be treated in a similar way to the river in The Elizabeth Gardens so that it is an attraction for visitors to the city .	Disagree	Agree	Strongly agree	Agree	Disagree	Agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
76	Neutral	Neutral	Neutral	Neutral	Inadequate thought about how pedestrian and traffic flows including buses and coaches integrate. Maintenance not thought out including access for such machines. Inadequate thought about emergency services such as fire engines and ambulances. Lack of maintenance plans and how rewsources will be found for adequate mainetenance.	Partly	Access to the coach park;Access to the city centre;Cycling;Vintage vehicles displays. Vintage Coach meets. Start of cyling events.;	1-3 times a week	Evening (5:00pm-9:00pm);	Via Avon Approach;Via Mill Stream Approach;	Disagree
77	Strongly agree	Agree	Agree	Agree	Phase 5A: I would like the riverside walk to be open to cyclists as well as pedestrians as there is a lack of routes for cyclists travelling north-south through the centre of Salisbury (I understand High Street is, strictly speaking, only a cycle route for northbound cyclists). Overall, there seems a lack of detailed plans for cycling routes. I am particularly concerned about the absence of a route through The Maltings to link the path that starts/ends at Avon Approach with St Thomas's Square/High Street. I would like to see this addressed and there to be an off-road cycle route north-south along the whole of the River Park area.	Yes	Cycling;Walking / dog walking;	4-6 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Castle Street;	Agree
79	Agree	Strongly agree	Agree	Strongly agree		Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree
80	Agree	Agree	Agree	Agree		Yes	Cycling;	Not very often	Late morning (10:00am-12:00pm);	Via Fisherton Street;	Strongly agree
81	Strongly agree	Strongly agree	Strongly agree	Strongly agree	This looks to be an excellent scheme which is well thought out and considered. The benefits to wildlife, the community and the overall 'helath' of the area are very clear. As a home owner on one of the Salisbury rivers and a local floodwarden, I am fully in support. Well done and good luck.	Yes	Parking;	Not very often	Afternoon (12:00pm-5:00pm);	Via Avon Approach;	Agree
82	Neutral	Strongly agree	Neutral	Disagree	2A This scheme could have unintended negative consequences for river quality, local residents , cyclists and the evening economy of Fisherton Street 4A My response is not really neutral. It is that I agree with some parts of the proposals but disagree with others as q. 3 above.I consider that the approach taken should vary according to the setting through which the river flows. . 6A . I do not consider planting is appropriate for screening the service yard. 6b The river should harnessed for renewable energy.	Partly	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Fisherton Street;Via Avon Approach;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
76	We walk to Studio Theatre quite often. We walk to the health centre at the Butts. We walk to the Scout Hut. We walk to Stratford to visit the church and friends via the riverside path. We even take the paths up to Devizes road.	Partly	Children's playground;Nature watching;Walking / dog walking;Car boot sale;Fair there once a year. Fire station car boot sale.;	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	There is a great lack of understanidng of the history of the area. For example the Maltings were the city rubbish dump, then the Malting buildings which were demolished and the bricks etc left on-site - quite a surprise to the last developpers.
77	I think resurfacing and upgrading the coach park is a very good idea. At present it gives a poor first impression to visitors arriving by coach. I strongly support the creation of a new pedestrian route / footpath and footbridge from the coach park south into the city centre.	Yes	Cycling;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
79		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	
80		Yes	Cycling;	Late morning (10:00am-12:00pm);	Strongly agree	
81		Yes	Nature watching;	Afternoon (12:00pm-5:00pm);	Strongly agree	
82	The proposals would make no difference to my use of the footpaths and cycle ways. I agree with the loss of part of the central car park to the river park but consider that there should be public access for walking and cycling to both sides of the river. I support the coach park proposals in principle and consider the Boathouse has potential for use as a visitor/ information centre. Although I am aware Natural England would object, I do consider that the ability to hire rowing boats from there should resume in order to raise the profile of, and enhance the attractiveness of the river, especially to visitors.	Yes	Walking / dog walking;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	Footpaths should be all-weather

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
83	Partly	Agree	Strongly agree	Agree	Neutral	Strongly agree	Neutral	Agree	Agree	RP1 Biodiversity: 'Employing bio-security measures and procedures to reduce the risk of introducing or spreading invasive non-native species (and other harmful organisms such as diseases) in the wild', just to say that pesticides and chemicals would be disastrous for this area . The line 'providing ongoing maintenance for all of the above', maintenance to not include cutting down or ripping up existing wildlife RP2 River Improvements: Yes! Strongly agree RP4: Integrated development: May I suggest that development be on the existing developed spaces? And biodiversity prioritized. No ripping up of existing, beautiful wild areas and using the existing developed space (places where there is already concrete, already stone, already development) instead of ripping up wildlife.	Agree	Neutral	Agree	Strongly agree	Disagree	Strongly agree	Agree
84	Partly	Agree	Strongly agree	Agree	Neutral	Strongly agree	Neutral	Agree	Agree	I think it's good planting more trees. Think that the wildlife there already should be kept, important.	Agree	Neutral	Agree	Strongly agree	Neutral	Strongly agree	Agree
85	Partly	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Strongly agree	Principle should follow plans for Broadmarsh shopping centre Nottingham with Nottinghamshire Wild Life Trust.	Agree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Agree
86	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
87	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I think it looks great!	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
83	Agree	Neutral	Strongly agree	Agree	Phase 1A: 'Minor improvements to the Summerlock Stream' improvements to be made should not disturb existing wildlife and the wild plants that have existed here for a long time. Working around the existing wildlife and enhancing the area with more plants/more growth. . 'Improve cycle and pedestrian routes', thank you. Excellent . 'Wildlife corridor along length of east bank with minimal public access' maybe no public access Phase 1B: I think a bit of the coach park should be returned to nature/re-naturalised? I think this is very important as although the coach park is good because it is public transport, which should be encouraged, the coach park is big enough for some of it to be returned to nature. . Very much happy with the creation of new parks on developed site! This is a great idea! Will these parks have trees in? Should think any opportunity to increase tree cover would be great. Will the new welcome centre be modeled sustainably? E.g. using recycled material when possible? Grass on the roof? Would be good. Phase 1A and 1B: Movement and connectivity: I see that the pedestrian path will be close by to the river/river bank. Please can none of that wild area be pulled/ripped out and cleared Phase 1C: 'Improvements to the River Avon bank including enhanced river access' improvements to be made should not disturb existing wildlife and the wild plants that have existed there for a long time. Working around the existing wildlife and enhancing the area with more plants/more growth. . Very happy with the creation of a wet woodland. Superb!	Partly	Walking / dog walking;Picnics;Just to say, please do not cut down any trees/clear any wild areas to build the flood walls. We are in a climate emergency.;	1-3 times a week	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Mill Stream Approach;Via Avon Approach;	Strongly agree
84	Agree	Neutral	Strongly agree	Agree	I'm a cyclist so support the proposals for clearer cycle paths. Would make sure of them	Partly	Cycling;	Daily	Late morning (10:00am-12:00pm);	Via Fisherton Street;	Strongly agree
85	Strongly disagree	Agree	Disagree	Disagree	2A 2B Seating over Summerlock Stream & widening Fisherton Bridge is impractical. Better to make an open space with trees and seating on the former Heart Foundation site which is unlikely to be developed for retailing or hotel. This space would link through to Priory Square opening up the area north of Fisherton Street.	No	Parking;Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;	Disagree
86	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree
87	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Running;	Daily	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
83	I am so happy to see that tree planting will be happening. The only thing I would like to stress is to please not cut down any of the existing wildlife areas. They have been there for a long time, and can be left that way.	Partly	Walking / dog walking;Cycling;Nature watching;Picnics;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Please leave the trees there and wild spaces/ areas in tact. Especially with the flood wall construction, please work around the existing wildlife.
84		Partly	Cycling;	Late morning (10:00am-12:00pm);	Strongly agree	
85	Need to keep the car park which is used by locals and visitors to Salisbury. It is easy to park and access from the ring road. Salisbury depends on easy car parking for prosperity. The car park sustains the market and is full at busy times. Losing the car park will be a severe blow to the city.	Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	
86		Yes	Nature watching;Car boot sale;Walking / dog walking;Children's playground;	Afternoon (12:00pm-5:00pm);	Agree	
87		Yes	Walking / dog walking;Running;	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
88	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	PR5 Access: Transport & Movement Strategic Theme (p.5) Vehicular Access through the MCCP Phase 4A -MCCP south. It is important to keep open all options for vehicular movements within the site as the needs of the city evolve over time. If progress is made on future pedestrianisation of the city centre, as proposed in the CAF, including the creation of a pedestrian/cycle link between the Maltings and the Market Square this could require pedestrianisation of Silver Street and Minster Street and a one-way east-west route along Fisherton Street as far as Sommerlock approach. The option of a future one-way west-east link road across the MCCP between Sommerlock Approach and Avon Approach should be retained for buses, taxis and Blue Badge holders. When considering north-south walking and cycling routes through the MCCP the requirement for east-west routes must also be considered and extended to include a cycle route from Fisherton Street to Mill Road. There is currently no official north-south route for cyclists in the city between Queen Street in the east and Dews Road in the west. All other routes preclude cycling in this direction- High Street, Water Lane and North Street. Consideration could be given to allowing cycling along Water Lane as part of Phase 2 of the scheme.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
89	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
90	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
91	Yes	Neutral	Agree	Strongly agree	Neutral	Neutral	Agree	Agree	Agree		Agree	Disagree	Agree	Agree	Agree	Agree	Neutral
92	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	There are two areas where there is no direct reference or minimal reference that I would like to see strenhthened: - Disability access including provision of seating for olde and/mobility restricted residents - provision of public arts - a single reference under section RP6 - to enhance the environment, help with public engagement and improve the visitor experience	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
93	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree
94	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The development principles need to include (1) more specific reference to provision of a high quality north south cycle corridor from Ashley green to crane street. The corridor should accord with DfT design standard LTN 1/20. (2) the vehicular bridge/link between Coach Park and Central Car Park should be removed. (3) the former C&A building plot on fisherton street should be designed as a pocket park.	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
88	Agree	Strongly agree	Strongly agree	Strongly agree	I would like to see Phase 3A progressed at an earlier stage if possible. It is recognised that the riverside path from Ashley Green to Central Car Park is a key pedestrian and cycle route which is not fit for purpose in it's current state. This needs to be addressed with some urgency in order to improve connectivity and encourage active travel. If, addressing the intermittent flooding of the underpass under the A36, diverting the cycleway under the railway bridge and improving the overall width of the path, which is too narrow for shared use, are delayed this would decrease the value to the public of the enhanced sections of the River Park achieved in Phase 1A, B and C. Could this work become part of phase 1?	Yes	Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
89	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Not applicable, I do not use this area;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly agree
90	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;	Strongly agree
91	Neutral	Agree	Agree	Agree		Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Disagree
92	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The feedback provided above on disability and public art very much applies in each phase - I write as the Chair of Safer and Supportive Salisbury voicing the concerns of vulnerable people and also as someone involved in the Hidden Figures Project to create 9 statues of living Salisbury people to besituated across the City. We are anxious to finfd ways o interacting with the authorities on the siting of these figures as well as their design.	Yes	Parking;Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Mill Stream Approach;	Agree
93	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	4-6 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Castle Street;	Strongly agree
94	Strongly agree	Strongly agree	Strongly agree	Agree	The cycle route via kivel court arch should be delivered as an early phase.	Partly	Cycling;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;Via Fisherton Street;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
88	I am very pleased to see the intention of separating walking and cycling routes. The present shared use path is too narrow and causes conflict between users. Taking the cycle route west of the river will be ideal and avoid the railway bridge where cycling is difficult. It is important that all on site active travel routes link into off site existing and proposed new routes so that active travel becomes the norm across the city.	Yes	Walking / dog walking;Nature watching;Cycling;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	You say that the intention is - enhancement of pedestrian and cycle routes through the area, with the potential to improve links to residential areas north of the city. There is insufficient detail to see where these potential routes will be. It is a long held aspiration to create a new off road route- Radial Route 1, from St Peter's Place and Bemerton Heath to Five Rivers Health and Wellbeing Centre and on into the city centre. This would be along the northern boundary of the Fisherton Allotments. It is important that the proposed wetland area does not extend too far to prevent this or to result in flooding of the proposed shared use path.
89		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly agree	
90		Yes	Walking / dog walking;Cycling;	Afternoon (12:00pm-5:00pm);	Strongly agree	
91		Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	
92		Yes	Car boot sale;Walking / dog walking;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Agree	
93		Yes	Walking / dog walking;Cycling;Car boot sale;	Afternoon (12:00pm-5:00pm);	Agree	
94	The proposals are weak in terms of cycle infrastructure. This is a great opportunity to deliver a key north south link from Crane street to Ashley Road through the River Park	Partly	Cycling;	Late morning (10:00am-12:00pm);	Disagree	The walking cycle path across Ashley green needs to be enhanced and delivered to LTN 1/20 standard

