



5: Living

Above
Wiltshire College
and the City

Living

202 In July 2023, Wiltshire Council issued the Local Plan Review Pre-Submission Reg. 19) plan which identified a residual requirement of 1,530 homes for Salisbury and a requirement of 12.3 hectares of employment land⁷².

203 The emerging local plan does not bear material weight in planning until it has been adopted and therefore, the SNDP has regard to the Core Strategy policies but has been prepared with an eye to the emerging policies, particularly the housing requirement. The SNDP therefore assumes that new housing development may occur on strategic allocations and its policies seek to ensure that this occurs in a sustainable manner.

204 Emerging local plan policy 22 identifies a housing requirement of 60 dwellings which the review of the SNDP may address⁷³.

205 It remains unclear from this advice whether the new housing should be delivered on "new" sites, or brownfield sites. The assumption is and has been that the LPA would prefer the NDP to plan for allocations on "brownfield" rather than "greenfield" sites.

Salisbury's housing delivery 2016-2020

206 The LPA supplied housing completions data for Salisbury (parish) for the 5 calendar years April 1, 2016, to March 31, 2021.

207 During this period 778 new dwelling units were created in the SNDP area at an annual average of 156 homes. The breakdown per annum is shown in **Figure 19**. 2020 was the first year of the Covid-19 lockdowns, explaining the low figure for 2020. A four-year average for 2016-2019 at 190 per annum is probably a better indicator of "normal" development rates.

With few exceptions, development was delivered on "brownfield" land⁷⁴.

208 From these 778 homes, most were either one- or two-bed properties, shown in **Figure 20**.

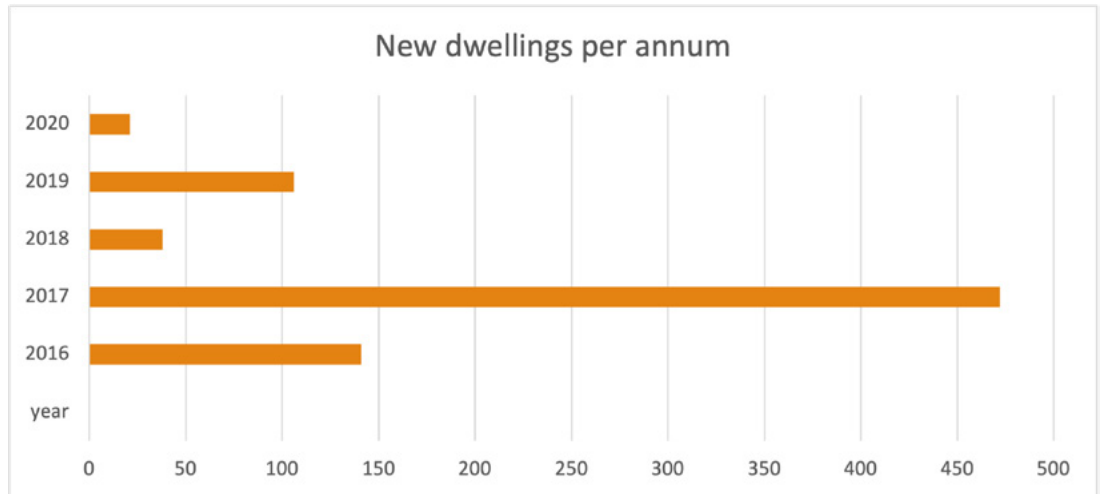
209 Permitted development rights during the 2016-2020 period allowed for the change of use from Class A and Class B uses to Class C3 (homes). As a sub-set of the total housing delivery, Wiltshire Council provided data on the number of new homes arising from changes of use, illustrated in **Figure 21**. 75 homes arose from Use Class A and B, typically "town centre" uses (now under Use Class E), with an annual average of 15 units. The recent changes to the Use Class Order (2021) now subsumes these Classes A and B uses under the new Class E and redefines permitted change of use from Class E to Class C3 under new Class MA development provisions.

210 Extra care housing has been widely developed in Salisbury in the 2016-2020 period and overall, 299 new units were created as a subset of all housing provision. These units were predominantly for one- and two-bed properties, as shown in **Figure 22**. In addition, a 10-unit regulated elderly care facility was granted planning permission in 2017.

