

Use of Regulation 14 Draft Salisbury Neighbourhood Development Plan (SNDP) Policies by Planning and Development Committee to respond to planning applications

The Planning and Development Committee wish to be able to consistently and succinctly respond to planning applications where climate change/environmental conditions should be applied, i.e. have a list of 'standard responses' to these concerns.

Here is a suggested template for this type of response:

"The committee notes that the following Regulation 14 Draft SNDP Policies should apply to this planning application:

- *add policy number and title and any further info*

Wiltshire Council's Planning officers are referred to the Salisbury Neighbourhood Development Plan 2020 – 2036, Regulation 14 Consultation Draft, July 2022 for further details as shown here

<https://www.salisburycitycouncil.gov.uk/your-council/neighbourhood-planning/regulation-14-consultation>

The City Council is aware that this plan is not yet made, but note that these emerging policies provide applicable advice."

The policies are provided overleaf for reference for the P&D committee

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Creating a more resilient city in the face of climate change, biodiversity loss and air pollution

Policy 1 Tree planting for carbon capture

Major development will provide a minimum of 30% of the total site area of tree canopy cover after the first 15 years from completion of the development. Where this is not possible, provision may be made offsite according to Policy 10.

Planning proposals that affect existing trees or introduce new trees will be accompanied by a tree management plan which will ensure the like for like replacement of any trees lost within the first five years from the completion of the development.

All planning proposals that have more than 10 metres of road frontage will be required to provide at least one roadside tree where there are no overriding reasons why this will not be possible. One tree will be required for every additional 10 metre length of roadside. Where it is not possible to provide a roadside tree planted in soil, it will be necessary to make a contribution towards offsite provision.

All development will demonstrate how it has added trees and other types of planting, including roof gardens, green walls, green screens, for the purposes of carbon capture, improving air quality and biodiversity and helping residents, workers and visitors connect with nature.

Schemes that seek to enhance natural features and connectivity with existing green infrastructure will be supported.

Policy 2 Air quality

Design and access statements should specifically address how the scheme design avoids the creation of NO2 and PM10 in Air Quality Management Areas.

Transport assessments and travel plans should address how the transport impacts of the development will result in acceptable air quality locally and will not lead to the breaching of air quality objectives within an existing Air Quality Management Areas or elsewhere.

Existing development, particularly where that leads to traffic and lorry movements, will

be encouraged in all instances to reduce traffic impacts on Salisbury's Air Quality Management Areas.

Landscape proposals should include tree, hedgerow and shrub planting of appropriate species to support improved air quality.

Policy 3 Carbon neutral development

All planning applications for new buildings or significant modifications to existing buildings should be accompanied by an energy statement that addresses the following:

1. How the proposal will perform against the UK Green Building Council's Net Zero Carbon Buildings Framework Definition²⁴ meeting the zero-carbon target wherever possible.
2. Provide a minimum 35% improvement on Part L (2013) of the Building Regulations through energy efficiency measures (such as enhanced insulation, glazing, air-tightness and high efficiency heating and hot water heat recovery).
3. How energy use (including by energy source) and CO₂ emissions will be metred.
4. How the use of metred data will demonstrate that the building or modification for the first three years of the development will:
 - a. prioritise energy efficiency through the building fabric.
 - b. Reduce the demand for energy through on-site renewable energy sources (e.g. rooftop solar photovoltaic panels and/ or ground/air source heat pumps).
 - c. Compensate for the residual carbon emissions via a carbon offset fund, into which developers are required to pay a value agreed at the application stage, to deliver carbon savings which would not otherwise have been made.

Energy statements for major development should promote the use of combined heat and power (CHP), and/or combined cooling, heat and power (CCHP) and district heating where appropriate. Where this is not possible, alternatives such as the use of ground/air, and water source heat pumps or other on-site renewable energy will be required to maximise onsite energy generation.

Modification of existing buildings

Planning applications to modify existing building including changes to doors, windows, porches, new habitable or operational rooms including conservatories, loft conversions including dormers, and other extensions, should demonstrate that the proposal has demonstrably improved the energy efficiency of the building to meet appropriate BREEAM, Passivhaus, EnerFitf or other recognised national standards to make these requirements quantifiable.

Planning proposals for modifications of buildings in a Conservation Area or to a Listed Building should consider the advice from Historic England (Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (historicengland.org.uk) and demonstrate that the maximum level of energy efficiency, energy generation and reduction in CO₂ impacts have been achieved.