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
95	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Neutral	Neutral	Neutral		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Neutral	Agree	Strongly agree
96	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Neutral	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
97	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	None	Neutral	Agree	Neutral	Agree	Agree	Agree	Agree
98	Yes	Strongly agree									Strongly agree						
99	Partly	Agree	Agree	Strongly agree	Neutral	Disagree					Neutral	Disagree	Agree	Neutral	Agree	Neutral	Agree
100	Yes	Agree	Strongly agree	Agree	Neutral	Strongly agree	Strongly agree	Agree	Neutral		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
101	Yes	Agree	Agree	Agree	Agree	Agree	Neutral	Neutral	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
102	Yes	Strongly agree	Agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree
103	Partly	Agree	Strongly agree	Agree	Neutral	Strongly agree	Neutral	Agree	Neutral	Happy to see new footpaths and cycle routes created. Would be opposed to any development that got rid of existing trees/river bank flora etc. etc. as I've seen wildlife come back to spots in the proposed areas year after year to nest (resident for 15 years now) and also because clearing that wildlife would be unnecessary. Overall happy with plans	Agree	Neutral	Agree	Strongly agree	Neutral	Strongly agree	Strongly agree
104	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	There needs to be a real balance between a small development of housing (is this too large?) and environmental wins.	Neutral	Neutral	Agree	Agree	Agree	Agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
95	Neutral	Neutral	Neutral	Neutral	I can't find the proposals about 2a,2b, 4, 5 and 6	Yes	Cycling;Access to the city centre;Access to the coach park;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Castle Street;Via Avon Approach;	Strongly agree
96	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Walking / dog walking;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Neither agree or disagree
97	Neutral	Agree	Agree	Agree	None	Yes	Walking / dog walking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via the River Park;	Neither agree or disagree
98						Yes	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Fisherton Street;Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
99	Neutral	Agree	Agree	Neutral	Not happy re; coach park - lack of information about design - this should be at the forefront to encourage coaches to return to using coach park with excellent facilities. Closing small Millstream car park and lack of parking situated in central car park? Common, get it sorted properly at the beginning of this project -do not neglect the disabled parking bays etc	No	Parking;Access to the coach park;Access to the city centre;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly disagree
100	Agree	Agree	Agree	Strongly agree		Yes	Cycling;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Strongly agree
101	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Cycling;Parking;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Via the River Park;	Agree
102	Strongly agree	Strongly agree	Agree	Strongly agree		Yes	Not applicable, I do not use this area;Running;	Not very often	Early morning (5:00am-10:00am);	Via the River Park;	Strongly agree
103	Agree	Strongly agree	Strongly agree	Agree	Some great plans proposed. If leaving alone the river flora and ancient trees around that area, and working around this, I am excited to see some change. Paul	Yes	Access to the city centre;	Daily	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Mill Stream Approach;	Strongly agree
104	Neutral	Strongly agree	Agree	Agree		Yes	Parking;Access to the city centre;	Not very often	Evening (5:00pm-9:00pm);	Via Castle Street;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
95	The river bank opposite the NHS buildings is full of daffodils and important scrub cover for wildlife which will be destroyed by your proposals	Yes	Cycling;Running;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
96		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
97		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	None
98		Yes	Walking / dog walking;Cycling;Running;Nature watching;Picnics;Car boot sale;	Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
99	Again car drivers appear to be the last thing considered, getting rid of Millstream car park which is ideal for short trips to appointments to nearby buildings for disabled drivers especially, very disappointed in lack of provision for car drivers in central car park and as for the coach park - well - this should be very much to the forefront of discussions. I dispair that this project will not be done properly. Am trying to be constructive but finding it very difficult.....	Yes	Not applicable, I do not use this area;Am unable to get around very easily;	Not applicable, I do not use these facilities;	Disagree	
100	All cycle routes have to be continuous to provide safe and efficient alternatives to driving.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
101		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Agree	
102		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly agree	
103		Partly	Nature watching;	Afternoon (12:00pm-5:00pm);	Strongly agree	Excited to see footpaths and residents getting most out of the area. Paul
104	How about introducing beavers into the rivers that meet in Salisbury to alleviate flooding?	Yes	Children's playground;	Late morning (10:00am-12:00pm);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
105	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
106	Partly	Agree	Agree	Agree	Agree	Disagree	Neutral	Agree	Agree	My major concern are this scheme does not address the longstanding issues regarding cycling around Salisbury city centre. In particular: 1. A positive clear direct link between the National Cycle Paths North and South of the Cathedral Close. 2. The diversion/closure of the cycle-path from the West to the East of the Bus-park - this means that cyclists are no longer no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boatnhouse spilling into the carpark.	Neutral	Strongly disagree	Agree	Agree	Agree	Agree	Agree
107	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
108	Yes	Agree	Agree	Strongly agree	Neutral	Neutral	Agree	Agree	Agree	The two fold purposes of improving the environment and bio diversity, coupled with the real need to improve flood defences to support businesses local to here who have already suffered significant losses financially through Novichok and now Covid is imperative and this proposal seeks to address both issues and has my support	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree
109	Partly	Neutral	Neutral	Disagree	Disagree	Neutral	Neutral	Disagree	Neutral	I have seen the webinar and listened to various interesting questions which were not really answered with any true authority or logic. Main reason of reducing floods in Salisbury was very vague as when questioned asked if this would stop floods in future, answer was it will to some extent but not stop all floods. This is pretty obvious as the size of ground getting planned for reducing floods is definitely not a major size. Controlling floods properly should be done on the river banks approaching the city in a major way. Another worrying issues was reduction of car parking and no 'solid' answer to a questioned which asked what private developments may happen on this park in the future by developers, and again answer was not decided. It should be made legal for no 'other' development on this plan until new consultation done and then allowed/rejected by results.	Neutral	Agree	Agree	Disagree	Disagree	Disagree	Neutral
110	Yes	Agree	Strongly agree	Agree	Neutral	Strongly agree	Neutral	Agree	Agree	With RP4, wondering if the development would be on previously developed land. No sense cutting down trees and bushes when could reuse developed land. Like the idea of more green space. Would use those parks	Agree	Neutral	Agree	Strongly agree	Neutral	Strongly agree	Agree
111	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Fantastic plan. A well used walk way celebrated and saved from being a back alley/danger zone. Great usage. Well needed flood protection.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
105	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Early morning (5:00am-10:00am);	Via the River Park;Via Avon Approach;	Strongly agree
106	Agree	Agree	Agree	Agree	My major concern are this scheme does not address the longstanding issues regarding cycling around Salisbury city centre. In particular: 1. A positive clear direct link between the National Cycle Paths North and South of the Cathedral Close. 2. The diversion/closure of the cycle-path from the West to the East of the Bus-park - this means that cyclists are no longer no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boatnhouse spilling into the carpark.	Prefer not to say	Cycling;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);	Via the River Park;Via Avon Approach;Via Castle Street;	Disagree
107	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;	1-3 times a week	Not applicable, I do not use these routes;	Via Avon Approach;Via Castle Street;Via Mill Stream Approach;	Agree
108	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Parking;Walking / dog walking;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
109	Agree	Agree	Neutral	Neutral	Limiting or reducing any road, street, parking in the city should not be done as this will create huge problems with traffic as we have already experienced before the lockdown when ETRO/LTZ was introduced into the city, now cancelled as problems seen. None of this would create any better surrounding and as already seen from the results recently, it will increase pollution. I am in favor of bringing in any green pleasant surround to the city but no 'reduction' should be done on any route until ring road problems and bypass questions have been sorted.	Partly	Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Disagree
110	Agree	Neutral	Strongly agree	Agree	Excited for parks and more greenery	Yes	Picnics;Running;	Not very often	Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Strongly agree
111	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
105		Yes	Walking / dog walking;Cycling;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
106	My major concern are this scheme does not address the longstanding issues regarding cycling around Salisbury city centre. In particular: 1. A positive clear direct link between the National Cycle Paths North and South of the Cathedral Close. 2. The diversion/closure of the cycle-path from the West to the East of the Bus-park - this means that cyclists are no longer no longer separated from bus-passengers walking between the buses and the passenger shelter and patrons of the Boatnhouse spilling into the carpark.	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
107		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
108		Yes	Walking / dog walking;	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Neither agree or disagree	
109	I have seen the webinar and listened to various interesting questions which were not really answered with any true authority or logic. Main reason of reducing floods in Salisbury was very vague as when questioned if this would stop floods in future, answer was it will to some extent but not stop all floods. This is pretty obvious as the size of ground getting planned for reducing floods is definitely not a major size. Controlling floods properly should be done on the river banks approaching the city in a major way. Another worrying issues was reduction of car parking and no 'solid' answer to a questioned which asked what private developments may happen on this park in the future by developers, and again answer was not decided. It should be made legal for no 'other' development on this plan until new consultation done and then allowed/rejected by results.	Partly	Car boot sale;Nature watching;	Afternoon (12:00pm-5:00pm);	Agree	Limiting or reducing any road, street, parking in the city should not be done as this will create huge problems with traffic as we have already experienced before the lockdown when ETRO/LTZ was introduced into the city, now cancelled as problems seen. None of this would create any better surrounding and as already seen from the results recently, it will increase pollution. I am in favor of bringing in any green pleasant surround to the city but no 'reduction' should be done on any route until ring road problems and bypass questions have been sorted.
110		Partly	Picnics;Running;	Afternoon (12:00pm-5:00pm);	Strongly agree	I use the community orchard. It is fantastic there. I like having picnics by the trees and want to say that the existing trees should not be felled
111		Yes	access to waitrose/leisure centre;	Evening (5:00pm-9:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
112	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Agree	Strongly agree	Agree	Agree	Agree	Strongly agree
113	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
114	Partly	Strongly agree	Strongly agree	Strongly agree	Neutral	Disagree	Disagree	Agree	Neutral	It is sensible and good management to seek an integrated plan for this stretch of the river through Salisbury.	Agree	Disagree	Agree	Agree	Disagree	Disagree	Disagree
115	Partly	Agree	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Agree		Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
116	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
117	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	There is perhaps the need to consider (1) the effects of any proposed traffic management proposals for the rest of the City Centre - pedestrianisation of Silver Street, 'People Friendly Salisbury' plans and implementation, movement of buses and taxis within MCCP area (2) the provision of cycle parking within the MCCP area (3) the provision of shared-use cycle and pedestrian provision alongside and through the River Park area and (4) the need to improve the North/South NCN (National Cycle Route) Route 45 provision through the River Park/alongside the river to and from Salisbury Cathedral	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
112	Agree	Agree	Agree	Strongly agree		Yes	Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Fisherton Street;Via Mill Stream Approach;	Strongly agree
113	Agree	Agree	Agree	Agree		Yes	Cycling;Walking / dog walking;Parking;	Daily	Afternoon (12:00pm-5:00pm);	Via the River Park;	Strongly agree
114	Agree	Disagree	Neutral	Agree	The whole River Park (with my reservations) should be undertaken and completed as soon as possible.	Partly	Observing nature changing through the seasons.;	Not very often	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Disagree
115	Neutral	Neutral	Neutral	Neutral		No	Access to the city centre;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Neither agree or disagree
116	Agree	Agree	Agree	Agree		Yes	Access to the city centre;Cycling;Running;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;	Strongly agree
117	Strongly agree	Agree	Strongly agree	Strongly agree	Vehicular access across the River Avon will naturally depend on any traffic management proposals made for the rest of the City Centre; It would be helpful to have and indication where 'improved cycle and pedestrian routes through the site(s)' are to be routed. I welcome the retention of the Coach Park in its current location but note that the cycle route on its west side is to be removed - the rerouting of cyclists to its east side could create potential conflict with coach passengers and other pedestrians unless design and provision is made. Note needs to be taken of the existence of NCN Route 45 through the River Park area towards the Leisure Centre and beyond, ideally separating cyclists and pedestrians onto separate cycle and pedestrian routes. Note needs to be taken of the most recent DfT LTN1/20 when considering the the Avon Valley Path between Ashley Road and the Central Car Park - current issues with the railway bridge and the A36 underpass, the poor surface and the narrow width given current and future usage need to be addressed. I feel it would be advantageous if the riverside walk to the rear of the High Street could be designed and constructed to allow for cyclists, to improve North/South routes in this area	Yes	Walking / dog walking;Cycling;Access to the city centre;Access to the coach park;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Castle Street;Via Avon Approach;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
112		Yes	Walking / dog walking;Nature watching;Car boot sale;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
113		Yes	Walking / dog walking;Cycling;	Afternoon (12:00pm-5:00pm);	Strongly agree	
114	1. Once constructed, who will pay for the maintenance and management of the Park? If that cannot be guaranteed, it would be better to leave it as it is. 2. Have the Police been consulted? I am concerned about public safety and vandalism? CCTV planned and paid for?	Partly	Nature watching;	Late morning (10:00am-12:00pm);	Disagree	I am concerned that once created, the Park should be allocated guaranteed funds to maintain high standards. I am also concerned about implications for public safety and vandalism. Have the Police been consulted on the Plan?
115	car parking spaces essential, thin of the organisations near to the car park who will suffer	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
116	Hasn't this already been consulted?	Yes	Walking / dog walking;Running;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
117	East/West cycle routes - to and from the Playhouse, City Hall, DWP, Fisherton Street, Salisbury Railway Station as well as North/South routes need to be considered as part of the route provisions being made Any new bridges being constructed need to be wide enough to accommodate the full range of Non motorised users -bicycles, wheelchairs etc	Yes	Walking / dog walking;Cycling;Nature watching;Car boot sale;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	Cyclists following NCN Route 45 north to the Leisure Centre still need to use the existing bridge. Having planned a separate route for them consideration is required to enable both pedestrians and cyclists to cross the bridge safely.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
118	Yes	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
119	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree
120	Yes	Agree	Strongly agree	Strongly agree	Agree	Neutral	Neutral	Agree	Agree		Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree
121	No	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Biggest waste of our rates	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree
122	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
123	Partly	Neutral	Disagree	Disagree	Disagree	Disagree	Neutral	Disagree	Neutral	Salisbury already has a flodd mitigation system in place. It just stopped being used during the 1970's. Whenever Salisbury was at risk of flooding, the sluice gates situated along Salisbury's rivers were opened to send excess water to flood the adjacent fields. Were these gates repaired/replaced, they could be used again at much less cost than the proposed scheme. I appreciate that some building has been allowed on these flood plains but thankfully not all. I am not sure how you can make any improvement to the riverside path from Nelson Road to the central car park when you are dealing with a victorian railway bridge and housing only feet away from the river. I also fail to understand these driving need to get people walking and cycling in Salisbury. The lack of diverse shopping in town and the lack of leisure facilities aprt from pubs and restuarants do not encourage visiting. While these may encourage tourists and visitors, they do not help the peole who live here. Also, please explain how I do a month or even a week food shop and carry it home on a bike or walk and catch a bus? Salisbury needs this money spent on a bypass first and then on facilities for residents that residents want not what Wiltshire Council feels best and in order for them to tick the environment boxes with government.	Neutral	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Disagree
124	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I really like the idea and love the idea of development in Salisbury, especially if it improves the city and makes it a green place to live. I am really in favour of money being spent in Salisbury. Having lived here for almost 30 years, I couldn’t agree more with the ideas in the plan.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
118	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Running;Access to the city centre;	Not very often	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via Castle Street;	Agree
119	Agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	4-6 times a week	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
120	Agree	Agree	Agree	Agree		Yes	Access to the city centre;Walking / dog walking;	1-3 times a week	Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Agree
121	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Partly	Access to the city centre;	Daily	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Mill Stream Approach;	Strongly disagree
122	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;Running;	Daily	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
123	Disagree	Disagree	Disagree	Disagree	A lot of the proposed seating assumes that people will want to sit on the side of the river and look at the walls of existing buildings or into private gardens. I am sure the people living in these places will look forward to being observed by members of the public. Any narrowing of roads will only lead to gridlock in the city centre, this has already been prooved with the installation of the bollarded cycle lanes that have caused increased pollution levels, increased use of side streets and longer lasting a further reaching traffic jams.	No	Access to the city centre;Access to car parks and as a cut through when traffic is backed up;	Never	Not applicable, I do not use these routes;	Not applicable, I do not walk or cycle;	Strongly disagree
124	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I really like the idea and love the idea of development in Salisbury, especially if it improves the city and makes it a green place to live. I am really in favour of money being spent in Salisbury. Having lived here for almost 30 years, I couldn't agree more with the ideas in the plan.	Yes	Not applicable, I do not use this area;	Daily	Afternoon (12:00pm-5:00pm);	Via the River Park;Via Avon Approach;Via Castle Street;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
118		Yes	Walking / dog walking;Running;Picnics;	Afternoon (12:00pm-5:00pm);	Agree	
119		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
120		Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Strongly agree	
121	There is no EVIDENCE of the flooding extent it is all made up.	No	Walking / dog walking;Sports;Picnics;	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);	Strongly disagree	
122		Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;Picnics;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
123	You stopped using the existing sluice gates along Salisbury's rivers that used to stop Salisbury flooding by diverting water onto adjacent fields. Repairing/replacing these sluice gates would negate most of the proposals for flood mitigation.	Partly	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly disagree	
124		Yes	Walking / dog walking;Nature watching;	Afternoon (12:00pm-5:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
125	No	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree
126	No	Disagree									Disagree						
127	Yes	Agree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Agree		Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Agree
128	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	If you are planning on turning the area into a river park then at the very least the Central health clinic, doctors surgery probation office and the ugly Tesco delivery yard/ car park with the grey railings all need to be pulled down and the coach park needs co locating along where the Salisbury playhouse and city hall are as the coach park with it is with a derelict pub and Scruffy toilet block is not a pleasant experience for visitors. Also the central car park is in such a terrible state it needs all turning into a green park area with the car parks in Salt Lane and Briwn Street kept for city centre parking							
129	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	I have concerns about too much unfettered public access to the riverside in such a sensitive environment. This development will vastly increase the number of people using the riverside space which will conflict with the peaceful environment required by wildlife. Much more emphasis on education and the interpretation of the riverside habitat needed.	Strongly agree	Agree	Strongly agree	Strongly agree	Neutral	Disagree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
125	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree		No	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Strongly disagree
126						No	Walking / dog walking;	Daily	Late morning (10:00am-12:00pm);	Via Mill Stream Approach;	Disagree
127	Strongly agree	Strongly agree	Agree	Strongly agree		Yes	Walking / dog walking;Access to the coach park;Access to the city centre;	Daily	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via Fisherton Street;Via the River Park;Via Castle Street;	Strongly agree
128					See above points	Yes	Not applicable, I do not use this area;	Not very often	Not applicable, I do not use these routes;Afternoon (12:00pm-5:00pm);	Not applicable, I do not walk or cycle;	Disagree
129	Neutral	Neutral	Agree	Neutral	Phase 1B should include commitment to new welcome centre and toilets, not vague aspiration of 'when funding available'. 2A and 2B cannot understand how two-way traffic could be maintained with such narrowing of Fisherton Street, this needs separate public consultation. Again, concern about food debris and additional night-time lighting on riverside environment and wildlife, particularly because of the narrow nature of the waterway at these points. Also, restricting traffic will have a very detrimental effect on businesses. There seem to be a huge number of 'food and beverage outlets' envisaged throughout the city centre but how will traditional small independent retailers in this area fare with deliveries, customer collections, etc? Generally, I am concerned about relying on developers to fund the continuation of the river park into the city centre as I envisage the usual arguments about 'viability' after the event of planning permission being granted, and I do not think the future of such a sensitive environment should be left in the hands of big business, relying on unpaid help from volunteers and no commitment to future funding from the local authority.	Yes	Access to the coach park;Access to the city centre;Parking;	Not very often	Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
125		No	Walking / dog walking;	Late morning (10:00am-12:00pm);	Strongly disagree	
126		No	Walking / dog walking;	Late morning (10:00am-12:00pm);	Disagree	
127		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Agree	
128	I live to the south of Salisbury so wouldn't use the cycle/ walking routes but think this would be excellent for my daughter who goes to South Wilts grammar school as the current paths under the railway bridges / A36 road bridge between Waitrose and the coach park the river are not fit for purpose and too narrow and low head room and infested with rats so not pleasant	Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Disagree	I'm all for creating a river park area but the NHS/ probation buildings all need to be demolished along with the derelict pub and the central car park grassed over
129	I would be concerned if the vehicular bridge from the central car park to the coach park were to be removed at a later stage.	Yes	Walking / dog walking;Car boot sale;	Late morning (10:00am-12:00pm);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
130	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I fully support the aspirations of the development principles. In my view it is critical that a high quality walking and cycling route is established alongside the river that is supported by an attractive an interesting public realm. This should include widening of the existing path where possible to encourage users, with sites of interest (nature trails, playgrounds, seating etc) incorporated throughout. There is so much potential to provide a high quality connection via the City for locals and tourists with Old Sarum and the water meadows / Old Mill at Harnham	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree
131	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
132	No	Agree	Neutral	Disagree	Disagree	Neutral	Neutral	Neutral	Neutral		Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree
133	Partly	Agree	Agree	Strongly agree	Agree	Neutral	Agree	Neutral	Agree	Let's get back to basics of regular dredging and clearing up and out of the rivers and the water meadows. Now they are out of regular use they get stilted up blocking flow, and whilst this may create a eco habitat for certain creatures it can create potential misery and huge costs if these result in large scale floods. Far more cost effective to work on the basics first, and once the basics are back in order then able to add on the nice to have and the developments	Agree	Agree	Agree	Agree	Agree	Agree	Agree
134	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Salisbury does not make the most of the 5 Rivers that flow through it and this project will go some way to addressing this.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
135	Yes		Agree	Agree	Agree	Neutral	Neutral	Neutral	Agree		Agree	Agree	Agree	Agree	Neutral	Neutral	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
130	Agree	Agree	Agree	Agree	I appreciate that this is early stages and the spaces are yet to be developed, but I would be keen to see greater detail of how the spaces will actually look and function in reality. However, the photos and text portray the vision of which I am fully supportive. I do feel it is critical that the pedestrian and cycle route under the A36/ railway bridges to the north are substantially improved. Also the eastern river facade to the south of Millstream Approach (rear of Tesco etc). This really is an eyesore and not really addressed in this document - are there any proposals here?	Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;	Strongly agree
131	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree with the general principles and masterplan proposals but recognise that some elements of the latter are aspirational and require careful assessment to determine their practicalities and potential impacts (eg, ecological/historic environment/traffic). It is a bold scheme that will enhance one of Salisbury's most important assets, and I especially endorse the commitment to conserving and promoting biodiversity.	Yes	Walking / dog walking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;Via Mill Stream Approach;Via Avon Approach;Via Fisherton Street;	Strongly agree
132	Disagree	Disagree	Disagree	Disagree		No	Parking;Walking / dog walking;Access to the coach park;Access to the city centre;	Daily	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;Via Mill Stream Approach;Via Fisherton Street;	Strongly disagree
133	Agree	Agree	Agree	Agree	I am somewhat in favour if these being the required budget into play, but let's not forget about the basics as I previously stated. Clean up what we have first will be much more effective rather than a 5 year plan only to get flooded 2 years into this. If the Victorians could do this with hand tools why do we need to make this so complicated. Once it's deep and clean, the natural environment will make use of the new space available.	No	I live in town so I don't need to park there, but not do we need another park. What we need is more housing that can be built in an environmentally manner making better use of the ground and the river.;	Not very often	Evening (5:00pm-9:00pm);	Via Mill Stream Approach;	Neither agree or disagree
134	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Fisherton Street;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
135	Neutral	Neutral	Neutral	Neutral		Yes	Parking;Cycling;Access to the coach park;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Via Castle Street;Via Avon Approach;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
130		Yes	Walking / dog walking;Cycling;Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	Again more detail would be useful. The children's play area is often unusable due to flooding. A large high quality play area free from flooding would be great
131	The draft proposals seem well considered and achievable. I have faith in the Environment Agency due to their excellent record of developing and implementing similar schemes.	Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	I strongly endorse the proposals in this location, particularly the aim to create new wetland/wet woodland habitats. Away from the river, Ashley Road Open Space and Fisherton Recreation ground are currently rather sterile, boring expanses of grass. These open spaces would be made more varied and vibrant habitats by the proposals, which in turn would encourage the public to appreciate and interact with the natural environment.
132		No	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly disagree	
133	I don't believe we need another park in town, what we could do with is a sustainable housing development that provides a car free housing opportunity in properties that are built to fit the diversity of the environment and using the power of the river and solar to provide a level of services. This could be a great opportunity to put a real green micro development up for tender. These could even be temporary homes or homes for local workers without the right to buy but offered under a fixed lease period providing a sustainable opportunity for local people while saving for a permanent property.	Yes	Walking / dog walking;Cycling;	Evening (5:00pm-9:00pm);	Agree	Looks to be a good improvement on this space
134		Yes	Car boot sale;Walking / dog walking;Running;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);	Strongly agree	
135		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Neither agree or disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
136	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	In no particular order: 1. Anti social behaviour is bound to occur in some form or other. Designs, materials, etc etc all need to ensure that damage/destruction by anti social behaviour is mitigated. 2. Key objectives do not mention flood alleviation, although this is clearly a key part of the project. Should they? 3. Replacement of bridges with modern designs: these must still obviously be in keeping with the general feel and character of Salisbury. 4. RP8 mentions protecting the waterways from non-native species, but I feel this should be mentioned elsewhere, as non-native species of plants are mentioned more frequently. 5. Planting of trees comes up quite often. Planting of other types of vegetation, such as shrubs and lower level scrub should also be included, where appropriate.	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
137	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	It's important to retain what open space still exists along the Avon approaches to Salisbury to the north and south and east and west of this development in order to make a meaningful wildlife corridor through Salisbury. Ensure this, and limit future riverside development, and we could have a fantastic natural environment right through the city. Wildlife needs space and varied habitat, not just a linear park!	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree
138	Yes	Strongly agree								Love every bit of it	Agree						
139	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Neutral		Agree	Agree	Agree	Agree	Agree	Agree	Agree
140	Yes	Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree		Agree	Disagree	Neutral	Agree	Agree	Agree	Disagree
141	Yes	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Neutral	Agree	Agree
142	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	These are badly needed as we face risks to biodiversity and climate crisis	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
143	Yes	Strongly agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
136	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;Via the River Park;Via Avon Approach;	Neither agree or disagree
137	Strongly agree	Strongly agree	Neutral	Strongly agree	2A and 2B - I have concerns about litter from restaurant platforms being thrown in river. Also possible noise, and increased pedestrian levels for nearby houses. (Water Lane has many older residents and it is not appropriate to turn this narrow lane into a cycle path!)	Yes	Access to the coach park;Access to the city centre;Parking;	Not very often	Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via the River Park;	Neither agree or disagree
138					N/A	Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Avon Approach;Via Mill Stream Approach;	Agree
139	Agree	Agree	Agree	Agree		Yes	Parking;	Not very often	Afternoon (12:00pm-5:00pm);	Via Fisherton Street;	Neither agree or disagree
140	Disagree	Disagree	Disagree	Disagree	Plans difficult to read. Too many phases	Partly	Access to the city centre;Walking / dog walking;	4-6 times a week	Late morning (10:00am-12:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Mill Stream Approach;	Neither agree or disagree
141	Agree	Agree	Agree	Agree	Phase 2A has the potential to be a bottleneck for a cycle route along Fisherton Street. This should be avoided. Southern part of Phase 3A is a welcome improvement but there is too much shared pedestrian/cycle space on the northern part, which limits cycling speed significantly.	Yes	Cycling;Parking;	4-6 times a week	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);	Via the River Park;Via Castle Street;Via Fisherton Street;Via Avon Approach;Via Mill Stream Approach;	Agree
142	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);	Via Avon Approach;Via Mill Stream Approach;	Agree
143	Agree	Agree	Agree	Strongly agree		Yes	Walking / dog walking;	Daily	Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Mill Stream Approach;	Agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
136		Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
137	Salisbury's economy is tourist based. Many tourists visit by coach. Most coach passengers are in the older, less able bodied category. Salisbury's traffic problems are such that coaches need to be able to park centrally. In mid summer there can be 50+ coaches in the coach park. We can encourage visitors with a beautiful environment only to discourage them because of inadequate or tricky coach parking.	Yes	Walking / dog walking;Nature watching;	Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Neither agree or disagree	I would not wish to see more light pollution
138	Is perfect 👌	Yes	Nature watching;	Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);	Strongly agree	Best thing for the town
139		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
140		Partly	Walking / dog walking;	Late morning (10:00am-12:00pm);	Disagree	the narrow access under the road doesn't seem to have been solved bikes must be kept separate from pedestrians
141		Yes	Children's playground;Car boot sale;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
142		Yes	Cycling;	Afternoon (12:00pm-5:00pm);	Agree	
143		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
144	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Neutral	Neutral	Agree	I strongly support the environmental improvements proposed.	Agree	Strongly agree	Agree	Agree	Neutral	Neutral	Strongly agree
145	Partly	Agree	Agree	Agree	Neutral	Neutral	Agree	Agree	Agree	It is all made to sound wonderful in the plan but much of it in existing built up areas seems unachievable.	Agree	Agree	Agree	Neutral	Disagree	Neutral	Agree
146	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	my only concern is will there be sufficient parking in central car park to cope with needs when the local economy recovers and people start working from the city.	Agree	Agree	Agree	Agree	Agree	Agree	Agree
147	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	The general development principles are exciting.	Agree	Agree	Agree	Agree	Agree	Agree	Agree
148	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Strongly agree	I filled this form in on Safari, but at the end it just showed me a white page, so I'm not sure it was sent to you. Hence I'm filling it in again with Firefox and hope it'll get there.	Agree	Agree	Agree	Agree	Agree	Agree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
144	Neutral	Agree	Neutral	Agree		Yes	Access to the coach park;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;	Neither agree or disagree
145	Agree	Neutral	Agree	Agree	Again on surface all look good but it is not clear how this is expected to be achieved in areas where existing buildings are some of which will be of historic interest, it all seems a bit dreamlike without substance or any idea of funding.	Partly	Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;Via Fisherton Street;	Neither agree or disagree
146	Agree	Agree	Agree	Agree		Partly	Parking;Access to the city centre;Walking / dog walking;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Disagree
147	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via Avon Approach;Via the River Park;Via Fisherton Street;	Strongly agree
148	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Castle Street;Via Avon Approach;Via the River Park;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
144		Yes	Walking / dog walking;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
145	It all sounds very pleasant but I am concerned about the lack of parking at CCP while works are taking place plus the parking permanently lost and what will happen to the car park once it is no longer considered a flood risk and available for development as seems to be the case. I visit Salisbury from out of the area and need this parking otherwise I will not be able to visit alone. My daughter lives in Ashley Road but this parking is restricted and we do sometimes walk in together but I do visit various areas of the city alone so park and ride not feasible.	Yes	Walking / dog walking;Car boot sale;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	Not clear how the wetland area would work,
146		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
147		Yes	Walking / dog walking;Cycling; Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
148		Yes	Walking / dog walking; Cycling; Children's playground;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
149	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	RP3: FLOOD RISK AND WATER MANAGEMENT The principles of WSUD and the four pillars of SuDS should be applied more widely, beyond the River Park Interface Zone, to cover the whole of Salisbury and adjoining built up areas. It should form part of emerging Local Plan for Wiltshire or be at least a policy requirement of the Salisbury Neighbourhood Development Plan. Recent examples of SuDS in the Salisbury area are more like a series of bomb craters with little apparent thought given to the SuDS pillars of amenity and biodiversity. Is there/will there be any mechanism for monitoring and enforcing the application and management of SuDS schemes? RP5: ACCESS Can the principle of improving visual and physical public access to the river corridor in certain areas, whilst restricting access to ecological sensitive areas, be applied to the whole river network in Salisbury and the wider area? RP8: MANAGEMENT AND MAINTENANCE It is essential that an overall habitat management plan is provided, with agreed protocols between the different interests, for the whole river system in the Salisbury area to inform all landowners as to how they can facilitate the amenity and biodiversity objectives. Who will be responsible for monitoring and advising landowners on how they can contribute to the project and if necessary, enforce the objectives?	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
150	Yes	Agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Agree		Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Agree	Strongly agree
151	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
149	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Phase 2A: Water Lane/Summerlock Bridge riverside seating area Use structural glass and /or industrial steel open mesh decking systems to minimise shading to water course. Phase 3A: Riverside footpath between Ashley Road and Central Car Park There is no indication of protection and/or replacement of the fastigiate oak planted to replace the original over mature Lombardy poplars, removed five years ago. These trees along with the Lombardy poplars at Fisherton Recreation Ground, also replanted at the same time, were significant cultural /landmark features in the landscape in views down the Avon Valley from the north and from the high ground of Harnham Hill to the south. Lombardy poplars feature in many of John Constable's paintings of Salisbury, especially in views of West Harnham from across the water meadows. A key group of poplars was lost and not replaced to the West Harnham flood embankment scheme, adjoining the Old Mill. Fortunately, a small group of trees has since emerged from the suckers of the original trees to retain this cultural landmark. Although we note there are issues to resolve with adjoining landowners, it is essential that this phase is brought forward as soon as possible to ease the congestion on this very busy section of the shared riverside footpath/cycle route.	Yes	Walking / dog walking;Cycling;Parking;Access to the coach park;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Strongly agree
150	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;Via Mill Stream Approach;	Agree
151	Agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;Walking / dog walking;Access to the city centre;Parking;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via the River Park;Via Mill Stream Approach;Via Fisherton Street;Via Castle Street;Via Avon Approach;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
149	Phase 4A: Land at MCCP (south) There is an opportunity for working with the developer of the hotel on the former British Heart Foundation site to introduce appropriate management to the existing riverside trees to improve light levels to the River Avon channel, to introduce native planting below the trees and to reduce the height of the boundary wall from 3m down to 1.2m in height, to also improve light levels and view of the trees. Phase 5A: Rivers edge and riverside walk to rear of High Street. 'Item 4. Opportunity to use building facade for public art/projected imagery' could also be applied to the blank walls to the rear of the New Look (former Woolworths) building. Phase 6A: NHS buildings and Tesco service yard It is important that these public realm improvements are landscape led as part of an overall landscape strategy Phase 6B: The Maltings parade/Bishops Mill Ditto, as above. Phase 1A: Land at MCCP (north) No recognition of or indication of suitable treatment of the County Wildlife Site, north of the sub-station, as in Phase 3A: Riverside footpath between Ashley Road and Central Car Park. It would appear that it is proposed to divert the former River Avon channel from this site in a culvert to the rear of the sub-station at the	Yes	Walking / dog walking;Cycling;Running;Sports;Children's playground;Nature watching;Picnics;Fishing;Car boot sale;Practical conservation tasks;	Night time (9:00pm-5:00am);Evening (5:00pm-9:00pm);Afternoon (12:00pm-5:00pm);Late morning (10:00am-12:00pm);Early morning (5:00am-10:00am);	Strongly agree	No indication for protection and/or replacement of existing Lombardy poplar planted to replace the original over mature Lombardy poplars removed five years ago. These trees, along with the fastigiate oak on the riverside footpath between Ashley Road and Central Car Park, also replanted at the same time, were significant cultural /landmark features in the landscape in views down the Avon Valley from the north and from the high ground on Harnham Hill to the south. Lombardy poplars feature in many of John Constable's paintings of Salisbury, especially in views of West Harnham from across the water meadows. A key group of poplars were lost and not replaced to the West Harnham flood embankment scheme, adjoining the Old Mill. Fortunately, a small group has emerged from the suckers of the original trees. Would like to see some separation between Ashley Green open space and proposed cycle track by introducing more tree planting in a 5m minimum width strip of wet meadow vegetation. We are disappointed that it was not possible to locate the new channel offtake further upstream to introduce more water to the SSSI reed bed and wet spinney, to meet one of the long-term objectives for the Avon Valley Local Nature Reserve Management Plan. We hope that the data collected can be used to address the problem of the reed bed /wet spinney drying out and, subject to obtaining additional funding, the work could be carried out concurrently with the creation of the new wetland area at Fisherton Recreation Ground.
150		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Neither agree or disagree	
151	We (two) regularly access the city by cycle from Stratford sub Castle and are COGS (Cycling Opportunities Group Salisbury) members. We support the submission made by COGS to this consultation.	Yes	Walking / dog walking;Cycling;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
152	Yes	Agree	Agree	Neutral	Agree	Agree	Agree	Neutral	Neutral	It would be embarrassing if it was discovered that much of this "Salisbury River Park Masterplan" was simply to mitigate the flood risk for Waitrose.	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree
153	Yes									Hi . Why not buy and knock down the Boat House Pub ? I've lived nearby to it for over 30 years and in all that time it's never been successful .							
154	Partly	Agree	Neutral	Agree	Neutral	Agree	Neutral	Neutral	Neutral		Agree	Agree	Agree	Disagree	Agree	Neutral	Agree
155	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
156	Partly	Neutral	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree		Strongly disagree	Strongly disagree	Neutral	Neutral	Strongly disagree	Strongly disagree	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
152	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The proposal fails to show what the resultant flood risk/area will be as a consequence of the: •removal of the sluice gate structure (Phase 1A), •instillation of flood embankment (Phase 1C & Phase 1D) •creation of the two stage river channel with creation of wetland habitat (Phase 3A) •potential widening of existing pedestrian route under railway bridge (Phase 3A); which will require engagement and approval from the owner National Rail •aspiration to open or re-engineer the existing culvert on the main River Avon channel at The Maltings (Phase 4A) NB: It would be embarrassing if it was discovered that much of this “Salisbury River Park Masterplan” was simply to mitigate the flood risk for Waitrose.	Yes	Cycling;Walking / dog walking;Access to the city centre;	1-3 times a week	Evening (5:00pm-9:00pm);Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Fisherton Street;Via Castle Street;Via Avon Approach;	Disagree
153						Yes					
154	Agree	Agree	Agree	Agree		Partly	Walking / dog walking;Parking;Access to the coach park;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Castle Street;	Neither agree or disagree
155	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I am very optimistic about the plan and the green corridor it will create going through the city	Yes	Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);Night time (9:00pm-5:00am);	Via the River Park;	Agree
156	Disagree	Neutral	Neutral	Strongly disagree		No	Parking;Access to the city centre;Cycling;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
152	I think that the proposed introduction of new cycle route ("dog-leg") under the railway arch adjoining Kivel Court shows a nativity in understanding human-nature (see Phase 3A). Cyclists are not going to follow an extraneous detour. While the existing route under the railway bridge, for "Pedestrains" (sic), is narrow and in need of widening I suggest it could be made suitable for both Cyclists and Pedestrians; maybe even "Pedestrains".	Partly	Walking / dog walking;Sports;Children's playground;Nature watching;Picnics;	Evening (5:00pm-9:00pm);Early morning (5:00am-10:00am);	Neither agree or disagree	Regarding Phase 1C (Ashley Road Open Space) and Phase 1D (Fisherton Recreation Ground) development, I am concerned that in view of the plan to: •relocate and significantly improvement the existing play area (closer to the road), •enhance pedestrian and cycle routes through the area, •improve links to residential areas north of the city, that there is no plan to review the speed limit through the area (i.e. the Ashley Road/Butts Road "rat-run") or implement traffic calming. The Ashley Road/Butts Road "rat run" is a residential road (current Speed Limit of 30mph), with: •a School (South Wilts Grammar School for Girls), •a Leisure Centre (Salisbury, Five Rivers leisure centre), •a Fire Station (Salisbury Fire Station), •a Royal Mail Post Box, •a busy T-Junction into Castle Road (A345), •a busy T-Junction into Devizes Road (A360), •a Mini-roundabout (Ashley Road/ButtsRoad/Hulse Road cross road), •Pelican Crossing (River Avon Footpath), •Cycle Path (National Cycle Network's Route 24), •Community Theatre (Studio Theatre) Ashley Road/Butts Road is a well-known "rat run". During peak hours traffic is regularly backed up to the bottom of the hill (Devizes Road end) and across the bridge (Castle Road end). At other times vehicles routinely exceed the speed limit (sometimes in excess of 60mph). Also the the proposal fails to show what the resultant flood risk/area will be as a consequence of the instillation of flood embankments. It would be embarrassing if it was discovered [illegible]
153		Yes				
154	I should prefer not to lose car parking spaces to "pocket park seating area" at Millstream approach.	Partly	Walking / dog walking;Running;	Late morning (10:00am-12:00pm);	Neither agree or disagree	I would prefer not to lose green grass space to wetland ground which will limit running space. As a dog walker I prefer to have open grassed space (to throw and run after balls etc) rather than specific foot paths.
155	As I use (in normal circumstances) my bike going north from the city centre at night as well as during the day consideration needs to be given to lighting in the evening. I feel safe as I can speed through late at night currently so that needs to continue as far as possible	Yes	Walking / dog walking;Cycling;Nature watching;	Afternoon (12:00pm-5:00pm);	Agree	
156		No	Walking / dog walking;Cycling;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
157	Yes	Strongly agree	Strongly agree	Strongly agree	Neutral	Agree	Strongly agree	Strongly agree	Strongly agree		Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly disagree
158	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
159	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	My only concern is that RP3 details "flood risk mitigation measures into site layout and design..", "informed by Wiltshire Council's Strategic Flood Risk Assessment (SFRA)". The SFRA details "Climate change is predicted to result in more frequent and extreme rainfall events, increasing the frequency and severity (depth/hazard) of flooding from fluvial and surface water sources." while caveating that "It is important to recognise that the SFRA has been developed using the best available information at the time of preparation (i.e. 2019). This relates both to the current risk of flooding from rivers, and the potential impacts of future climate change." In answer to a Qu the EA advised the 100 year risk was based on current precipitation levels. However current European Envioment Agency forcasts for our area not only increased 'frequency and severity' but also an overall increased total annual precipitation of 5-10% but combined with a 10-20% reduction in current summer preciptation... hence a further net increase in winter. Jet stream variability also suggest that while the climate may be warming overall the possibility of more frequent and severe winter preciptation as snow across the Plain when already saturated is also more likely, the circumstances required to maximise the Avon's level if followed by a rapid thaw. EEA projections in turn appear to rely on achievement of stated GHG emission reduction goals.... Despite progress nationally and across the EU the UN Environment Programme Emissions Gap Report 2020 details : "An Inflection Point: Despite a dip in greenhouse gas emissions from the COVID-19 economic slowdown, the world is still heading for a catastrophic temperature rise above 3°C this century – far beyond the goals of the Paris Agreement." albeit also "But UNEP's Emissions Gap points to hope in a green pandemic recovery and growing commitments to net-zero emissions.". In supprt International Energy Agency CO2 emission forcasts suggest global emission reduction rate let alone net zero	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
157	Agree	Agree	Agree	Strongly agree	Phase 3A: I don't want to be rerouted to cycle next to that busy access road, along which the majority of vehicles travel too fast - I want to cycle next to the river	Partly	Walking / dog walking;Cycling;Access to the city centre;Commuting - by bike or on foot to work at the hospital;	Daily	Early morning (5:00am-10:00am);Evening (5:00pm-9:00pm);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree
158	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Mill Stream Approach;	Agree
159	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Access to the city centre;Invasive plant survey/removal (Only Orange Balsam so far.) and litter picks - Salisbury Wildlife Group ;	Not very often	Late morning (10:00am-12:00pm);	Via the River Park;Via Mill Stream Approach;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
157	I strongly disagree with replacing and widening the bridge at Millstream Approach / MCCP. My main concern is that a lot of through traffic already uses this bridge at peak travel times. (I am ignoring the current Covid crisis.) Pedestrians and cyclists are already disadvantaged by this traffic and the proposed widening of the bridge will only make things worse. Furthermore, the proposal to widen the bridge appears to be in direct contradiction to the Masterplan for Phase 1A, which states that the vehicular access across the Avon will be retained but the need for it kept under review. I strongly support this approach.	Yes	Walking / dog walking;Cycling;Access to our allotment at Fisherton Farm site;	Afternoon (12:00pm-5:00pm);	Neither agree or disagree	
158		Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	
159	As a member of Wilts Wildlife Trust's Salisbury Wildlife Group I and other members endeavour to carry out annual non-native invasive plant species monitoring and then removal along the accessible stretches of the Avon's banks and bed. We also carry out when possible sweeps of the 'wadable' bed to remove trapped, snagged or sunk litter and larger items such as the occaisonal trolley. So far the River Park stetches only regularly has a small quantity of Orange Balsam (Impatiens capensis) each summer. It would be helpful if the future (re) landscaped river bed and banks had easier access points to each stretch for carrying out such surveys/sweeps: These do not need, nor should be, steps or hardened paths that might encourage casual entry by e.g. children but simply points about every 50m where the bank is less than a 38degree slope and with no more than 1m vertical drops including to the river bed to facilitate recovering bagged rubbish and larger items as well as access for our suitably equipped collectors/surveyors. I understand that various local Rescue charities also make use of dumped trolley's etc to practice their rescue and recovery techniques/skills so keeping stretches in between 'access points' with poor/difficult accessability would retain their training value! Now that the plan has pointed it out I realise how unappealing the existing coach park site is to anyone visiting the city. Having waited there for coaches to arrive or depart it has absolutely nothing to commend it other than adequate poorly marked featureless space! Congratulations on the design which looks excellent under every aspect!	Partly	Nature watching;Transit on route to Avon Valley Local Nature Reserve; litter and non-native invasive plant surveys and removal. ;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	As noted under the "Principles": If feasible I would recommend that the height of the bund if not already at its maximum be increased to that to provide some future proofing ready for the increasingly probable local impact of a globally inadequate future response to climate change that will result in worst case flood severity volumes potentially increasing above the current 1:100 year event prediced maximum and frequency.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
160	Partly	Agree	Agree	Disagree	Neutral	Disagree	Neutral	Agree	Agree	concern that any changes deter access to those less sure on their feet, those using motorised scooters or wheelchairs, people with young families with prams, pushchairs or little legs	Disagree	Disagree	Strongly disagree	Strongly disagree	Neutral	Neutral	Agree
161	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
162	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Strongly agree	Agree	Agree	Agree
163	Partly	Agree	Agree	Agree	Neutral	Disagree	Neutral	Agree	Agree	I am concerned about the number of car parking spaces lost in the main car park and hope for a compromise with slightly less widening of river and banks. Also see the creation of 2 pinch points along Fisherton Street as negative and unnecessary given that this is the main access into town from the west for the A30 and A36 roads.	Disagree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
160	Neutral	Agree	Disagree	Agree	proposals for Fisherton Recreation and Ashley Road open space will restrict vision and access to these areas for all but the fittest.	Yes	Parking;Walking / dog walking;Access to the coach park;Access to the city centre;Access to surgery and pharmacy;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Avon Approach;Via Mill Stream Approach;	Neither agree or disagree
161	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Agree
162	Agree	Agree	Agree	Agree		Yes	Walking / dog walking;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);	Via the River Park;Via Mill Stream Approach;	Agree
163	Disagree	Agree	Agree	Neutral	!a - Please lose fewer car parking spaces. 2a - for the minor changes but against road narrowing. 2b - for improvements around mill and water edges but against narrowing of road. There is a wide pavement already at this point which could be used better as public amenity without narrowing the road.	Partly	Walking / dog walking;Parking;Access to the city centre;	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
160	concern that short stay car parking may be removed from area beside the BoatHouse and the walk beside the river.	No	Walking / dog walking;Children's playground;Nature watching;sitting in the fresh air, if there were more seats available.;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Disagree	concern of location of proposed "Bund" would prevent access to the open space from cars parked along the lane, or those using walking aids, children with toys and scooters, small children with bicycles. Mum's with prams and pushchairs. Scouts using rafts on the river. location of the bund in relation to the trees planted beside the lane as it leads to the allotments.
161		Yes	Walking / dog walking;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	
162	Given the potential increased footfall using the river park to access the city centre, has consideration been given to the additional pressure on parking in the Waitrose or 5-rivers leisure centre car park, or other areas nearby?	Yes	Walking / dog walking;Children's playground;Nature watching;	Late morning (10:00am-12:00pm);	Agree	
163	It is good to see retention of coach park and possibility of cafe/information centre but would like to see less space taken from central car park perhaps by having marginal wetland on only one side of river channel.	Yes	Walking / dog walking;Car boot sale;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	A positive improvement of Fisherton Recreation Ground by river that contrasts with the Ashley road open space allowing for mixed use including temporary fairs and car boot sales or other open air events.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
164	Partly	Agree	Agree	Agree	Strongly disagree	Agree	Neutral	Strongly disagree	Disagree	I realise that the masterplan is in draft form but it seems like it is a glossy corporate template that has had some of Salisbury's needs and visions cut and pasted in. Some of the graphics seem to seek to instil an almost utopian vision that seems unrealistic in the current economic climate. I am not saying that sights should not be set high but many of the footnote graphics bear no resemblance to a small city like Salisbury. or indeed what it's residents and visitors need It looks like some of the graphics have been lifted from Strasbourg or Paris. Some of the outdoor activities such as the 'education and training opportunities' seem to lose sight of our weather (page 13). I would like to know who approached the Council requesting for such facilities. One of the principles of providing training is to fist find out what the need is. The overall plan seeks to encourage more visitors to Salisbury, whether from abroad, the rest of the UK or from residents. This seems to overlook the fact that people will have to travel. Public transport, especially on a Sunday, is poor so many will have to use cars. I doubt that many foreign or UK tourists will cycle to Salisbury. Until everyone gets an electric vehicle (2060 and beyond?) this will have a negative impact on air quality. This seems to fly in the face of national and local targets.	Agree	Disagree	Agree	Agree	Strongly disagree	Disagree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
164	Strongly disagree	Agree	Agree	Neutral	Overall I agree with the proposals to improve nature/water quality/manage flood risk and improve public access to amenities, they are all in the public interest. However some of the ideas worry me. Phase 2A Water lane: The seating platform seems a complete white elephant. Who has asked for this type of structure? Our climate does not fit in with this type of culture. There are already a number of cafes and eateries in Fisherton Street some of which already have outside seating. Such as Fisherton Mill, Wetherspoons (Kings Head), The Playhouse , Cote Brasserie, the litteles cafes alongside the maltings , Greggs etc. There will not be enough custom for any more cafes. In the last few years three pubs have closed in Fisherton Street and the lovely Yard Cafe just off of Dews Road. Is anyone at the council in touch with local traders to see what impact new cafes/pop up kiosks will have. These kiosk will have less operating costs and will undercut established traders. I wonder what ecological impact the construction of the seating platform will have? Even with restricted traffic I cannot imagine that it will be a pleasant experience to be sitting outside watching buses and lorries go by. It will be some time before they are all emission free. 2B Fisherton Bridge, same comments really. Sitting by a major bus/taxi and delivery lorry route is not much fun. Phase 5A , nice idea, it needs improving but again any new food outlets are not needed there are so many pubs cafes in a 50 metre radius now. Have the consultants actually performed a 'walk through' assessment of how many food outlets there are and have they been told about how many have closed? For example, Burger King, Starbucks, the posh burger place. No real objections to the other phases as long as they improve the visual effect and ecology without too much developmental	Yes	Parking;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);	Via the River Park;	Disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
164	I support the proposals to mange flood risk, improve/maintain ecology and a natural but well maintained environment	Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);	Agree	I don't use the area much. But I do use it as part of a walk from Castle Road/Old Sarum , Stratford, Ashley Road and back. It is a pleasant walk but it looks very neglected with regards to flood management and the maintenance of the river bank