211 Wiltshire Council as housing authority also provided information regarding housing provision in Salisbury.

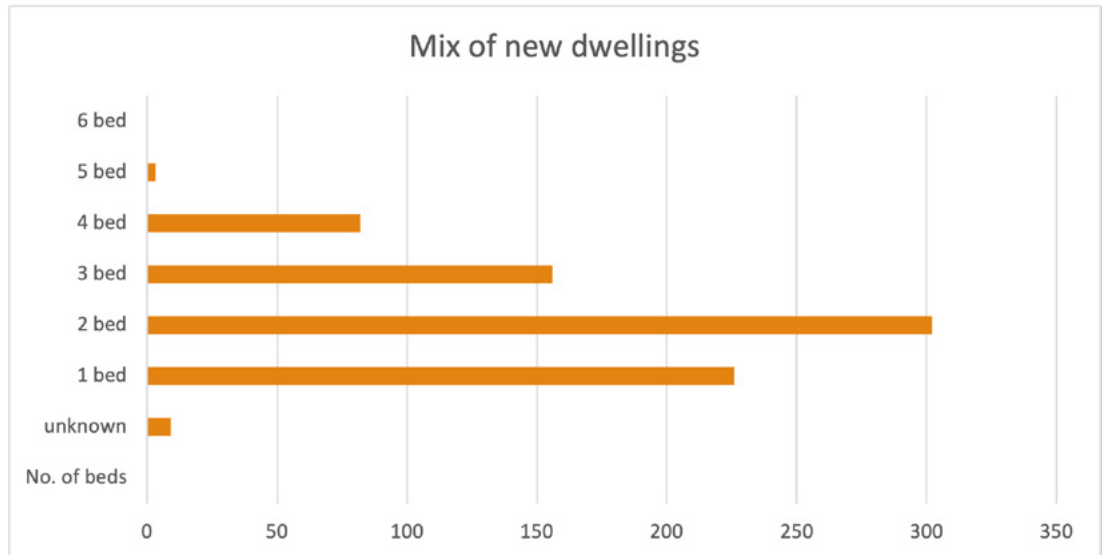
212 Wiltshire Council has confirmed that between April 2016 and March 2021, 247 affordable housing units, secured through developer contributions, were granted final planning permission (either full permission or reserved matters approval) in Salisbury. **Figure 23** below gives a breakdown of these units by tenure and bedroom number.

Figure 19. New homes per annum 2016-2020



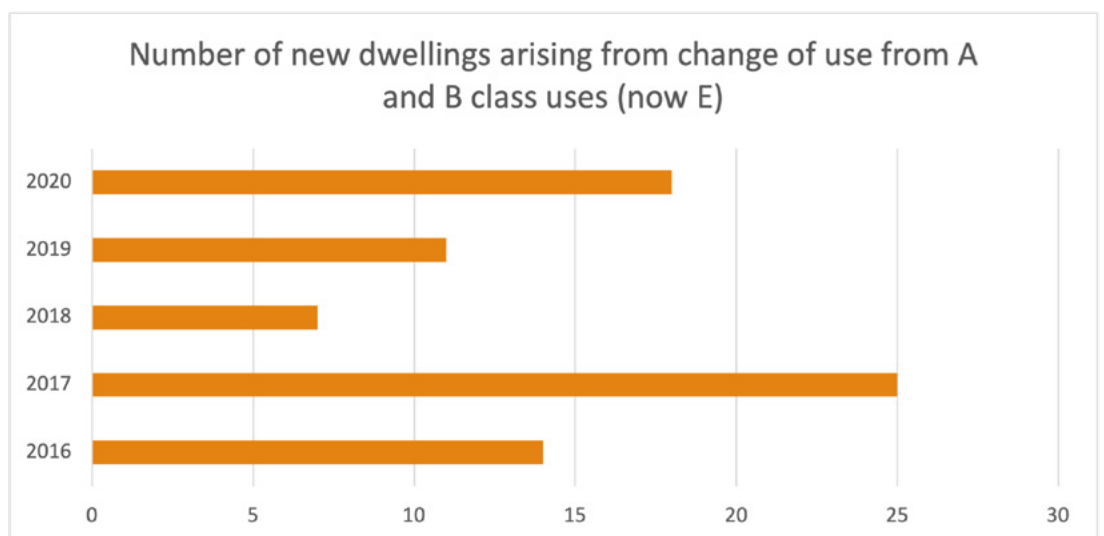
Source: Monitoring data provided by Wiltshire Council

Figure 20. Mix of new homes 2016-2020



Source: Monitoring data provided by Wiltshire Council

Figure 21. Number of homes arising from conversions from commercial and town centre uses



Source: Monitoring data provided by Wiltshire Council

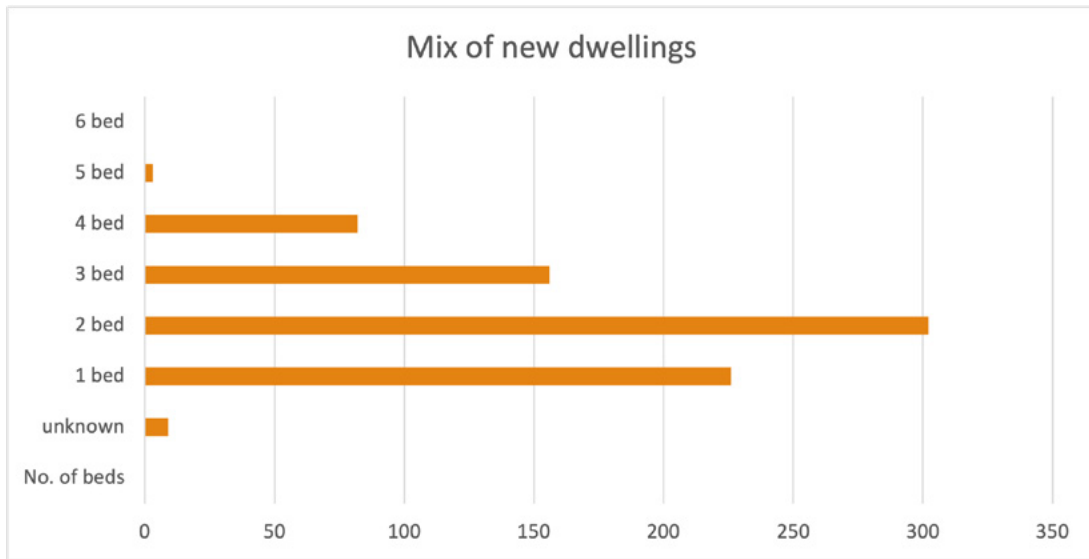


Figure 22. Size of extra care units 2016-2020

Source: Monitoring data provided by Wiltshire Council

213 In addition, although not secured through developer contributions, 119 of the 196 units at Platinum Skies Extra Care Retirement Village at the Old Manor Hospital site are shared ownership units. No other affordable units for the elderly were provided in this period. See **Figure 23**.