Policy 4 Electric Vehicle Charging Points

All new residential development, or residential conversions and modifications that result in the addition of one habitable room or more, will be required to provide at least

one electric vehicle charge point where practicable.

All new non-residential proposals, or major modifications to existing buildings, will be required to make provision for appropriate electric vehicle charging infrastructure to meet the development's own and visitor's needs

Policy 5 Habitats Regulations

All new development will need to demonstrate compliance with the Habitats Regulations.

Development affecting the New Forest SPA/ SAC must pay regard to the potential for increased recreational pressure on this site, taking account of the Interim Recreation Mitigation Strategy for the New Forest Internally Protected sites, January 2022, or subsequent iteration.

Development that is not allocated in the Wiltshire Core Strategy must demonstrate phosphorus neutrality.

Built environment

Policy 6 Design In the built environment

All development in Salisbury will be required to have regard to the Design Guide for Salisbury, particularly for schemes requiring a design and access statement.

All development within Salisbury's Conservation Areas will be required to have regard to City of Salisbury Conservation Area Appraisal and Management Plan 2014.

All major development will be required to either obtain professional architectural design input and/or be subject to an independent design peer review. Where a scheme may have an impact upon the Salisbury landscape, appropriate professional expertise will be required to assist in scheme design. Generic design approaches will not be tolerated.

All development for Class E uses, or from conversions from Class E to Class C3 are required to have regard to "Class E 'Shopfront' and Class MA Development Design Guide".

High quality and well designed nontraditional buildings may in some instances be acceptable in the city centre provided that they provide an overall enhancement to the urban environment.

Where provision is made for the following, a long-term management scheme (25 years) will be required: landscaping schemes other than individual residential properties, any form of flood management scheme, tree planting, and where appropriate, replacement of key building elements.

Policy 7 The Close and Its Liberty

All development proposals including planning applications and listed building consent applications should consider The Close as a single entity constituting the curtilage of

Salisbury Cathedral and The Close Wall, both of which are Grade I listed and will be required to:

1. Demonstrate within Design and Access Statements how such development takes account of the internationally distinctive character of the setting in which development is to take place.
2. Respect the predominantly residential character of The Close and the absence of commercial enterprises.
3. Protect and enhance the biodiversity, ecology and landscape setting of The Close.
4. Avoid harm to the special character and distinctiveness of The Close as a place of tranquillity and contemplation, culture and learning.
5. Demonstrate outstanding design merit.

Proposals for advertising in The Close will normally be deemed inappropriate in this Area of Special Control of Advertising. Development proposals within the scope of the cathedral's masterplan "An Exceptional Place"⁸ will be treated favourably having regard to the SNDP's, NPPF's and the Local Plan's policies on the historic environment.

Policy 8 The Chequers

Proposals that avoid the erosion of the traditional back of pavement line, would produce a break in the street frontage or would obscure the Chequers street patterns, will be supported.

Proposals that seek to reintroduce the original street pattern in the Chequers where this has been eroded will be supported.

Loss or alteration of open space in the Chequers will only be supported where this is likely to enhance further provision or use of such space.

Loss of the open area of Marsh Chequer will be resisted.

Loss of traditional historic features such as stone kerbs, and stable pavers should be avoided or where it is necessary to disturb them, to reinstate them to their original condition and location

Policy 9 Protecting views of the Salisbury Cathedral spire

Planning permission will only be granted for development that does not exceed 12.2 metres (40 feet) in height, and only pitched roofs clad in traditional materials will be permitted.

Decorative architectural features that positively contribute to the variety, form and character of the area's roofscape, skyline and silhouette may be allowed to exceed this height where appropriate, provided that they do not result in any increase in useable floorspace.

A lesser height may be considered more appropriate for buildings that have to fit into the existing townscape. If existing buildings (at, or in excess of, these limits) are redeveloped, planning permission will only be granted after careful consideration of whether rebuilding to their previous height is acceptable in terms of how it would affect

the appearance of the existing townscape and skyline.

Development proposals within the central area or with clear views of the central area should be accompanied by a statement which sets out how views, according to the typology of views in Figure 17, are preserved. Major development should be accompanied by a Landscape and Visual Impact Assessment.

Environment and Green Infrastructure

Policy 10 Enhancing blue and green infrastructure and biodiversity

All new development will provide a minimum of 10% net biodiversity gain as part of the scheme design.