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
165	Yes	Agree	Agree	Agree	Agree	Strongly agree	Agree	Strongly agree	Agree	Transport and movement is described as a strategic theme (p8), but does not appear specifically in the Objectives and Outcomes (p11). I would like this to come out more strongly to emphasise the strategic nature of the proposed cycling and walking routes, where they are ultimately intended to go to and from, and an overall view of the way they integrate into the whole site and existing routes (National Cycle Network routes 24 and 45, Wiltshire Cycleway and other local routes as well as their place in the Local Cycling and Walking Infrastructure Plan). For example, there is little information on what happens to the cycling routes south of the coach park or in Phases 2B, 4, 5A or 6. Planning for this needs to be in place well before a development has begun to ensure coherent provision instead of the piecemeal facilities that can result from an unplanned approach. Strategic north-south and east-west cycle routes are lacking at present and major developments like this offer a opportunity to provide them that must not be missed. Cycling and walking routes should be designed in accordance with the priinciples described in Local Transport Note (LTN) 1/20 and should be segregated to provide comfortable and conflict-free facilities of sufficient width. To provide an attractive alternative to car use, routes should be coherent, safe, direct and comfortable. Adequate signage should be provided to enable use without a map.	Agree	Agree	Agree	Agree	Agree	Agree	Strongly agree
166	Yes	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Strongly agree	Strongly agree	I hope that these developments will not reduce the car parking capacity of the Central Car Park. Indeed, I hope that the dreadful, undulating surface will be levelled and enhanced. With an ageing population those with limited ability must be considered.	Agree	Agree	Agree	Agree	Agree	Agree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
165	Agree	Agree	Agree	Agree	Routes for cycling and walking that cross any vehicular access routes into the Central car park must be given priority over vehicles in order to provide safe, comfortable and unimpeded passage for vulnerable non-motorised users, especially younger cyclists. Conflict between pedestrians and cyclists should be avoided and therefore segregated paths must be used, however, it is not clear how this is to be achieved, and, as at present, it is likely that both cyclists and pedestrians will use all the paths and surfaces provided. There seems to be the possibility of conflict in the coach park where the cycle route shown passes in front of the existing public toilets. Retaining the present separate cycle route on the edge of the coach park would be preferable. The use of the third railway arch for a cycle path is attractive, but consideration should be given to removing parking on the Waitrose access road and providing an on carriageway route for cyclists with cycle access from Waitrose car park to the Avon Valley path. Further south from the coach park, it is far from clear what happens to the cycle route, although there is some mention of walking routes. Additionally, although enhancement to pedestrian and cycle routes is in the bullet points for phase 1D, these are not shown in the map, so it is unclear where these will be.	Yes	Walking / dog walking;Cycling;Access to the city centre;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Castle Street;Via Avon Approach;Via Fisherton Street;Via Mill Stream Approach;	Strongly agree
166	Agree	Agree	Agree	Agree		Partly	Parking;Access to the city centre;	Never		Not applicable, I do not walk or cycle;	Strongly disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
165		Yes	Walking / dog walking;Cycling;Nature watching;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	I would like to have more information on where the proposed footpaths and cycle routes are going to be as they are not shown on the sketch plan
166		Yes	Not applicable, I do not use this area;	Not applicable, I do not use these facilities;	Strongly disagree	