Conclusions on housing requirement and recent delivery trends

214 The following conclusions can be drawn about housing requirement and delivery in the SNDP area, based on past trends:

- The overall requirement to 2036 for additional homes is 410 as advised by the LPA.
- Smaller 1-3-bedroom properties are more likely to be delivered based on recent permissions.
- The estimated number of “windfall sites”⁷⁵

per annum is likely to be 150-190 based on past trends.

- Conversion of properties that are currently Class E are likely to provide around 15 new homes per annum (as a subset of the total).
- 310 elderly care units were created between 2016-2020, mainly one-and two-bedrooms.
- 119 affordable elderly units were created out of 310, or 38%.

215 NPPF para. 71 states that where an allowance is made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. In this case, the identified need for Salisbury is 410 homes. Over the SNDP period of 15 years and using past trends as an approximation of what could be delivered by windfall development over the plan period, it is likely that 2,250-2,850 new

Figure 23. Units by tenure and bedroom number April 2016 and March 2021

Tenure	1 bed	2 bed	3 bed	4 bed	Total
Affordable rent	40	55	47	4	146
Shared ownership	0	47	52	2	101
Total	40	102	99	6	247

homes will be delivered through windfall development. This far exceeds the amount of development that will be required according to advice from the LPA.

216 However, as will be demonstrated in the next section, there is a need for additional homes aimed at younger people who have difficulty in finding properties to buy or rent in Salisbury, and there is also a growing elderly population that also requires an element of affordable housing.

217 The SNDP does not therefore require a site allocation to meet its identified needs because these will be amply achieved in an unplanned manner through windfall development. However, by relying on past windfall trends continuing, it is not possible to address the special needs of younger and older people who require affordable housing. Most windfall opportunities will be unavailable to these groups.

218 NPPF para 22 states that LPAs are responsible for strategic policies and that these should be limited to those necessary to address strategic priorities for their areas to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are appropriately dealt with through neighbourhood plans or other non-strategic policies. In this instance, the strategic policy is the requirement for 410 additional homes over the SNDP period, and it is left to the neighbourhood plan to address how this should be delivered. The housing requirement figure is planned to be exceeded to meet special requirements of the Salisbury community.



Right
Salisbury's
Chequers

Housing mix and affordable housing

219 AECOM were commissioned in 2020 to prepare a Housing Needs Assessment (HNA) to support preparation of the plan attached to the SNDP as a supporting document. This reflects good practice.

220 Salisbury tends to be characterised by semi-detached and terraced homes accounting for 57.1% of the total stock. In this sense, Salisbury's dwelling type profile is more in keeping with England than with Wiltshire – both Salisbury and England share a lower proportion of detached homes and a higher proportion of flats. Salisbury's dwelling profile is relatively unique in comparison to other settlements in Wiltshire, largely due to its urban status and size.

221 Smaller homes with 2-3 bedrooms currently predominate, at a combined 68.2% of the share. Wiltshire shows a similar pattern but a slightly greater preference for three not two-bedrooms.

222 Salisbury has a similar age profile to the rest of England with a large middle-aged population (25-44 and 45-64 age groups constitute just over 50% of the total). There is a greater ratio of younger to older age groups in Salisbury, compared with wider geographies. It is also clear that Salisbury has marginally fewer younger people and more older people than average. Between 2001 and 2011 there was little growth amongst younger age groups but strong growth amongst older age groups (85+ increased by 28.3%).

223 Despite an overall decline in population from 2001 to 2011, two categories of household composition saw notable growth, namely adult children living at home and houses of multiple occupancy. The increase

in both household groups could signal the difficulties young people face in getting onto the housing ladder and forming 'new' households.

224 Applying Wiltshire's household projections to Salisbury's age profile illustrates the dramatic shift in demographics expected in the future: an 85.6% increase in those aged 65 and above compared to a 20.4% increase in those aged 24 and under, and contractions in most other age groups. Based on this, the elderly population will be over 14 times the size of Salisbury's younger population in 2036.

225 A life-stage modelling exercise applying current occupation patterns and preferences to the future demographic profile, suggests that new development should focus on mid-sized homes with three- or four-bedrooms, with a moderate supply of two- and five+-bedroom homes, and little need for more one-bedroom accommodation. By contrast, the 2020 household survey found that demand among respondents is concentrated in two-bedroom (40%) and three-bedroom (33%) homes, followed by four+-bedrooms (19%) and one-bedroom homes (9%). The survey results may justifiably be used to deviate from the demographic-led mix modelled here to support the delivery of more two-bedroom homes.