Where this is not included on site, a commuted sum will be required when development is started to be paid to Salisbury City Council for the purposes of biodiversity improvement within Salisbury City, as set out in Appendix 1 and Policy 11.

There will be a presumption against development that encroaches upon or harms any Salisbury blue or green infrastructure asset. Where harm is unavoidable and the harm is outweighed by the need for the development, the harm must be mitigated in full at an appropriate habitat improvement scheme with at least a net 10% improvement. This can be achieved either through a commuted sum equivalent to the mitigation scheme paid to Salisbury City Council, or alternative provision at an agreed site.

Policy 11 Habitat Improvement and restoration schemes

Offsite biodiversity net gain is encouraged to be delivered at the SNDP habitat improvement and restoration schemes set out in Appendix 2.

Policy 12 Open space provision

All major development schemes adjacent to open space identified in Figure 22 and described in Appendix 3 Figure 66, or that would give rise to additional usage of these spaces, should make provision to implement the identified improvements.

This can be achieved either directly by providing specific infrastructure or maintenance on site, or by providing a commuted sum to the City Council for this purpose

Policy 13 Local green spaces

The sites identified in Figure 23 and Appendix 3 Figure 66 are designated as Local Green Spaces.

Policy 14 Construction and development management for projects affecting the River Avon SAC

All development with the potential to have an impact upon the River Avon SAC should manage construction impacts in accordance with Core Policy 69 or other relevant local plan policy and paragraph 199 (above).

Living

Policy 15 Housing mix and affordable housing

Development proposals for 11 or more units will be required to provide the following mix of types of units (rounded to the nearest unit):

- A maximum of 60% market rate housing including market rent and private ownership.
- Except where a different model of affordable housing is agreed, a minimum of 40% affordable housing, to comprise a minimum:
 - 25% (of 40%) First Homes
 - 25% (of 40%) shared ownership
 - 25% (of 40%) affordable rent
 - 10% (of 40%) rent to buy
 - 15% (of 40%) to be determined at planning application stage to reflect current requirements.

As a rule, affordable housing for sale and rent should be 30% discounted from market rate.

The provision of flats, either market rate or affordable, will be supported in sustainable locations.

Policy 16 Churchfields and the Engine Shed site

Development within the area of Churchfields will take full account of the proposals and requirements of the Churchfields Masterplan and Salisbury Design Guide.

Policy 17 Healthcare Facilities

Development of new primary and secondary health care facilities within the central area will be supported, particularly on previously developed land, or in other areas that are currently poorly served.

Co-location of health services and social services is welcomed.

Loss of existing healthcare facilities will be resisted unless a suitable alternative facility is also proposed to meet the needs of that catchment area.

Schemes for redevelopment of large buildings should consider the potential for use as healthcare facilities in whole or in part before changes of use are pursued

Policy 18 Community Infrastructure

Loss of community infrastructure in Salisbury will be resisted. Where loss of community infrastructure is unavoidable, developer contributions will be sought to make provision elsewhere for equivalent acceptable replacement community infrastructure, or for new F Class uses that have been identified as necessary.

All planning applications for major residential development will be required to demonstrate that there is sufficient community infrastructure within walking distance of the development to meet its needs. Where this cannot be demonstrated, the scheme will be required to make provision for new on-site community infrastructure where

possible, or offsite though a developer contribution. Such provision should be accessible to new residents and also benefit members of the community most affected by the development.

Proposals for new or improved community infrastructure should be accompanied by a long-term management plan that will ensure the facility's upkeep.

Policy 19 Allotments

The loss of allotment land will be resisted unless an acceptable alternative is provided. Major residential developments will be expected to make provision for allotments wherever feasible.

Where accessible allotments are unrealistic, for example in some built up locations, provision will be made for residents to be able to participate in gardening for social and therapeutic purposes. Provision should demonstrate best practice in enabling wheelchair users and others to garden independently and in a sustainable manner

Policy 20 Provision for play and sport

The loss of play provision and sport infrastructure will be strongly resisted, including trading one for the other. The creation of new, or enhancement of existing, play or sport infrastructure will be supported where it will create high quality opportunities for healthy lifestyles. All major residential developments will make proportionate provision for play and sport to meet the demand that the scheme gives rise to but are encouraged to work with local play and sports providers to create enhanced schemes.

Any development will include legacy planning to ensure that there is no future loss of provision and that the schemes will be well-maintained throughout their lifetimes.