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
167	Yes	Agree	Agree	Strongly agree	Agree	Agree	Agree	Agree	Agree	The following matters are VERY IMPORTANT and need further detailed consideration: RP1. Landscaping and planting should be appropriate, Invasive species must be avoided. Design must allow easy maintenance. RP4. Adding "Vibrancy" needs careful consideration to avoid ideas which quickly become dated or unused and which demand excessive maintenance in future. RP5. Cycle routes must be segregated . Cyclists are often dangerous to pedestrians. RP6. The meaning and quality of "Public Art" need careful definition. Work of high quality is rare and often expensive. Ordinary "Public Art" often second rate and soon outdated giving run-down feeling to area. More important to ensure existing buildings well maintained so that city appears well cared for. Quality of design, construction, materials and maintenance of new buildings more important. Good Architecture is itself an "Art". Many public buildings are being allowed to deteriorate badly ,e.g. Market Cross. They should be cleaned and repaired before money is spent on "Public Art", RP8. Ongoing maintenance of all features both new and existing essential	Agree	Agree	Agree	Agree	Agree	Agree	Agree
168	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	(2nd brief un-referenced go - 1st attempt seemed to crash!) My concern is that RP3: FLOOD RISK AND WATER MANAGEMENT is predicated on Wiltshire Council's Strategic Flood Risk Assessment (SFRA) which is in turn based on EA assessments of 100year risk based on past and current precipitation rates and future more frequent and severe precipitation events attributabloe to climate change - could find no reference to EU Environment Agency forcast that our region will be subject to 5to10% increase in annual precipitation combined with 10 to 20% reduction in summer precipitation. The resulting net greater increased winter rainfall is likely to coincide, despite overall warming, with short periods of winter sub zero temperatures due to Jet stream pertubations. If as EA acknowledge greatest flood risk to Salisbury occurs when a heavy snow fall on an already saturated Plain melts, the magnitude and frequency off such events seems likely to increase. EA forcasts are also based on conservative/optimistic global responces to climate change. the UN EP 2020 Emissions Gap Report states that "Overall, we are heading for a world that is 3.2°C warmer by the end of this century, even with full implementation of unconditional nationally determined contributions (NDCs) under the Paris Agreement." and while includes some "hope" that this is reversed at present there is NO evidence for this. Planning should therefore be basd on the realistic worst case not a hoped for bad case. https://www.unenvironment.org/emissions-gap-report-2020	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
167	Agree	Agree	Agree	Agree	1.B The Boathouse repair/development is essential in improving first impression of City to arrivals in Coach and Car Park. It also is a focal point in setting off to enjoy River Park to North. 1.C and 1.D Segregation of cycle and pedestrian rotes not clearly shown. 2.B Ditto 4.A Public Art- previous comments apply and it is not clear why or if this is a particularly important site. 5.A No cycling path is shown. I hope this is confirmed as the space is confined and cycles would be hazardous. Public Art at sites 1 and 4- previous comments apply. 6.A and 6.B "Innovative Screening" looks dated already, of poor design and likely to require excessive maintenance. A better design easily found.	Yes	Walking / dog walking;	Not very often	Afternoon (12:00pm-5:00pm);		Agree
168	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Walking / dog walking;Parking;Access to the coach park;Access to the city centre;Non Native plant species monbitoring and removal where accessible and litter sweeps - with Salisbury Wildlife Group;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via the River Park;Via Mill Stream Approach;	Strongly agree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
167	I come to the city centre through the High Street. For my part he River Park would make welcome extra areas to walk through. It would be beneficial to all those living to the North. It would add to visitor appeal	Partly	Would encourage me to use the area for walking/exercise;	Afternoon (12:00pm-5:00pm);	Agree	
168	Along all visbaility of the Avon within City limits for monitoring non natove plant species is quite good - todate in planning area only regularly find a few Orange Balsam (possibly as its already established in wet woods of Avon Valley LNR a km upstream, To date no Himalayan Balsam found within the River Park area). Removal of these, along with litter in the river bed and along banks requires access for volunteers with waders, etc. Currently some wadable stretches have challenging access and equally difficu;t to recover collected rubbish and e.g. trolleys, etc. Recommend any new or re-landscaping includes access points at at least 50m intervals where banks at less than 38degree slope and with no vertical drops greater than 1m - Suggest that Do NOT add paths, steps etc that might encurage casual access to the river by e.g. children. Suggest retain between access points with much more challenging access as gather at least one Rescue Charity use reported abondoned trolleys etc to practice their rescue techniques! Excellent plan - Had not realised how bad poor the layout and appearance of teh coach park was for visitors to Salisbury until stopped and looked at what I was so used to seeing or trying to ignore!	Yes	Walking / dog walking;Nature watching;Conducting non native plant removal and litter sweeps of river bed and banks ;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Early morning (5:00am-10:00am);	Strongly agree	As commented at start if the proposed bund is not as high as feasibly possible to maximise its efficasy in the event of an extreme flood event it should be increased to taht limit in order tp provide some future proofing against the increasingly probable failure of global efforts to mitigate climate change result in worse than currenty forcast worst case flood events and at greater frequency than 1 in 100 years.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
169	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Agree	Strongly agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
170	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Agree	Will the owners of the Maltings work cooperatively with this scheme?	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
171	Yes									Please excuse my not referring back to specific parts of proposals as requested. Due to disability caused by neurological condition I have limited screen use tolerance. Please would you be able to attach my feedback to the relevant sections. To me, keeping habitat for nature and a semi-wild feel is very important. This includes retaining any native trees possible and adding to them, focusing on this rather than ornamental planting. This also feeds human need for quiet, spiritual places that is becoming increasingly recognised and wanted. I request wildlife needs then public space are prioritised over commercial use, and that public seating with picnic benches are provided. I am a wheelchair user and request please full accessibility including bridges, picnic benches and level space to be able to sit alongside non-accessible seating. Please could a play area for older children / teenagers be provided, and WCs at or close to all play areas. River accessibility with through ways for kayaking, paddle boarding, boating etc would enable full use of the river for recreation, health, tourism and simple enjoyment. Safe river bathing access is crucial to meet growth in wild swimming and plans to bring rivers to bathing water status. Plans for a hydroelectric water mill at Bishop's Mill have been previously raised though I have not heard anything further regarding planned development. The local generation of renewable electricity is fundamental to the future of all of us, and an opportunity to embrace for our children's future. This would be a fantastic site at which to do this - I understand it to be suitable in ways that many sites are not. It would also add to the vibrancy if the town centre							