226 The results from the housing needs assessment differed from what Wiltshire Council considers is required in terms of affordable housing. The need for one bedroom units currently represents 52% of households on the Housing Register for Salisbury. Since many households will only be eligible to bid for one bedroom properties, it is essential that one bedroom flats form part of the affordable rented mix in

order to meet that need. Once factors such as demonstrable need, current stock and management issues have been considered, the Wiltshire Council Housing Enabling Team currently seeks to negotiate between 25% and 30% of the affordable rented units to be one bedroom.

227 Wiltshire Council data shows that change of use conversion provided a significant source of housing supply in recent years, with 136 housing units delivered between 2014 and 2018 (inclusive). This is also demonstrated in the previous section for data 2016-2021. Though the size and type of units is not consistently captured, planning application details suggest that a significant proportion are flats and bedsits (particularly in office conversions). AECOM's research into this increasingly common trend in other locations suggests that it produces a predominance of one- or two-bedroom flats that would not align particularly well with identified needs.

228 Elsewhere it has been found that such units are small by space standards and often of a low quality for other reasons (though no review of such units in Salisbury has been conducted). Change of use can be a valuable source of supply for one- or two-bedroom units which may benefit young households in Salisbury, but cannot be considered a

guaranteed solution and will not necessarily provide affordable units.

229 This analysis provides an indication of the potential need for different types and sizes of homes based on demographic change. Other factors should be considered in determining the most desirable dwelling mix in the SNDP area or indeed on any site. These include existing housing stock characteristics, the role of Salisbury within the wider housing market area (linked to WC strategies) and site-specific factors which may justify a particular dwelling mix.

230 Community objectives are a valid consideration. In Salisbury's case, there is an imperative to attract and retain younger people, likely to need the most affordable forms of market and affordable housing.

231 In terms of dwelling types, there may be value in diversifying Salisbury's current terraced and semi-detached offering with the provision of more bungalows, flats and detached homes in order to widen choice and ensure age-appropriate options are readily available (given an ageing population). Flats are likely to be more economical for younger households, can be made fully accessible to those with mobility limitations, and would be less in conflict with concerns to protect existing green space.

Below
Castle Road
Roundabout



However, the 2020 household survey found a much greater emphasis on demand for detached homes compared with the existing Salisbury tenure mix and this was the most popular choice (with the options broadly descending in popularity as they ascend in density from detached to flats).

232 In reviewing the household survey conclusions, it should be noted that this was conducted at a time when public confidence (about flats or indeed leasehold properties of any description) had been severely dented by the Grenfell fire, with revelations about cladding issues and unaffordable and possibly misunderstood ground rent clauses.

233 Core Policy 45 does not specify a mix of housing types but requires proposals for the mix of housing sizes and types to reflect the Wiltshire Strategic Housing Market Assessment and other credible sources of evidence. For Salisbury, this would include the HNA.

234 The HNA clearly indicates that to subvert the trend towards a particularly skewed ageing population in Salisbury, the SNDP should seek to create more housing for young people that is both affordable and attractive to them. The Central Area Framework has an aspiration for Salisbury to be “a place where young people can afford to live and want to stay”.⁷⁶ The HNA suggests that in Salisbury, the level of discount from market rates should be in the order of 30%, taking mean incomes into account.⁷⁷

235 The HNA analysis also demonstrates the challenge of housing affordability within Salisbury. Households on average incomes (just under £50,000 per annum) cannot afford to buy market housing here. Households on low incomes will require subsidized, possibly social, housing, and affordable rents if needs are to be met.

236 The HNA indicates an annual shortfall of affordable housing for sale of around 164

homes per annum. It also indicates a need for 95 social/affordable rented housing units per annum.⁷⁸ The implication of this when considering potential housing delivery that the SNDP needs to intervene in the market, particularly where this relies on windfall development to increase the number of houses available. The only way to do this is by allocating land for housing. The steering group sought to allocate sites for housing with emphasis on affordable housing for the elderly and young people. However, resistance from landowners including Wiltshire Council prevented these proposals from progressing, though this matter may be revisited in the review of the SNDP which will probably occur in 2025.

237 Wiltshire’s Local Plan (Core Strategy) policy on affordable housing delivery requires 40% of all new homes on sites of 5+ homes to be delivered as affordable housing (Core Strategy Policy 43). NPPF policy, updated since that Wiltshire Core Strategy, sets a national requirement for contributions for affordable homes on major sites (10 or more residential units or site area of 0.5 hectares).

238 August 2020 First Homes proposals from the government indicated that 25% of all affordable housing provided by the private sector might in future be delivered as First Homes displacing other affordable home ownership products (starting with those with the lowest discount first).

239 AECOM tested two scenarios for affordable housing types that should be provided in Salisbury. However, local evidence suggests that considerable provision is needed for young people seeking a first home. A 25% First Homes requirement may help but not fully respond to this aspiration. Table 4.7 of the HNA compares the scenarios looking at a possible mix with a 25% First Homes target as the starting point.

240 First Homes⁷⁹ are a specific kind of discounted market sale housing and should be considered to meet the definition of

'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

- a. must be discounted by a minimum of 30% against the market value,
- b. are sold to a person or persons meeting the First Homes eligibility criteria,
- c. on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer, and,
- d. after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).

241 First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.

242 The 2020 household survey collected 101 responses from households containing a person who needs a new home to start their own household – at 46% this was the highest score for any reason given for wanting to move. This is indicative of a clear need and a pervasive issue.