New sporting venues must be able to comply with climate change policies. Play provision can be in the form of equipped play areas, or informal adventure play opportunities. Provision will meet the needs of a range of ages and abilities. Landscaping schemes should include opportunities for informal and creative play if possible

Transportation and movement

Policy 21 Sustainable transport

Developments will set appropriate, challenging targets for modal shift in a travel plan, and demonstrate through ongoing monitoring whether these targets are being met.

Developments will support transport schemes and mitigation measures identified in the Salisbury Transport Strategy.

Transport assessments or site travel plans will demonstrate a reduction in the need to drive into and within the city centre, particularly for larger vehicles, and will encourage modal shift to more sustainable transport modes for this destination.

Wherever possible, sustainable transport schemes should align with and enhance Salisbury's Blue and Green Infrastructure networks.

Policy 22 Cycling and walking infrastructure
<p>New residential or commercial developments should facilitate cycling and walking by creating links to or improvements to the network shown in Figure 36 to standards set out in LTN 1/20 and in a manner that supports the local Green and Blue Infrastructure network.</p> <p>Improvements for walking and cycling along the key green links showing proposed radial and peripheral routes on Figure 36 and Figure 37 will be prioritised over provision of on-road cycle facilities</p>
Policy 23 Cycle parking
<p>Cycle parking and storage will be required for new developments, or for residential conversions, as required by Wiltshire Council's cycle parking policy.</p> <p>Development within the city centre will either make provision for, or contributions towards, appropriate publicly available cycle parking, including covered provision.</p>
Policy 24 Cycling for Pleasure
<p>improvements in provision for facilities for cycling for pleasure will be supported including safe cycle storage at key points of interest, repair stations, and outdoor serving areas with seating. Safer crossing points for cyclists will be supported</p>
Policy 25 Residential Parking
<p>Planning applications for residential developments without allocated parking spaces within Salisbury, particularly in the central area, will be supported.</p> <p>Residential developments with reduced parking spaces and enhanced provision for car sharing and other sustainable travel modes will be supported.</p> <p>Parking provision should be on-plot where feasible and should never lead to on-street parking unless in purpose-built parking bays</p>
Working
Policy 26 working from home and live-work units
<p>Residential development should be designed to facilitate home working and home schooling. Larger residential schemes should provide community work hubs wherever practicable. Provision of new community work hubs, private or public, will be supported. These schemes should provide secure lock-up-and-leave storage.</p> <p>A planning condition will be attached to any proposal for a community work hub to remove permitted development rights to subsequently convert the facility to Use Class C3. Live work units will be supported.</p>
Policy 27 Visitor accommodation
<p>Development for new visitor accommodation in Salisbury will be supported.</p>

Policy 28 Post offices

Post offices in Salisbury are deemed to be Class F2 for the purposes of planning and Policy 18 applies to development affecting post office

Policy 29 Major food retail

Proposals for major food retail will generally only be supported in Salisbury in areas where there is relatively less provision.

Site Allocations**Policy 30 Quidhampton Quarry**

15.0 hectares of land is allocated at Quidhampton Quarry for the provision of up to 400 homes together with a community centre/hall and local community employment provision in a distinctive new neighbourhood. The new neighbourhood will be informed by a master-planning process which will need to demonstrate compliance with the following criteria:

a) The housing scheme will be set within a landscape framework, integrating landscape and ecological value, and biodiversity net gain (including mitigation) with recreational access and sustainable urban drainage features.

b) The landscaping scheme should maximise the potential offered by the quarry landform, and provide adventure trail and play to encourage a healthy lifestyle for residents and visitors. It must be accessible to residents from Bemerton Heath via attractive walking and cycling routes.

c) All gardens, allotments and those areas of public green infrastructure designed for new tree and shrub planting will be restored with topsoil to BS 3882 together with soil conditioner. In addition, subsoil (to BS 8601) will also be required to agreed depths on the chalk platforms in the areas of public green infrastructure where there is to be new tree and shrub planting. Areas of public amenity grassland will require subsoil only of pH7 or above at a depth to be agreed and seeded with typical chalk grassland species of local provenance. Further ecological advice will be required to ascertain the depth of topsoil to be specified.

d) Allotment space will be provided for the residents and also for residents of Bemerton Heath. This land restored with topsoil will be given to Salisbury City Council before the start of the development.