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
169	Agree	Agree	Agree	Agree		Partly	Parking;Walking / dog walking;Access to the city centre;	Not very often	Afternoon (12:00pm-5:00pm);	Via Castle Street;	Agree
170	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Will there be scope for community groups to get involved in the post dvlpt management so that there is real community ownership?	Yes	Cycling;Parking;	1-3 times a week	Early morning (5:00am-10:00am);	Via Castle Street;	Strongly agree
171						Partly	Walking / dog walking;Cycling;Access to the city centre;				

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
169	I really like the concept of the river park but I am concerned about losing nearly 200 car park spaces. What provision will be made to make these up to encourage city visitors.	Yes	Walking / dog walking;Access to leisure centre;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Strongly agree	
170		Yes	Cycling;	Early morning (5:00am-10:00am);	Strongly agree	At the moment we use this route to cycle out to the countryside north of the city. This scheme woold encourage us to walk and enjoy this green biodiverse spase ... stop and enjoy, Looking at the large numbers of residential units being developed through the city this would give increased opportunity for more people to enjoy a natural green space.
171		Partly	Walking / dog walking;Sports;Children's playground;Nature watching;Picnics;Car boot sale;			

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
172	Yes	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	I have come to this at the 11th hour, so have not had the chance to read everything in detail, but am generally in favour with the plans.	Agree	Agree	Agree	Agree	Agree	Agree	Agree
173	Yes	Strongly agree	Strongly agree	Neutral	Neutral	Strongly agree	Agree	Neutral	Agree		Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree
174	Yes	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Huge importance of ongoing maintenance to keep whole area attractive to residents, visitors and tourists. The more natural, the more attractive, (but rubbish accumulates so very fast in areas encouraging seating, eating and drinking). As observed everywhere in Salisbury -Will this all be an alcohol free area?	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
172	Agree	Agree	Agree	Agree	I think that, where possible, plantings (or a specific area of planting, for easier management) ought to be either indigenous food species (apple?, pear?, chestnut? walnut?, haw? Quince? Medlar?) with opportunities/possibilities for planters to be used for food along the lines of incredible edibles: https://www.cffc.co.uk/prince-visited-todmorden/ Is there a review phase at the end of each of the phases in order to learn lessons, and adjust approach to future phases accordingly? 2a Water Lane/Summerlock Bridge – Will there still be a cycle way down Fisherton Street or alternative? With cars parked on both sides for takeaways, the (really important) cycle from the station into town is currently quite dangerous when there are buses and traffic about, as well as people getting out of parked cars. Making the road narrow is welcomed visually, but the ability to cycle without fearing for one's life is also important. Ditto 2b. 3A Ashley road-CCP Not clear if the 5m segregate footway/cycle path is along the complete length? The plan for a cycle path under the third railway arch is a great one, but does this avoid cyclists having to go through that low underpass – which is quite tricky to navigate!	Yes	Cycling;	1-3 times a week	Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Via Fisherton Street;Via Castle Street;	Agree
173	Strongly agree	Strongly agree	Strongly agree	Strongly agree		Yes	Cycling;	1-3 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);	Via the River Park;	Strongly agree
174	Agree	Agree	Strongly agree	Strongly agree	Concerned about the effects of narrowing road in 2B -and how this relates to the People Friendly scheme which will/not return next year. Agree wholeheartedly and enthusiastically with improving 5A area, but plans seem far too grand for a series of relatively small spaces. Tiered seating? Amphitheatre? Stone steps? New active frontages? where are they going to fit in with the peaceful, natural approach this plan offers elsewhere? Can anything be done about the rear of the ugly and dilapidated Next building? PLEASE keep all the trees and please refer back to the last planning application for the land (and trees) between the High Street and Avon Path!!	Yes	Walking / dog walking;	1-3 times a week	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Castle Street;	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
172	See my comments/concerns above (previous section) re cycling, particularly Fisherton Street and underpass near Waitrose.	Yes	Cycling;Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Agree	
173	For a city with so many rivers it's amazing how limited the access to them is. Anything that could be done to improve this would make Salisbury a better place to live.	Yes	Cycling;Nature watching;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);Night time (9:00pm-5:00am);Not applicable, I do not use these facilities;	Strongly agree	Again, anything which improves access would help.
174	Very supportive of linking north and south of the city via a river park	Yes	Walking / dog walking;	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Agree	The need for Salisbury to stay attractive is the future of the city. The Cathedral and Close will always draw visitors -this river plan will help enormously. Good Luck and thank you.

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
175	Yes	Agree	Agree	Agree	Agree	Agree	Strongly agree	Agree	Agree		Neutral	Neutral	Agree	Agree	Agree		Neutral
176	Yes	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	I am responding both as a local resident familiar with these areas of Salisbury, and as a heritage professional specialising in the history of watercourses and the implications for flood risk management, adaptation and resilience. I appreciate that numerous references are made in the Masterplan to safeguarding heritage as part of the proposals, but I think there is scope to make the history of the river and its surroundings more central to the Masterplan -- to help address flood risk and avoid inadvertent heritage impacts, but also to play a key role in place-making for the River Park and for the City as a whole. Salisbury's watercourses are central to the history of the City and the surrounding region. At the moment, the Avon is rather undistinguished as it passes through the City, but there are still important features that could be drawn out. Although it might seem unlikely, there is also potential for historic features and artefacts to be present in the river and its immediate environs, which could be brought to light -- or inadvertently destroyed -- by the proposed works. Greater reference could be made back to the environment that the river once presented within the area of the Masterplan -- including water meadows and formal gardens, but also water-dependent activities and industries that contributed to people's livelihoods. Making more of Salisbury's historic dependence on its watercourses -- even with their propensity to flood -- as an arena for public engagement could become a source of community resilience in the face of increasing climate-driven risks. I would welcome the opportunity to discuss this in more detail - my	Agree	Agree	Agree	Agree	Agree	Agree	Agree
177	Yes	Agree	Agree	Strongly agree	Agree	Neutral	Agree	Agree	Neutral		Agree	Agree	Neutral	Neutral	Neutral	Neutral	Agree
178	Yes	Agree			Agree	Neutral	Neutral	Neutral	Neutral	must ensure flood risk management does not affect surrounding area such as more water on watermeadows or in nearby river. My concern is Harnham Recreation Field flooding more than at present levels.	Agree	Agree	Agree	Neutral		Disagree	Agree

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
175	Agree	Agree	Agree	Agree		Yes	Parking;Walking / dog walking;Access to the city centre;	4-6 times a week	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Castle Street;Via the River Park;Via Fisherton Street;	Strongly agree
176	Agree		Agree	Agree		Partly	Parking;Access to city centre	Not very often			Strongly agree
177	Agree	Agree	Neutral	Neutral		Partly	Parking;Access to city centre	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Fisherton Street;Via Avon Approach;Via Mill Stream Approach	Neither agree or disagree
178	Agree	Agree	Neutral	Neutral	Fisherton Street must have access from railway station and main car park.	Partly	Cycling;Parking;Access to city centre	Daily	Early morning (5:00am-10:00am)	Via Fisherton Street	Strongly disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
175		Yes	Walking / dog walking;Cycling;Sports;Nature watching;Picnics;	Early morning (5:00am-10:00am);Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);Evening (5:00pm-9:00pm);	Strongly agree	
176	Much greater reference should be made to the historic character of the watercourses in this area, both in understanding how water was previously managed in this area (where water was minutely controlled as part of a bedwork water meadow system) and the benefits it brought. It is likely that the 'New' River Avon channel is actually the older 'natural' river and that the Mill Stream was constructed later, in the Medieval period. The potential for discovering features and artefacts within and in the vicinity of the channels should be borne in mind in designing and implementing works. There are great opportunities for public engagement focussing on Salisbury's riverine heritage, through a range of media (signage, heritage-inspired public art, volunteering, physical heritage trails, web-based trails / storymaps etc.).		Not applicable, I do not use this area		Agree	As above, greater reference could be made to the historic character of the watercourses in this area, both in the design of new features and in public engagement. There was a complex range of channels probably associate with bedwork water meadows, including a system of sluices. The river was referred to as Black Well at this point. The potential for discovering features and artefacts within and in the vicinity of the channels should be borne in mind in designing and implementing works. As above, there are great opportunities for public engagement focussing on Salisbury's riverine heritage, through a range of media (signage, heritage-inspired public art, volunteering, physical heritage trails, web-based trails / storymaps etc.).
177		Partly	Not applicable, I do not use this area	Not applicable, I do not use these facilities;	Neither agree or disagree	
178	Most important cyclists/pedestrians and cars should all be kept separate. Currently joint use is not safe in any area.	Yes	Cycling	Early morning (5:00am-10:00am)	Agree	Wider footpats/cycle routes

ID	Q1	Q 2 - RP1	Q2 - RP2	Q2 - RP3	Q2 - RP4	Q2 - RP5	Q2 - RP6	Q2 - RP7	Q2 - RP8	Q3 Further feedback about the General Development Principles.	Q 4 - Phase 1A	Q 4 - Phase 1B	Q 4 - Phase 1C	Q 4 - Phase 1D	Q 4 - Phase 2A -	Q 4 - Phase 2B	Q 4 - Phase 3A
179	Partly	Strongly agree	Neutral	Agree	Disagree	Neutral	Neutral	Neutral	Strongly agree	Maintenance maintenance maintenance! Need I say more. None of these improvements will be successful unless a "watertight" programme of fully funded maintenance is agreed by all parties from the start. Years of neglect and mismanagement is why there is a more serious risk of flood on top of climate change. Who is going to hold landowners to account for lack of management and neglect? Who has been held account for the past neglect? Pg.12 [of masterplan] An over optimistic simplificatin: 400 homes delivered - where are they going in middle of Salisbury? There's no mention of this in the Salisbury River Park Plan! Can someone please tell me!	Neutral	Neutral	Agree	Agree	Strongly disagree	Strongly disagree	Neutral