243 There is a more comprehensive method to consider, although it is less up-to-date whilst still being locally tailored to consider. From ONS Census 2011 data, roughly 3,561 individuals below 35 had not formed their own household by that year. This represents around 1,556 new households with the potential to form. This is a large cohort of potentially unmet housing need.

244 An estimated tenure split of new-build homes can be calculated, having regard to the specific tenure needs of newly forming households. This estimated split emphasises the importance to such households of both entry-level market sales (including affordable routes to home ownership) and private rent in addition to social rent. The result is that newly forming households might benefit

from the provision of 55% private rent, 34% social rent, 8% affordable routes to home ownership, and 3% mainstream market sale.

245 This finding should be considered alongside the result of the 2020 household survey question 'what tenure does your household seek if you were to move?'. It can be assumed that the respondents looking to start their own households constitute roughly half of respondents to this question (101 of 220). Yet only 4% are looking for shared ownership, 9% social rent, and 6% private rent, with the vast majority (80%) seeking full ownership. Respondents may have been thinking about their ideal form of tenure rather than that which is most realistic, given their financial circumstances. However, such an overwhelming result in favour of mainstream market housing for sale is sufficient to weaken the result suggested here. It appears that a broad balance of tenures is the best way of serving both newly forming households and the wider population – it being difficult to accurately predict which tenure types might be promoted over any others.

246 Core Policy 43 can be delivered in Salisbury in several ways, for instance:

- a. Housing schemes of 10 or more units or 0.5 hectares,
- b. SNDP housing land allocations with a range of 40% to 100% affordable housing,
- c. Local Plan allocations which deliver 40% affordable housing,
- d. Repurposing existing special social housing stock as affordable housing,
- e. Changes of use of E Class to residential and development above shops, though this may not result in affordable housing provision. However, smaller units may be relatively affordable.
- f. Other sources of independently provided affordable housing such as Homes of Our Own and self-build housing schemes.

Policy 16:

Housing mix and affordable housing

Residential development proposals of 10 or more units or of 0.5 hectares or more will be required to provide the following types and mix of units (rounded to the nearest units):

- 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:
 - 60% affordable units to be delivered in accordance with current demonstrable needs at planning application stage.

As a rule, First Homes should be 30% discounted from market rate.

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

30-40% of affordable housing units Salisbury should be one bedroom.