e) Provision of necessary facilities for movement from the site. As a first priority, these should provide high quality pedestrian and cycle connections to nearby bus stops and services as well as the adjoining Bemerton Heath community and education facilities, to maximise the number of trips made by non-car travel modes and to discourage the use of single occupancy car travel.

f) Any planning application will be expected to be accompanied by a Transport Assessment and Travel Plan that will first take into account the benefits from sustainable movement strategy described above and consider the effects of the residual car-borne trips on the operation of the highway network. Where required, new

highway infrastructure will be required to mitigate those impacts to an acceptable level.

g) The design of individual buildings will be imaginative and carbon neutral and may be up to six stories in height. Generic design will not be tolerated.

h) Flats should have at least one individual private balcony that is large enough to accommodate a small dining table and chairs and should have provision for outdoor clothes drying.

i) Car parking should be unobtrusive and could be located under the main residential portion of buildings.

j) All homes will have electric vehicle charge points installed.

k) There will be provision for a community centre and work-from-home hub within walking distance of all homes to encourage home working and to allow for community activities. This will provide as a minimum: toilets, kitchen, two meeting rooms and a multi-functional activity space.

l) There will be high speed internet access provided as wi-fi which is free to use by the community residents.

m) Health and safety provisions with regard to the reuse of this former quarry for the purposes outlined in this policy will ensure that all quarry faces will be made safe and/or managed in perpetuity.

n) A 30 year planting management plan will be agreed and implemented which will ensure that all publicly accessible green infrastructure will thrive and be well-managed throughout the life of the scheme.

o) A construction management plan will be agreed and implemented that will demonstrate that wherever possible, plant and materials have been brought on site by rail.

p) The rail infrastructure will be retained on site after project completion and will be made safe from trespass

Policy 31 Coldharbour Lane

Two hectares of land is allocated at Coldharbour Lane and Marsh Lane for a 60-unit sheltered 100% affordable housing scheme with associated communal space.

Groundworks needed including soiling will depend on condition of site following decontamination. A detailed specification will be required for any imported subsoil in line with BS 8601 and topsoil in line with BS 3882 required for planting purposes.

Development should integrate flood risk mitigation measures into site layout and design.

Water Sensitive Urban Design and sustainable drainage principles (SuDS) based on consideration of water quantity, quality, biodiversity and amenity should be incorporated into the site layout and design.

Post development surface water runoff will include an appropriate allowance for climate change in line with Environment Agency guidance.

As part of the landscape framework for the site, a pocket park will be provided adjacent to Summerlock Stream which is part of the River Avon SAC and a bridge crossing the river will be sought subject to agreement by the Environment Agency, Natural England and other riparian land owners.

Car parking for service vehicles, residents and visitors will be provided. Part of this provision should be for electric pool/shared cars.

Provision will be made for electric vehicle charging for residential spaces.

A planting management plan will be agreed and implemented which will ensure that all publicly accessible green infrastructure will thrive and be well-managed throughout the life of the scheme

Policy 32 Brown Street car park

Land at Brown Street car park is allocated for a mixed-use development of up to 50 dwellings and E Class uses.

Health and social care facilities will be particularly supported. Any planning application on this site will require a full traffic and parking assessment that will take account of net parking requirements.

The scheme should deliver improvements in linkages between Culver Street car park, the Brown Street site and the city centre. Where possible, it should deliver improvements to the quality and usability of Culver Street car park.

Scheme design will be imaginative, carbon neutral, and respectful of the site's rich heritage. Generic design will not be tolerated. Restoration and enhancement of the character of the Antelope Chequer will be required.

There will a minimum 10% Biodiversity Net Gain with green infrastructure in the form of green walls, green roofs and green screens to be incorporated into the scheme design as well as tree planting at street level. The scheme will ensure full access to Electric Vehicle Charging in an economic, sustainable way for all users including visitors.

Flats should have at least one individual private balcony that is large enough to accommodate a small dining table and chairs and should have provision for outdoor clothes drying or suitable communal alternative.

Car parking should be unobtrusive and may be located under the building and/or on the roof space. Where desirable, parking may be provided off-site in another car park and fewer reserved car spaces allocated to specific site users may be considered.

The scheme will promote healthy living and will encourage residents and visitors to travel by bicycle or on foot. A 30 year planting management plan will be agreed and implemented which will ensure that all publicly accessible green infrastructure will

thrive and be wellmanaged throughout the life of the scheme.