ID	Q 4 - Phase 4A	Q 4 - Phase 5A	Q 4 - Phase 6A	Q 4 - Phase 6B	Q 5 - further feedback about the proposed phases of the River Park.	Q6	Q 7	Q 8	Q 9	Q 10	Q 11
179	Neutral	Neutral	Neutral	Neutral	2a and 2b uneccessary! Oney should be spent on main flood risk areas. Is the narrowed carriageway (pg.30) assuming prople friendly i.e. closing of some roads in city centre going ahead whatever people in Salisbury want?	Partly	Parking;Access to city centre	Not very often	Late morning (10:00am-12:00pm);Afternoon (12:00pm-5:00pm);	Via Avon Approach;Via Mill Stream Approach	Neither agree or disagree

ID	Q 12	Q 13	Q 14	Q 15	Q 16	Q 17
179	COVID has overtaken events… This is a 'pretty' presentation over sold the ambition and under sold the future management and maintenance. Lack of maintenance over the years and over development have caused some of the flood risk. Now along with climate change this will be excellerated. Management and maintenance should be top of the priority list. See pg. 42 9. Responsibility of landowners. How is this to be enforced?	Yes	Not applicable, I do not use this area	Not applicable, I do not use these facilities;	Neither agree or disagree	N/A

Email No	Comment
Email 1	I support the general principle of linking the riverside walk from Queen Elizabethe Gardens to Ashley Road. However, the main obstacle on that route is the dilapidated Boathouse public house at the coach station. Not only does the building obstruct the riverside walk but it is also an eyesore which detracts from the intended quality welcome of visitors arriving at the coach station. What plans do you have for the solution to this building? The long leasehold interest in the Boathouse is currently for sale and purchasing that interest would seem a good opportunity for the Council to take control of the property. Is there any plan to do so?
Email 2	My only concern about "improving" the facilities at Ashley Road is the parking situation. We have a similar problem at Elizabeth Gardens with limited parking at Lush House.
Email 3	hank you for your reminder regarding the public consultation on the Salisbury River Plan Masterplan and Phase 1 of the Environment Agency's River Park Project. Unfortunately we don't appear to have received any previous notification of your consultation exercise. Having now reviewed the Masterplan dated November 2020, our comments reflect those we provided at an earlier stage of your stakeholder engagement. We accept that the proposals as currently presented are, for the most part, unlikely to result in an adverse impact on the A36 and our associated drainage and structural assets. Delivery of the full masterplan should in fact bring a benefit to the A36 through improved flood relief capacity and by creating an alternative and sustainable route into Salisbury. However, we have identified a couple of areas of concern which will need to be addressed as detailed below. In terms of the Phase 1 works specifically which will be the subject of a planning application early next year, our main area of concern will be to fully understand the construction traffic impacts. We understand that the Phase 1 application may not be supported by a formal transport assessment, and therefore it will be necessary for us to agree in writing a detailed Construction and Environmental Management Plan (CEMP) prior to any works on site commencing. The CEMP must include a profile of maximum daily vehicle movements disaggregated by vehicle type, for each week of the construction phase, and provide details of measures to mitigate identified traffic impacts. If any movements are to occur during the peak hours, this must also be set out within the profile. An understanding of construction traffic impacts is likely to be a requirement for all phases of the Masterplan development. The Phase 3A proposals will have the potential to impact on Highways England's A36 bridge structure and we welcome the inclusion of text within this section to confirm that any works here must be taken forward in close collaboration with, and I would add the approval of, Highways England. We therefore look forward to further engagement as the details of Phase 3 progress.
Email 4	This document represents a formal response by Salisbury Reds regarding the above consultation. Salisbury Reds is part of Go South Coast which operates across the south coast with its core networks based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight with smaller depots at Bournemouth, Swanage, Ringwood and Totton. With a fleet of over 800 vehicles across all brands, we help our customers make over 47 million journeys annually. We are a major employer in the south of England with over 1900 colleagues delivering services every day of the year. We aim to provide customers with the best experience possible when they travel with us. In order to achieve this we are constantly investing in our fleet and staying ahead of competitors with innovative on-board technology from free wifi to USB charging points, smart ticketing and cashless payments.

Email No	Comment
	Salisbury is home to Salisbury Reds which as well as operating a comprehensive city network also connects via inter-urban routes to Bournemouth, Fordingbridge, Ringwood, Southampton, Romsey, Andover, Marlborough, Swindon, Amesbury, Winchester and Blandford. We welcome this element of delivery of this part of the CCAP and in particular would make the following representations:- • An essential element of the CCAP which forms the basis of this project and provides its policy direction explicitly highlights one of its five key themes as People Friendly Streets. We would respectfully request that the People Friendly Streets initiative is re-introduced as soon as is practicably possible as we enter the recovery phase of COVID-19 so that these elements of the CCAP can be achieved; • The opportunity should be taken during this consultation with regard to facilitating electric modes of transport as part of this initiative thorough a green charging hub including a new bus depot which could include electric charging for the city's bus fleet; • We support the retention of coach parking in a central location to support the large amount of tourist coaches which use Salisbury; • We support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre. Background In our response to the CCAP of July 2019 we set the scene with regards to public transport in the city and wider TTWA. We would urge the reader to cross reference our response here with that rather than recreating it here, along with our later January 2020 response which supported the emerging CCAP and highlighted that significant improvements in bus journeys will be needed to support the strategy. Bus provision is through privately operated services which have seen improvements however with this success and modal shift comes the need to improve flow of buses through junctions to improve reliability as well as a need for a co-ordinated approach to the use of road space at main interchange points. We are supportive of the approach to make the city centre accessible by "a range of forms of transport" – it is essential that bus is part of this mix in a way that enables people to get close to main city centre nodes - a city centre with a lack of access will see footfall reduce further. There is a massive opportunity to reduce the amount of through traffic in the city centre whilst making it more attractive to walkers, cyclists and public transport users. By making the city centre more attractive to access by not only walking and cycling but also buses will enable the delivery of less car dependence in and to the city. We agree that the central area of Salisbury should "prioritise places and spaces for pedestrians, cyclists and public transport over private cars & promoting sustainable connectivity". The need to improve wayfinding and city centre legibility needs to be linked to more legible public transport networks and interchanges which make it better for residents and visitors.

Email No	Comment
	Section 3 – Planning Policy and Strategic Themes Transport and Movement - The Need for People Friendly Streets An essential element of the CCAP which forms the basis of this project and provides its policy direction explicitly highlights one of its five key themes as People Friendly Streets. We agree with the concept of developing people friendly streets which promote access by sustainable transport including walking, cycling and public transport. We support the other objectives of improving open space and the environment, creating vibrancy, bringing out the qualities and developing the character of the city – which in recent years has been lost and has contributed towards reduced footfall in the city centre. This strategic theme needs to enable the delivery of section 6 of the Salisbury Transport Plan through making the city centre more attractive to bus users. Indeed, People Friendly Streets was subject to an ETRO in the autumn of 2020. Unfortunately the project was suspended prematurely during second English National Lockdown as a result of the COVID-19 pandemic. One impact of People friendly streets was that is started to show significant improvements in bus journeys times through improved flow of buses through these junctions and networks which would have, in turn led to more people using buses, reducing the impact of the car on our historic city. The overall main positive impacts of the scheme included:- • Making Salisbury's "offer" distinct and unique to other shopping centres in the South Wiltshire, Dorset and Hampshire areas by prioritising sustainable modes and making a pleasant shopping and business friendly offer; • Enabling the development of a public realm which will benefit the economy of Salisbury; • Enable repatriation of parking spaces to the public realm, outdoor dining and regenerating the economy; • Enabling a family friendly environment and where people choose to dwell rather than not having this option due to general traffic and air quality problems; • Enable walking and cycling in the City – reducing the pressure on the local highway network; • Improve journey time reliability for buses through prioritised networks and better access and movement; • Promote buses as a quick and sustainable form of access to get to the city centre – supporting the city bus network; • Creating a see- change in the image and attitude of Salisbury as a city and community prepared to deal with poor air quality and the climate emergency. • Capitalise on the Park and Ride infrastructure that Salisbury benefits from compared with many other local town and city locations. • We would respectfully request that the People Friendly Streets initiative is re-introduced as soon as is practicably possible as we enter the recovery phase of COVID-19 so that these elements of the CCAP can be achieved. River Park Masterplan Phase 1a – Land at MCCP North

Email No	Comment
	Whilst we note the flooding impact potential across the floodplain and also the intention to improve the overall urban realm and natural environment, much of the site is brownfield land. Therefore we do consider the opportunity should be taken during this consultation with regard to facilitating electric modes of transport as part of this initiative thorough a green charging hub - including a new bus depot which could include electric charging for the city's bus fleet. In January 2020 three new electric buses entered service in Salisbury to test the ability of electric to meet the needs of the urban and inter-urban bus market. Whilst these trials are early days it is clear that the transfer of the internal combustion engine to electric and hydrogen is the way forward for powering transport, including buses in the medium to longer term. The current bus depot site on Castle Road does not lend itself to mass conversion to charging for electric due to overall layout, supply and spacing requirements. Accordingly to support the objectives of transfer of the bus fleet a new bus depot and charging facility needs to be developed in the city centre. Operationally the location of the existing bus depot is optimal and the efficiency of the location supports a lower cost base for a small city network which could not be supported further out of the city centre. Therefore any replacement facility would need to be located very close to the existing operational base that could accommodate a bus depot facility. The existing bus depot site in Castle Street is now almost entirely surrounded by residential land uses as well as being allocated itself in successive Local Plans for redevelopment for residential use and has not come forward as housing land due to the lack of local nearby replacement depot facilities. The overall city network could not be supported from edge of city or out of city sites and therefore this process presents the ability to deliver such an integrated charging hub which includes a bus depot facility equipped for electric charging – or for the opportunity to be missed for a generation. Phase 1b – Coachpark Coach services, whether they are operated on a scheduled and 'public' or 'private group' basis provide a highly efficient mode of transport. Coaches provide services for a diverse range of socio-economic groups but two important segments of the coach travel market are older travellers and school groups. It is estimated that around 75% of educational and leisure trips by school groups are made by coach. Many older travellers with limited mobility require a mode that brings them very close to their destination and those with luggage effectively require a door to door service. We support the retention of coach parking in a central location to support the large amount of tourist coaches which use Salisbury. Without this provision coaches would quickly seek parking elsewhere in the city centre compromising the other elements of the CCAP. We also welcome retaining the current level of parking provision which we presume has been assessed against future demand and the ability of the facility to accommodate peak demand. We also support the provision of a welcome centre and toilet facilities as part of the project. The enhancement of this overall facility will greatly enhance the visitor experience of Salisbury.

Email No	Comment
	Phase 2B Fisherton Bridge We support the proposals for Fisherton Street so long as they maintain bus access between the station and city centre. Accordingly we are reassured at section 6.2 of the CCAP which states that "changes in the vehicular priorities along Fisherton Street should be explored. This will need to take into consideration the access requirements for public transport, servicing and deliveries, emergency services and other groups whose continued access is essential". Due to the location of the railway station, maintaining bus access and interchange along Fisherton Street, not only for the Stonehenge Tour but also for local buses is vital linking the station to the cross city locations. With aspirations in the longer term, for buses to be connecting larger settlements with no access to rail is also essential – such as Amesbury for example. We are aware that over 50% of vehicles in Salisbury city centre is through traffic. This primarily consists of vehicles rat-running through Salisbury city centre to avoid using the A36 which has a negative impact in terms of city centre air quality, bus journey times and a poor environment for pedestrians and cyclists. It makes the city centre less attractive to visitors or a place to dwell. In addition, these vehicle trips do not directly add to the local economy, only to our air pollution and congestion and made our streets less people friendly. Initiatives that reduce through traffic should therefore be supported. We are happy to discuss bus routing in the city as part of this scheme as the project develops further, and indeed would like to work with Wiltshire Council to ensure that data represents the impact of the scheme. We would also like to work with Wiltshire Council and Highways England on making bus priority happen across the A36 junctions so that time savings are enhanced, now the signals along the A36 are in the hands of HE. We have already successfully trialled such a system in Southampton and are currently trialling across Bournemouth and Poole.
Email 5	I hope you are well at this time. I am emailing with regard to the proposed Salisbury River Park. There are a number of very old trees around the proposed area, and I am emailing to ask that they be protected in the development. I have attached a few photos of the trees, but there are more too. I would like to just get confirmation that these trees will not be cleared and will stay put. Also, if there are any plans to clear trees I was wondering if this information was available anywhere? I'm hoping that there are no plans and the river park can be adapted around the existing flora and fauna.
Email 6	In reference to the public consultation, I make the following comments: Section one In general I am in favour of re-greening the city as I believe it would enhance and benefit both city and the surrounding area by increasing its uniqueness and thereby attract a greater diversity of visitors. I therefore hope that the final plans ptovide pathways and planting that flows alongside the river rather than marching in straight lines in amongst formal beds. The pathway should maintain a wild and natural element so that people are encouraged to walk it and provide animals with links and habitats. This would provide sights and views of a rarer and more interesting nature. Section two In regard to the environmental side of the report, the glass seating over the river at 2a should be reconsidered. With food and shelter being endanger and or reduced for fish by the shading, the river life would not benefit and empty rivers do not attract people. As it

Email No	Comment
	is providing a large amount of this necessary basic habitat, it is not worth the risk to the overall scheme. It may be a shame to loose it, but the likelihood of people throwing food in to feed fish or ducks is high and would not be conducive to anything but disaster. Construction puts many fish species at risk, so conditions should be put in place to keep the related river invasive work, and connected works, outside of the fish migratory periods. If the fish do not come back, neither will the animals and the river will die and people will lose interest. Increasing the biodiversity is one of the reasons for doing this to create, maintain and enhance the area to one of outstanding natural beauty and interest. It is beyond my knowledge as to whether the construction stages should be staggered to allow the impact on the bullhead to stablise or migrate to other areas. There is also a question as to whether some ponds/fountains should be introduced to the scheme to distract people into playing there, rather than enter the river. I believe that sensitivity to the scheme will bring benefits and a vibrancy to the end product.
Email 7	The plans look very promising for this proposed Salisbury River Park. In particular, I would welcome walking alongside the river behind the Boat House (demolishing it if necessary). Also improving the path under the road towards Waitrose which is frequently flooded.
Email 8	The Salisbury Neighbourhood Development Plan Steering Group [SNDP SG] has considered the proposed Riverpark Masterplan and Phase 1 of that Masterplan and wishes to support both. The Neighbourhood Development Plan is still being researched and written as these consultations on the Riverpark are taking place. The Plan is expected to incorporate the Riverpark subject to it being deliverable during the Plan period. This support is offered because in addition to the infrastructural, economic and environmental arguments put forward in the Masterplan document the SG considers the following to be relevant factors. • LEP monies are time limited and Phase 1 would be a worthy use of them. • Endorsement of both will assist all parties in making tangible progress towards the regeneration of Maltings/Central Park which is arguably Salisbury's most substantial brownfield site. • Multiagency collaboration of the kind required to plan, approve, fund and implement the Masterplan and all Phases will be essential in tackling other issues in the NDP area. Such collaboration is not always easy and a positive example of it should encourage other such collaborations. • The Masterplan does in part owe something to recovery efforts after the first Novichok attack and would make a fitting reminder of the kindness and support offered to people who lived and worked in the city at the time and lovers of the city • Covid-19 has also been tough and the proposed timeframe of Phase 1 may help to improve morale and encourage optimism about the future of the city. Providing the Masterplan completes its statutory consultation period successfully SNDP SG would encourage efforts to plan, consult on and finance other Phases ideally pulling forward completion of the whole plan. The Group would welcome a round table discussion on this point in early 2021.