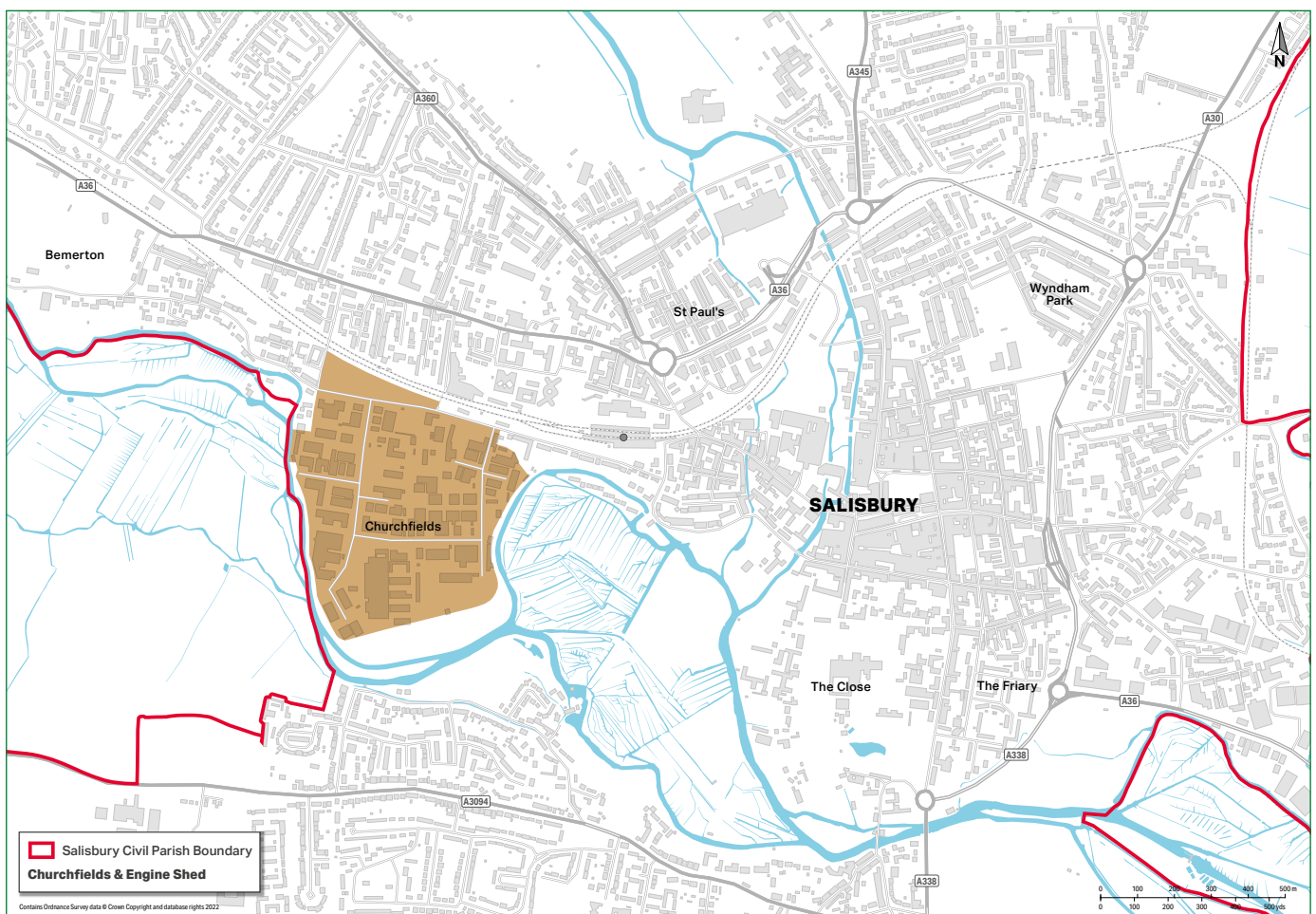
Churchfields

247 The Churchfields industrial estate is a well-established commercial area in the south-west quadrant of Salisbury's central area. While the area brings jobs and services for the community, many local people consider the site to be detrimental to Salisbury due to the traffic impacts which cause harm to the air quality and street scene of the central area. This affects the ambiance of the central retail core and the environs of Salisbury

Cathedral. The Churchfields area is defined in the Wiltshire Core Strategy and is shown in **Figure 24**.

248 The SNDP commissioned AECOM, through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, to provide design support to Salisbury City Council, with a focus on the Churchfields area. AECOM produced a report which

Figure 24. Churchfields and Engine Shed, Salisbury



Source: Wiltshire Core Strategy, page 388.

forms an appendix to the SNDP entitled "Churchfields, Salisbury design guidelines and master planning", 2021.

249 The project seeks to promote a sensitive, gradual change at Churchfields that could bring many benefits to Salisbury in line with the local planning context and taking account of the aspirations in the SNDP. The principal drivers for change include: helping to retain young people in Salisbury with affordable housing and workspaces; reducing the impacts on the city centre of unsuitably large and polluting vehicles; and promoting greener ways of living and working in response to the climate emergency.

250 The emerging Local Plan Regulation 19 draft published in July 2023 proposes that the approach from Core Policy 20 be abandoned in favour of promoting increased commercial development in Churchfields. This approach is a reversal of the previous policy stance and the City Council has raised significant concerns about its deliverability. However, until the new local plan is adopted, it is not possible to determine what the final approach will be for this part of the City. Policy 17 has been prepared in accordance with Core Policy 20 and any subsequent changes to Churchfields in planning policy terms may need to be revisited when the SNDP is reviewed.

Policy 17:

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 and Advertising Guide.

Healthcare facilities

251 The SNDP Steering Group engaged in early discussions with the NHS ICB (formally Clinical Commissioning Group) and other Health Care providers regarding future primary, community and hospital care infrastructure requirements for Salisbury to determine if there was scope in policies or site allocations to facilitate changing provision or modernisation of services.

252 A wide variety of parties are responsible for commissioning and providing health and care services. An overarching NHS Estates Strategy is underway for Bath and North East Somerset, Swindon and Wiltshire Intergrated Care System, which will help articulate the principles for future premises provision linked to the need to support the demand for health care services and plans

for south Wiltshire and Salisbury City. As part of the preparation of this strategy, key stakeholders have been engaged with which are described in **Figure 25**.

253 The highest priority estate planning project for health in Salisbury is to secure better and more flexible space for local GP surgeries and community providers. Other requirements, though not as high a priority, should also be met in the Salisbury area to promote the co-ordination and integration of services.

254 Salisbury Hospital is located outside the Neighbourhood Plan area but is still an important service for the people in the SNDP area. The hospital is, like many other hospitals, facing a challenging future and must plan for increased pressures