Email No	Comment
Email 9	Feedback from Salisbury Area Greenspace Partnership on the River Park Project Proposals Salisbury Area Greenspace Partnership (SAGP) welcome & support this major GBI project to mitigate future likely impacts of river flooding on residential areas & businesses in the city. SAGP also acknowledge the considerable effort that the EA & partners have put into identifying the opportunities such a project presents to significantly enhance local green & blue space assets, & the biodiversity & amenities they deliver as well as improving connectivity for people & wildlife along this important north/south corridor through the city. SAGP does however wish to raise the following points: 1. Landscape Framework i) It is extremely important that a strong landscape strategy is in place at the earliest opportunity in the process of designing for the public realm & should incorporate water sensitive urban design (WSUD) & sustainable urban drainage systems (SuDs). An effective & strong landscape strategy should underpin thinking & design for new & existing planting as well as its management & maintenance at every stage of the project & into the future. Not only is this good practice but is now critical in order to address the impacts of climate change & loss of biodiversity. The project documentation does mention that 'a strong landscape strategy is key to the success of public spaces' in relation to Phase 5A of the Project: Rivers edge & riverside walk to rear of High Street but it is important that this point is also emphasised at the outset of the project. 2. Landscape Management A landscape management strategy & plan will be needed as part of establishing project resilience for the longer term. This will need to address management of existing & new planting, management of wildlife habitats for biodiversity net gain, management for amenity including views & viewpoints, & surface water management in accordance with the 4 pillars of sustainable urban drainage or SuDs ie. water quantity, water quality, biodiversity & amenity. 3. Landscape Maintenance i) There will be a need for specialist skills, equipment, time to implement the landscape management plan & address regular maintenance tasks & issues such as how riverbanks & flood banks are to be managed – establishment of species rich tall grass? How will flower rich wet grassland beneath existing trees be managed? Is Salisbury City Council in a position to respond? Will the council have the necessary skills, training & experience, equipment, contract frameworks etc in place? ii) There is emphasis on community involvement in maintenance & management tasks. SAGP have experience in this challenging area & would like to know how this will be effectively managed & supported over the longer term with the necessary skills, knowledge & experience to manage volunteers as well as the input of different interest groups/owners involved in the river system. There is a need for protocols to be developed to enable a consistent approach to management & maintenance tasks as well

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	as investment in a dedicated wildlife conservation officer/ranger post to co-ordinate & provide consistent support for the volunteer effort. Is there scope for a joint venture between relevant parties to take this forward? 4. Visual Connectivity An analysis & assessment of key views, view corridors, & viewpoints to city centre landmarks from the project site in the Maltings area seem to be missing from the documentation. Views to the cathedral spire are an important aspect both of residents' daily experience of Salisbury & are also critical for visitors to the city - they are fundamental to the unique character & local distinctiveness of the place. Currently visitors who arrive by coach get their first view of the cathedral whilst walking from the coach park to the city centre alongside the Millstream. This proposal will change the circulation & pedestrian dynamic & SAGP would like reassurance that existing views are safeguarded & enhanced & would like to see new views created to the cathedral as well as other important landmarks. 5. Safeguarding the River Avon Special Area of Conservation (SAC) It is essential that the River Park Master Plan proposals are not at odds with the conservation objectives for the River Avon Special Area of Conservation (SAC) site and it must be demonstrated that the potential likely significant effects, alone and in combination, & as documented in the Habitat Regulations Assessment Stage 1 Draft Screening Report, can be satisfactorily mitigated. This applies to the following species: Atlantic Salmon, Brook Lamprey, Bull Head, the plant communities of Water Crowfoot and Water Starwort, as well as Water Vole & Otter which are protected species & all of which are part of this rare chalk stream habitat. 6. Raising Public Awareness about Rare Chalk Stream Habitat SAGP consider that the Riverside Project presents a real opportunity for more than a few information or so-called interpretation boards. A world class education/interpretation facility needs to be designed in an exciting & innovative way to showcase the ecology of Salisbury's chalk streams & should be located by the river & at least partially within the river. This could be combined with new visitor centre & be the subject of a design competition. 7. Cultural Connectivity SAGP would like to see the reinstatement of the Lombardy Poplars in Fisherton Recreation ground & along the main river between the A36 & Ashley Road as part of the River Park Project. Whilst relatively short lived, these trees provided a very distinctive landmark from Old Sarum, Harnham Hill & other parts of the high downland which surround Salisbury. Historically, there is also a link with the artist John Constable who visited Salisbury on numerous occasions & his paintings of the area feature some of the first poplars that came into this country in the early part of the 19th century. Sadly, there are now very few remaining in the city. 8. Building Partnerships for the Longer Term Long term success of the River Park Project especially through the Maltings relies on encouraging adjoining landowners eg WC/NHS/Tesco/Network Rail etc to work together

Email No	Comment
	to enhance their own external spaces. SAGP would like to see more details as to how this will be facilitated & factored into the development process. 9. Project Phasing i) SAGP would like to see Phase 3 of the project to upgrade the pedestrian/cycle link between Ashley Road & The Maltings Central Carpark brought forward if possible and to be implemented concurrently with Phase 1 of this scheme. It is understood that there are still matters to be resolved with Highways England but every effort should be made to resolve these issues as a matter of urgency because of the very substandard existing conditions for pedestrians, disabled users & cyclists using the A36 underpass & the difficult pinchpoint on this route in the vicinity of the railway bridge. ii) SAGP would welcome the opening up culvert near Sainsburys as part of a later phase of the project in order to increase public awareness of the river network through the city iii) SAGP would like to see the 'interface zone' extended to include Crane Street & the Elizabeth Gardens & River Nadder to reflect one of the key aspirations of the CAF for this green/blue infrastructure project which is to reinforce & enhance important north-south links across the city for people & wildlife iv) SAGP would like to see the project 'interface zone' extended to include the vacant British Heart Foundation site which would help facilitate the setting up of a temporary urban greenspace by others in this part of Fisherton Street
Email 11	Thank you for the email and the Teams call yesterday. I can confirm that I mis-read the google earth images and that I am content that the site has not been used for formal sport, with the exception for a very short temporary period of time many years ago. The land in questions is a common recreation ground. Therefore Sport England is supportive of the flood defence works proposed.
Email 12	**Planning consultation: Salisbury River Park Master Plan DRAFT Habitats Regulations Assessment Stage 1 Screening** Thank you for your consultation on the above dated 24 November 2020. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. **Habitats Regulation Assessment Screening – River Avon SAC** Under regulations 61 and 62 of the Habitats Regulations the 'competent authority' must follow a series of steps and tests for plans or projects which could potentially affect a European site. These steps and tests are collectively referred to as the 'Habitats Regulations Assessment' process. The essential first step in determining a planning application within the River Avon catchment is to screen the proposal for any likely significant effects on the River Avon SAC. In accordance with case law, a HRA should consider an effect to be 'likely' if it 'cannot be excluded on the basis of objective information' and is 'significant' if it 'undermines the conservation objectives' of the site (referred to above). In plain English, the test asks whether the plan or project 'may' have a significant effect (i.e. there is a risk or a possibility of such an effect). Where significant effects can't be ruled out, the next step is a more detailed ecological assessment (an Appropriate Assessment) which must be carried out by the 'competent

Email No	Comment
	authority' in order to ascertain that the plan or project would have no adverse effect on the site's integrity in view of the site's conservation objectives. If such effects cannot be ruled out, permission may not be granted unless the additional tests given in Regulations 62 and 66 of the Habitats Regulations can be satisfied. It is the responsibility of those applying for permission to provide such information as the competent authority may reasonably require to undertake its HRA. When undertaking a Habitats Regulations Assessment, the precautionary principle applies. This means that if a plan or project could adversely affect a European site, the person doing the HRA has to have evidence to prove that it will not, before ruling out that likely effect. If there is uncertainty, then it is assumed that the likely effect will occur Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has screened the proposal to check for the likelihood of significant effects. Your assessment concludes that your authority cannot rule out the likelihood of significant effects arising from the proposal, either alone or in-combination. On the basis of the information provided, Natural England concurs with this view. Natural England therefore advises that your authority that an appropriate assessment should now be undertaken, in order to assess the implications of the proposal for the European site(s), in view of the site conservation objectives. Natural England is a statutory consultee at the appropriate assessment stage of the Habitats Regulations Assessment process. The following advice is provided to support the conclusions drawn and to assist your authority to undertake an appropriate assessment. • Add link to the CO Supplementary advice note • Invasive Non Native Species (INNS) Construction environment management plan • Copies of or links to all best practice guidelines noted in the HRA screening report We do, however, wish to make the following comments on your assessment which are pertinent to your Appropriate Assessment. We note that the wider reconfiguration of existing public space (highway/pavement changes, landscaping of terrestrial areas away from riverbank) for all phases has been screened out, as being removed from the SAC boundary with no pathway to effect the SAC. NE advises that this is not the case as the River Avon SAC is a groundwater fed river and is therefore interconnected and dependant on the underlying aquifer. The extent and type of new surfacing therefore has the potential to effect the SAC as does any associated lighting. Landscaping/change of land-use or enhancement of existing areas, similar to commercial activity, may also increase recreational use which may again result in an indirect effect on the SAC. Stepped banks/stone stepped seating 4a and 5a should also be considered as potentially having a likely direct effect on the SAC as could the new access paths in 4a..

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	Noise and vibration from works has not been screened in at 7. We understand from the comments that the time-frame works will be short and these are mobile species, however, due to the nature of the built environment at this location here there may be a potential risk to SAC fish species during the construction of 4a. Increased predation of water vole from increased/easier access to the river bank and marginal zone is another risk that has not been considered. Under your assessment (8. HRA Stage 1 Screening). Natural England would advise that the assessment of the effect on the potential for loss or damage of the Annex 1 habitat from all of the proposals needs to be reviewed. The habitat feature is the water course and not just the water crowfoot species and therefore habitat loss and damage needs to consider the full expression of this habitat which is governed by dynamic processes and consists of a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover. This relates to the assessment for Area 2a, 3a, 4a and 5a where elements of the design have the potential to effect the habitat feature (e.g a two stage channel, in-channel floating planters, stone seating, beaches are not characteristic of the biotopes associated with the chalk river habitat). Damage/disturbance to typical species such as the invertebrate community and water voles may also occur during construction/operation. Wider and/or new footpaths can also cause habitat fragmentation of the ecotone from the river to the riparian zone and (any) floodplain habitat (e.g. 3a, 4a). We are also unclear why the assessment concludes no likely significant effects on the river habitat from habitat fragmentation for 4a when the effects are likely to be similar to those for 3a. If the bridge (6a) was to be replaced then Natural England would advise that a HRA needs to assesses the effect of the actual proposal on the habitat or species feature itself and avoid any effects from the existing structure. With the respect to the risk of toxic contamination from pollution incident Natural England would also usually advise that, due to the highly sensitive nature of a SAC river, pollution protection measures need to go beyond the standard Pollution Prevention Guidelines. Whilst it may be reasonable to conclude that the probability of the risk of species introduction and/or spread would be limited by following environmental best practice as this is standard practice for construction work in/near watercourses and is embedded into the design we would advise that this needs to be evidenced by a INNS CEMP. **Additional comment on the screening report.** The description of the SAC feature Water courses of plain to montane levels with *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation focuses very much on the plant communities and, in particular, the abundance of water crowfoot in the river. It should be noted that the abundance, or even the presence or absence of water crowfoot

Email No	Comment
	does not necessarily translate to good or poor condition of this habitat feature. Watercourses of this habitat type have a high degree of naturalness and are governed by dynamic processes which result in a mosaic of characteristic physical biotopes including a range of substrate types, variations in flow, channel width and depth, in-channel and side-channel sedimentation features (including transiently exposed sediments), bank profiles (including shallow and steep slopes), large dead woody material, erosion features and both in-channel and bankside (woody and herbaceous) vegetation cover. Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence. **Other advice** **Protected Species** Natural England has produced standing advice1 to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances. 1 https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals 2http://webarchive.nationalarchives.gov.uk/20140711133551/http:/www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx **Local sites and priority habitats and species** You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 171 and174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies. Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found here2. Natural England does not routinely hold species data, such data should be collected
Email 13	Comments would have been entered onto the online survey form at https://www.wiltshire.gov.uk/salisbury-future, but this has insufficient space for the length of comments which are being made e.g. at questions 3 and 5. The full comments are therefore being emailed in. Question 3

Email No	Comment
	1) Re River Park Master Plan p. 15 (not General Development Principles, but there is nowhere else to put this comment): Priory Square/Fisherton Street This site is shown within the 'interface zone' on p. 15, but there is no further reference to it. The plans for the site of the former shop adjacent to the URC is now in doubt, and COGS would be supportive of plans to convert this into a suitably landscaped open space. This would allow better views of the surrounding buildings – notably the URC church and the Old Infirmary building. It could be an important extension of the River Park, and and would considerably improve the look and feel of Fisherton Street. 2) Overarching comment, relating to Transport & Movement Strategic Theme (p.5) Vehicular Access through the MCCP It seems worth recording that the requirement for vehicular access through the site may also be dependent upon any Traffic Management measures deemed appropriate for the rest of the City Centre. For instance, if the decision was taken to completely pedestrianise Minster Street, and to reconnect the Library with the Market Square, then there might be a need to allow some vehicular access – e.g. for buses and taxis – across the River Avon within the MCCP area. 3) Overarching comment, re Cycle Parking (not covered, should maybe be something in 'Transport & Movement theme)? COGS feel that the opportunity should be taken to review cycle parking provision within the MCCP area. COGS have been conducting regular counts of bikes parked at stands and elsewhere across Salisbury since 2012, and these counts reveal that in the MCCP area a number of the stands are poorly positioned and not well used. In addition the amount of cycle parking which is not at stands show that there is a demand for more parking near much-used facilities (e.g. the Library) and that some cyclists seek out covered parking for their bicycles (e.g. behind the Library, Library passage, by the trolley park in the car park below Sainsbury's, upstairs outside Sainsbury's). Covered cycle parking is in very limited supply in the MCCP area (as in the rest of Salisbury) and the opportunity should be taken to remedy this shortfall. The guidance in LTN 1/20 (see e.g. Chapter 11 Cycle Parking) should be followed, since "secure cycle parking ... has a significant influence on cycle use". As LTN 1/20 suggests, extra care should be taken in town centres "to position cycle parking in locations that do not impinge on key pedestrian desire lines, but are still sufficient in volume and convenience of location to be of use to cyclists." COGS would be very happy to be involved in sharing information on existing cycle parking usage within the Maltings area and to be involved in the positioning and type of cycle parking planned for the future. 4) Overarching comment, re correctly specifying the nature of access routes The Master Plan should be more accurate in terms of definitions of the access routes through the site : for example the Riverside footpath (Phase 3, p15) between Ashley Road and central car park should be defined as a shared use path rather than a footpath. 5) General Development Principle RP5 Access

Email No	Comment
	Sustrans route 45, which runs from Chester to Salisbury Cathedral Close, is routed along the Avon Valley path. Because it is not permissible currently to cycle through the Maltings the route then has to detour through the town. **Route southbound:** Avon Valley Path, Avon Approach, Castle Street, Blue Boar Row, Queen Street, New Canal, High Street (where cyclist should dismount from New Canal to New Street, since cyclists are only allowed northbound and not southbound), Cathedral Close **Route northbound:** Cathedral Close, High Street, Silver Street, Minster Street, Castle Street, Avon Approach, Avon Valley path Route 45 would be considerably improved if a better North South route through the MCCP can be delivered through the River Park proposals. It is suggested that General Development Principle RP5 (Access) on page 21 should be amended to include the following, in addition to the current bullet regarding provision for pedestrians & cyclists: Take opportunities to make a more direct and coherent route for NCN 45 through the River Park towards Salisbury Cathedral'. Question 5 Phase 1A Land at MCCP (north) The vehicular access across the River Avon may also depend on the Traffic Management measures deemed appropriate for the rest of the City Centre (see point 2 in Question 3 above) There is a reference to 'improving cycle & pedestrian routes through the site, including the provision of segregated route'. It would be helpful to have an indication of where these would be routed (p.25), particularly if there are changes to be made outside the area covered in the Coach Park proposals (Phase 1B). Phase 1B Coach Park The retention of the Coach Park in its current location is welcome. We note that the existing segregated cycle path up the west side of the coach park will be removed. The rerouting of cyclists to the east side of the Coach Park could increase conflict with pedestrians, since it cuts across in front of the existing toilet block and the access from the coach park to the Boathouse public house and to the footpath alongside the eastern channel of the river. It is not clear whether the existing toilet block is to be retained – this perhaps depends on the availability of funding for any replacement Welcome Centre. Pedestrians in the coach park are likely to be visitors to Salisbury and it will be important that any cycle path is clearly marked to minimise conflict and maximise the safety for both pedestrians and cyclists in this area depending on where facilities which will attract visitors are located. There would be some benefits to retaining the current line of the cycle path, to the west of the coach park, but it is appreciated that the new footbridge being proposed would introduce conflict with pedestrians using this bridge to access the proposed new Welcome Centre/WCs.

Email No	Comment
	Phase 1C Ashley Road Open Space & 1D Fisherton Rec There is a reference in Phase 1D to enhancement of pedestrian & cycle routes through the area: it would be helpful if these were shown on the plan. Phase 3A Riverside Path between Ashley Road & central car park The Avon valley path is a heavily trafficked segregated shared use path with 2 way cycle track, which is substandard. The preferred width (LTN 1/12) would be: 2-way cycletrack 3 m (actual width c1.55m) Pedestrian path 1.5 m (actual width c1.3m) LTN 1/20 gives updated geometric requirements: the 'absolute minimum width at constraints' for 2-way cycling is 2m In view of the substandard nature of this path, & in particular the constraint at the railway bridge it would be worth prioritising the upgrading of this route and putting this in a higher Phase if possible. COGS would like to see some further investigations into possible route options for cyclists under the Ring Road. Currently the new route is shown as re-joining the shared use path alongside the river and under the Ring Road at that point. Could there be an investigation into the possibilities of reconfiguring the road under the A36 which leads to the Waitrose roundabout? Currently this has space for 4 lanes of traffic with inadequate pavements and no provision for cyclists other than in the carriageway. If the eastern traffic lane leading to and under the bridge could be reconfigured as a two way cycle lane, and the route into Waitrose car park towards the Avon Valley path be used by cyclists, this would make a more direct route, would assist cyclists visiting Waitrose, and would avoid conflict with pedestrians on the path alongside the river under the A36 bridge. Phase 4A Land at MCCP (south) There is no indication as to how pedestrians or cyclists might be routed through this space: currently there is no access through this part of the Maltings for cyclists. The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area (see also comments on RP5 at Question 3.5 above). Phase 5A Rivers Edge and riverside walk to rear of High Street The access through this area is only defined as 'footpath'. This area should be designed to accommodate cyclists, as N-S routes though this side of the city are much needed. Current routes (& restrictions): • North St/South St: helpful contraflow on South Street, but North Street is one way northbound • Water Lane: Cycling prohibited • Rear of High Street: ?see this Phase • High Street: Cycling allowed northbound, but not southbound. The opportunity could be taken to improve the directness and coherence of Sustrans route 45 in this area (see also comments on RP5 at Question 3.5 above).
Email 14	The Salisbury Civic Society strongly supports the River Park proposals, which it feels will be of great benefit to Salisbury. It is pleased to see this key element of the Salisbury Central Area Framework, which it regarded as a very positive document, being able to move forwards.

Email No	Comment
	The Society would like to back up the detailed comments made by the Salisbury Area Greenspace Partnership, which it believes are a valuable contribution towards the practical implementation of the scheme. It believes the following points from the SAGP response are of particular importance: **1. Landscape Framework** A strong and committed landscape strategy clearly needs to be in place. **2. Landscape Management and maintenance** Long-term management and maintenance will be key to the final success of the scheme. **3. Visual Connectivity** Circulation within and around the park, and the retention and improvement of views, are important considerations. **4. Public Awareness of Rare Chalk Stream Habitat, and tree planting** The Society supports the SAGP views on the importance of these considerations. **5. Work by adjoining landowners** Encouragement of the enhancement of their own spaces by adjoining landowners would be very beneficial. **6. Future work** Similarly, other projects in the area around the Maltings, within the power of Wiltshire Council and/or the Environment Agency, could add greatly to the overall success of the River Park. The Society would refer to the SAGP response for detailed development of these points, and hopes that the SAGP document will be given full consideration. The Society is greatly heartened by the commitment being shown to developing the River Park concept, and looks forward both to the achievement of the detailed work set out in the consultation documents, and to the park acting as a springboard for further improvements within this part of the city.
Email 15	National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses. National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use. National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States. **Response** We have reviewed the above document and can confirm that National Grid has no comments to make in response to this consultation. **Further Advice**

Email No	Comment
	National Grid is happy to provide advice and guidance to the Council concerning their networks. Please see attached information outlining further guidance on development close to National Grid assets. If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us. To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult National Grid on any Development Plan Document (DPD) or site-specific proposals that could affect National Grid's assets. Electricity assets Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance. National Grid's *'Guidelines for Development near pylons and high voltage overhead power lines'* promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: https://www.nationalgridet.com/document/130626/download The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site. National Grid's statutory safety clearances are detailed in their *'Guidelines when working near National Grid Electricity Transmission assets', which can be downloaded here:*www.nationalgridet.com/network-and-assets/working-near-our-assets Gas assets High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines. National Grid have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

Email No	Comment
	National Grid's '*Guidelines when working near National Grid Gas assets'* can be downloaded here: www.nationalgridgas.com/land-and-assets/working-near-our-assets
Email 16	Thank you for the opportunity to review the details of the above consultation which has the aim to deliver a flood alleviation, environmental and public realm improvement project in central Salisbury which aims to reduce flood risk, enhance biodiversity, enrich public enjoyment of the rivers and build climate change resilience. Wessex Water is the statutory water supply and sewerage undertaker covering the Salisbury City area. Given the complex drainage infrastructure across Wiltshire, we have an established record of working in partnership with Wiltshire Council and the Environment Agency to reduce flood risk from multiple sources while also providing environmental improvements. Wessex Water confirm our support for the proposals outlined in the Salisbury River Park public consultation. We would be interested in opportunities to work with the Wiltshire Council and Environment Agency project team where the proposed works may interact with Wessex Water infrastructure or impact on the surface water flood risk. We support the requirement identified within the 'General Development Principles' for development to incorporate sustainable drainage principles and would welcome the opportunity to explore partnership working opportunities to promote Sustainable urban Drainage Systems (SuDS) through either the proposed flood alleviation works or areas of redevelopment. The Salisbury River Park Masterplan contains many elements which we support. These coincide with measures proposed in our Business Plan for the period 2020-2025. We would welcome the opportunity to work with you to inforn elements of your Masterplan to align with our Drainage and Wastewater Management Plan to support future integrated flood risk management and climate resilience for future periods. I hope that the above feedback to this consultation provides you with the support required and is useful. We look forward to working with you throughout the development of the proposed flood alleviation measures for Salisbury. If you have any questions or queries, or require any further details, please do not hesitate to contact me
Email 17	Please excuse my not referring back to specific parts of proposals as requested. Due to disability caused by neurological condition I have limited screen use tolerance. Please would you be able to attach my feedback to the relevant sections. To me keeping habitat for nature and a semi – wild feel is very important. This includes retaining any native trees possible and adding to them, focusing on this rather than ornamental planting. This also feeds human need for quiet, spiritual places that is becoming increasingly recognised and wanted. I request wildlife needs then public space are prioritised over commercial use, and that public seating with picnic benches are provided. I am a wheelchair user and request please full accessibility including bridges, picnic benches and level space to be able to sit alongside non-accessible seating.

Email No	Comment
	Please could a play are for older children / teenagers be provided and WCs at or close to all play areas. River accessibility with through ways for kayaking, paddle boarding, boating etc would enable full use of the river for recreation, health, tourism and simple enjoyment. Safe river bathing access is crucial to meet growth in wild swimming and plans to bring rivers to bath water status. Plans for a hydroelectric water mill at Bishop's Mill have been previously raised though I have not heard anything further regarding planned development. The local generation of renewable electricity is fundamental to the future of all of us, and an opportunity to embrace for our children's future. This would be a fantastic site at which to do this – I understand it to be suitable in ways that many sites are not. It would also add to the vibrancy if the town centre and be a draw for both tourists and educational opportunities. At the rear of the High Street I request please a substantial public graffiti space with full and unrestricted access to support and enhance artistic expression and mental health. Space for outside performances is a fantastic part of the plan – please could it be ensured these are large enough to meet needs for physical distancing should this continue to be necessary at this level, or increased public need for shared experience and social recover if not. Please could one or mover covered areas for community use also be provided. Lastly, please could natural sustainable materials be used in all places possible.
Email 18	I am writing my own comments rather than using your online survey as the questions there are too tightly framed. I am a Salisbury resident having lived on Devizes Road overlooking the River Avon for 33 years. During that time I have regularly walked the footpaths in the Avon valley including the area under review in the proposals and in addition walked those in the City within the purview of your proposals. My comments are thus based upon factual observation. I appreciate that your proposal document took a great deal of time to produce and as such it inevitably gets overtaken by events such as the cancellations of potentially linked projects such as the redevelopment of the Maltings and the Pedestrianisation scheme briefly introduced late last year. As such my comments take into account the impact of those cancellations and the opportunities thus generated for this proposal. In general I welcome the scheme subject to a few issues that should be taken into account. These follow: General 1. Please be aware that we already have some of the bio-diversity mentioned with the presence of badgers in the woodland below the road in which I live. A major downside of having badgers is that they have killed off the hedgehog population which is also an endangered species. Your proposals mention the possibility of wild salmon. These fish will not travel up the Avon while salmon is farmed south of the City. 2. I should like to see the true measurement of air quality in the City as "official" measurements have been skewed by taking readings from below the rail bridges on Fisherton and Castle Streets. These do not give a true picture. 3. I am assuming that the projects mentioned on page 11 of your proposals (400 extra homes, hospitality hub etc.) are peripheral to the River Park project itself.

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	Phases 1A & 1B 1. I am very pleased to see the retention of the coach park and central car park in the proposals as these are vital to the ongoing prosperity of the city and provide a safe entrance and exit for tourist coaches. I welcome the Welcome Centres positioning and would ask confirmation that its location will be clearly signposted from the coach park. From thirty years personal experience of helping lost tourists the fact that the coach park can be reached "by following the river bank" has been invaluable. Phases IC & D I have had useful and cordial discussions with the engineers already on site 1. The map showing the proposals is not very clear but I understand that the existing embankment running from the present boardwalk to the playpark is to be removed and relocated part of the way across the playing field next to the tennis club. I this is the case please can the boardwalk be extended across the line of the present embankment as this is used not only for recreation but also by people such as myself walking into town. 2. Please can I point out that the existing boardwalk is flooded most years and this plus any extensions need to be raised by about two feet to remain useable. 3. My wife and I have been allotment holders for many years at Fisherton Farm. Please can you ensure that this project does nothing to increase the risk of flooding these allotments? About a quarter of them are has been affected in the past when we have had flooding. 4. Please could enough of the playing field be retained for public use as for games, picnics and dog exercising? 5. Unless you are planning specific cycle paths please can we have a ban on the riding of bicycles in these Phase areas? Phase 2A 1. The proposal to narrow Fisherton Street by the river should be scrapped since this creates an obstruction to emergency vehicles, public transport and local traffic. This should be scrapped even if a Pedestrianisation scheme is re-introduced as it is very likely to result in a gridlock. 2. The proposal for a new seating platform over the river is a specific benefit for only one business that being the County Inn aka Wetherspoons. While I am happy with the principle I feel that this part of the proposals, if implemented, should be paid for and maintained by that company. Having personal experience of the wide range of Weatherspoon's customers I do worry about safety particularly if some of them drink irresponsibly……. Phase 2B & 5A 1. The riverside referred to in this phase is very narrow and I would ask whether or not there is enough space to fit all of your proposals in. Phase 3A 1. I very much welcome the segregation of cycle and pedestrian trackways and in particular the diversion of the former away from the narrowed path beneath the railway bridge. Please could the tracks be segregated as far up as Ashley Road

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	with barriers to stop each from impeding the other as is currently so much the case? 2. What plans are in place to resolve the periodic flooding of the path beneath the ring road bridge? Phase 4A 1. This phase obviously has to be in outline only and needs to be left until any redevelopment of the Maltings is resolved. In view of funding that seems to be in the long term. Phase 6A 1. I welcome these proposals with the proviso that Avon Approach is kept open to allow restricted access for emergency vehicles. 2. I note that the proposals raise a hope that some of the River Park can be maintained by local volunteers. While this is laudable any costings for maintenance should exclude any benefits of volunteers as such support cannot be fully guaranteed, especially long term.
Email 19	I have seen several exhibitions of the above project and looked at the u tube video webinar. It is good news to hear that much is being done to improve the space and make many changes for the good of wildlife and the environment. I hope I am not too late to make a comment and that you will be able to consider the following points. 1. The diagrams and video have been rather difficult to follow but I am concerned - as a long term Salisbury resident and a Wiltshire tree warden - about the trees in the river park area. 2. I am pleased that many new trees are going to be planted but I am worried for the many large old trees which are very valuable to wildlife as well as being beautiful. Your diagrams do not make it very clear which are to be retained and in building the new flood prevention barrier I fear that the plan may involve removing some older significant trees. 3. I see there is a note which implies that the new Lombardy Poplars planted along the edge of the Fisherton Open Space are to be kept, but the new flood embankment does look very close: can you assure me that they will not be damaged or destroyed by this very major re-structuring. There are more of these poplar trees planted around the edge of the Fisherton Recreation Ground. What will happen to these? I was present at the council meeting some 6 to 8 years ago, when it was agreed that these poplars would be planted in mitigation for the loss of the very grand line of old poplars along the mill stream beside Waitrose. 4. I am particularly concerned for the very significant large old Black Poplar trees along the bank of the river to the North of the poplars leading towards the boardwalk. It would be tragic to lose any of these - but I could not see any particular mention of them in the plan. 5. I hope also that other older trees along the riverside in the Maltings car park area are to be kept and that there will be tree protection measures in place to ensure their survival. 6. The plans and diagrams show many small neat new little trees but we are not shown older, larger branching specimens. There are many splendid mature trees and these are the ones that are very important to the established wild life. I fear that much wildlife will be driven out in any case by the heavy construction vehicles and considerable earthworks which will be taking place. If older trees are removed that will be another

Email No	Comment
	blow and it will be many years before small new trees will be of a suitable size to support our bird population again.
Email 20	I listened to the Salisbury River Park webinar which was excellent, and it was nice to hear a project in Salisbury with some meat on it and hopefully will progress through to its stages and completion. One of the questions raised was about the coach park and parking for cars, and that you wanted the person who submitted it to expand upon it, as you were not aware of a problem as you presumed it was a case of coaches just dropping off and picking up a group of visitors who will be walking around Salisbury. Firstly I was not the person who submitted it, but I have used the space for car parking while dropping off or picking up foreign students and the parking layout is not great. The coaches are usually parked in the middle of the area or in front of the toilets. When you have 25 or more families picking up the students it can be quite busy and the only, legal, parking is the ones by the toilets (3 or 4 slots) and the ones by the river (6, I think, but tight to manoeuvre in). The remaining parking is in front of the Boathouse, around the coaches or anywhere close enough to where the coach is, or will park. When picking up students you need good/safe access to the rear of the car, due to suitcases, and obviously the doors. You want to be close to the coaches due to the suitcase (sometimes heavy, sometimes without wheels) and if you are trying to give a good impression for their first visit to Salisbury, or even England, you do not want to be having them dragging suitcases long distances, especially when its late night. This brings in lighting too as these students could arrive anytime day or night. Happy to discuss further.
Email 21	Thank you for consulting the Environment Agency on the above proposal. Please accept our sincere apologies for the delay in response. In preparing this response, we have not used staff that have been previously involved in the development of the scheme to review the documentation. This is to offer a more independent review of the emerging Masterplan. We offer the following comments: We remain committed to working in partnership with Wiltshire Council and other stakeholders to develop the Masterplan, reduce flood risk and deliver wider environmental enhancements to support the local economy and regenerate the area. Flood Risk Activity Permits The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place: • On or within 8m of a main river (16m if tidal) • On or within 8m of a flood defence structure or culvert (16m if tidal) • On or within 16m of a sea defence • Involving quarrying or excavation within 16m of any main river, flood defence (including a remote defence) or culvert. • In a floodplain more than 8m from the river bank, culvert or flood defence structure (16m if it's a tidal main river) and you don't already have planning permission. • Groundwater and Contaminated Land

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	The masterplan covers areas of the city with former industrial use and there is known contamination within made ground and shallow groundwater in certain areas including the Maltings and Central Car Park. The scheme is in proximity to the River Avon, considered a sensitive surface water receptor and with which shallow groundwater is likely to be in hydraulic continuity. We also wish to highlight the underlying chalk bedrock is classified as principal aquifer indicating its value as a regional water resource for abstractions and baseflow supply to rivers. There is therefore potential for development to mobilise historic contamination and cause pollution of sensitive controlled waters. Geomorphology The outline designs presented appear to have the potential to make a positive contribution towards the restoration of natural geomorphic processes and support the objectives of the River Avon Site of Special Scientific Interest (SSSI) Restoration Plan. Biodiversity The outline proposals appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon Special Area of Conservation (SAC), conserving and helping to restore its qualifying features. The outline design also shows potential for Biodiversity Net Gain. Reference should also be made to how this work can contribute to the delivery of the UK Government's 25 Year Environment Plan and the emerging Environment Bill 2019-21. Fisheries The outline designs presented in the planning application appear to have the potential to make a positive contribution towards meeting the conservation objectives of the River Avon SAC. One aspect missing is further survey work to establish the baseline fish assemblage in the area where work is being undertaken. Whilst there is data available for the general area. Detailed survey data for the area within the works should be undertaken. Note to local planning authority Whilst I am responding on behalf of the Wessex Sustainable Places team, I am based in our Bridgwater Area Office and do not ordinarily cover the Wiltshire local authority area.