Figure 25. Key NHS stakeholders with estate requirements in Salisbury

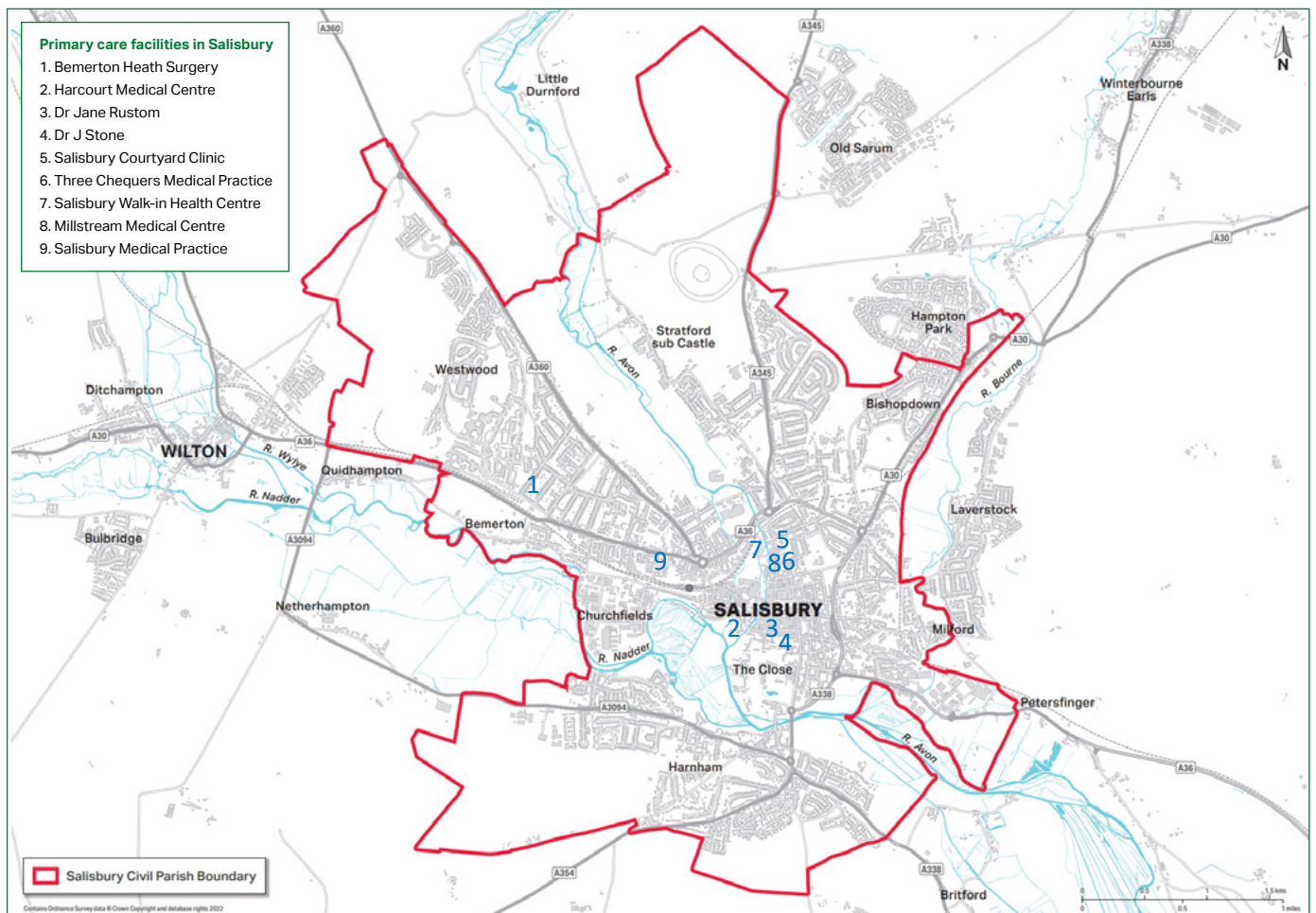
Healthcare stakeholders	Role	Requirements
Integrated Care Board (formerly Clinical Commissioning Group)	Commissioner of health care services, with role in the development of primary community and acute care services in the area working with a number of providers.	<ul style="list-style-type: none"> • Three Chequers surgery require a new site for the co-location of services across all their practices • Salisbury Medical Practice require group consultation space with shared back-office space
Wiltshire Health and Care	Community provider focused on delivering improved community services enabling people to live independent and fulfilling lives as long as possible and provider of community health and wellbeing services.	<ul style="list-style-type: none"> • 1-2 clinic rooms which may be shared with other providers • Community podiatry and continence services • Dental access • Office space
Avon and Wiltshire Mental Health Partnership	Provider of adult inpatient and community-based mental health care for people	<ul style="list-style-type: none"> • Older adult frailty hub
Salisbury NHS Foundation Trust	Provider of local acute hospital services and specialist services	<ul style="list-style-type: none"> • Older adult frailty hub
Salisbury NHS Foundation Trust	Provider of local acute hospital services and specialist services	<ul style="list-style-type: none"> • Community Phlebotomy • Generic outpatients consulting space • Sexual health
Community Dental Services	Provider of dental services	<ul style="list-style-type: none"> • Dental services • Dental access

on resources, greater efficiency and improved service delivery. The hospital is not a modern build but has evolved over time, becoming Salisbury's largest employer, and a pivotal part of the local economy. However, to ensure its long-term sustainability and viability, it has to reconfigure to make the best of its specialist services and work with other providers in the community to ensure it can deliver an optimum service to the city and surrounding region.

255 In response, the HEAT project (Health, Education and Technology Project) is being

formulated. This hospital-led project plans to integrate the existing hospital facility with a potential range of other services designed to complement health care. These could range from education and training to research and development. The aim is to help the hospital thrive and succeed, with the resources to attract and retain talented people. It is also about remodelling and facilitating the changes needed to bring the approach to clinical care up to date, including how it is delivered to patients over the next decade. Moreover, it is about creating a sustainable development that is environmentally

Figure 26 Primary Care provision in Salisbury



Policy 18:

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.

friendly, using innovation and technology to lead the way in healthcare of the future.

256 The SNDP cannot formally address the HEAT project because of its location outside the Salisbury City parish boundary, but the policies in the SNDP can support the project indirectly. The SNDP can work directly with healthcare stakeholders and providers in the Salisbury NHS trust by providing space in site allocations, providing a supportive planning framework to protect existing services and allow for their modernisation.

257 Therefore, this NDP seeks to encourage the location, relocation and/or development of healthcare services in the city centre on existing, accessible, brownfield sites such as the Maltings and Central car park or Brown Street car park. Co-location of health care services and co-location of health and social services would be welcomed. Facilities ensuring easy and comfortable use by people with varied disabilities will be particularly welcome. There are possible advantages of vacant space/existing buildings being repurposed for health care and wellbeing services. However, it is important that adapted premises are in places people can easily and comfortably use without loss of independence and that are accessible to people with limited mobility or without access to a private car.

258 Ward councillors compiled a list of healthcare facilities in their areas, shown in **Appendix 4** and illustrated in **Figure 26**. The appendix contains hyperlinks to add detail to the individual entries. This data shows that some wards have very limited or no local healthcare facilities.

Community infrastructure

259 Ward councillors were asked to identify all community infrastructure in their wards, which is summarised in **Appendix 5**. Each entry is hyperlinked so that additional information concerning each can be readily found.

260 In May and June 2021, a Community Infrastructure Survey was undertaken to gather community infrastructure organisations' views. It was not aimed at residents or members of the public. The purpose was to gather evidence from providers to inform the preparation of the Salisbury Neighbourhood Development Plan as it pertains to the needs of those organisations and the people who use this local provision. The survey questions were created by Salisbury City Council, the SNDP Steering Group and a planning consultant.

261 The full report, "Salisbury Neighbourhood Development Plan Community Infrastructure Survey Findings from the public survey: 17th May – 14th June 2021"

262 The survey shows that around one third of schools and organisations require additional space for their activities indicating

that overall, there is a shortage of meeting spaces for the Salisbury community for people and groups of all ages. Two policy responses become apparent. First, new development, particularly larger development, cannot proceed without making provision for its own community meeting space and infrastructure needs. Given the current shortage of meeting and extra-curricular spaces, any new development that adds users without concomitant provision of space will add pressure to an already overloaded community infrastructure. Second, loss of existing provision should be resisted because this will exacerbate the current shortage of provision.

263 For the purposes of the SNDP, "community infrastructure" is defined as Class F1 and Class F2 Development⁶⁰. Community infrastructure includes but is not limited to: post offices, community halls and meeting places, places of worship, education and training facilities, pre-school centres and other children's services whose main purpose is not education, doctors' surgeries and dental practices, day-care centres, cultural facilities such as arts centres, theatres, libraries and museums.

Survey findings

Organisation information

- Responding organisations were distributed across the City of Salisbury, with a small number of responses from organisations outside Salisbury including Tilshead, Newton Tony, Amesbury and Middle Winterslow.
 - When combined, 83% of responding schools, churches and organisations were based in SP1 and SP2 postcodes.
 - Except for schools, responding organisations currently provide facilities and services for a varied group of people across all age ranges in Salisbury.
 - 25% of respondents said they were a community organisation with members. 19% were schools, with the majority of responses from primary schools (15%).
 - 12% of survey respondents were churches.
 - Other organisations made up over 40% of submitted survey responses with a variety of different organisations represented in this category including an alms house, a Scout group, Children's Centres and a community centre/arts venue.
-

Schools and colleges

- A total of 22 schools responded to the survey, with 17 primary schools and five secondary schools represented in the dataset.
- There were no responses from colleges or sixth form schools.
- The majority of schools (64%) said they did not require additional space for extra-curricular activities, with the remaining 36% (12 schools) who said they need additional rooms and facilities for activities such as after school clubs and study groups.
- In total, eight primary schools and two secondary schools said additional rooms or facilities were needed for activities outside of normal school hours.
- A Children's Centre and a Scout group also require additional facilities for their work with children and young people.
- 83% of responding organisations said they required additional space. Amongst this group, all primary and secondary schools who said they need additional facilities/rooms also require additional space.
- Offsite space was not felt to be needed by primary or secondary schools who responded to the survey. However, the Scout group and Children's Centre suggested they could make use of offsite space.
- 31% of responding schools and organisations currently let out rooms to other groups for community activities. This included six primary schools and a Children's Centre.
- None of the responding secondary schools in the sample let out rooms or facilities.
- 56% of primary schools said their lettable spaces are fully utilised, with the remaining 44% who could take additional bookings.
- 25% of responding schools said they need additional room for extra-curricular activities and meetings. Of the schools who required additional space, five were primary schools and two were secondary schools.
- Amongst schools who need additional room or space, requirements included additional meeting rooms, a larger staff room and/or school hall, additional space to provide wraparound care and astroturf.

Churches/community organisations

- 28 community organisations with members and 14 churches responded to the survey.
 - In addition, there were 49 responses from individuals representing 'other' organisations including voluntary groups, community venues, Children's Centres and businesses with community links.
 - 47% of responding organisations said they currently let rooms or spaces to other groups and organisations for meetings, classes and other activities.
 - The majority of respondents who let out space were churches (11) with seven community organisations with members and nine 'other' organisations who also let part of their facilities. This included a community centre and events venue, a cultural organisation, a Scout group and an alms house.
 - 85% of organisations and churches suggested their lettable spaces are currently under-utilised. However, this may be because of Covid-19 restrictions on indoor social gatherings and is not necessarily a true reflection of occupancy rates for community spaces in the future. This may also apply to underutilised lettable space in primary schools (see schools – above)
 - 18 responding organisations (31%) said they require an additional room or space for activities and meetings.
-

Policy 19:

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 larger 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 through 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.

Allotments

264 Allotments are important sites for food production but also provide for health, social capital, and environmental engagement.⁸¹

265 Urban areas present unique challenges for the conservation of ecosystems. Allotments are an important greenspace feature of urban landscapes in Europe, which have the potential to offer multiple social and bio-physical ecosystem services in addition to food production.⁸²

266 There are currently 15 allotment sites in

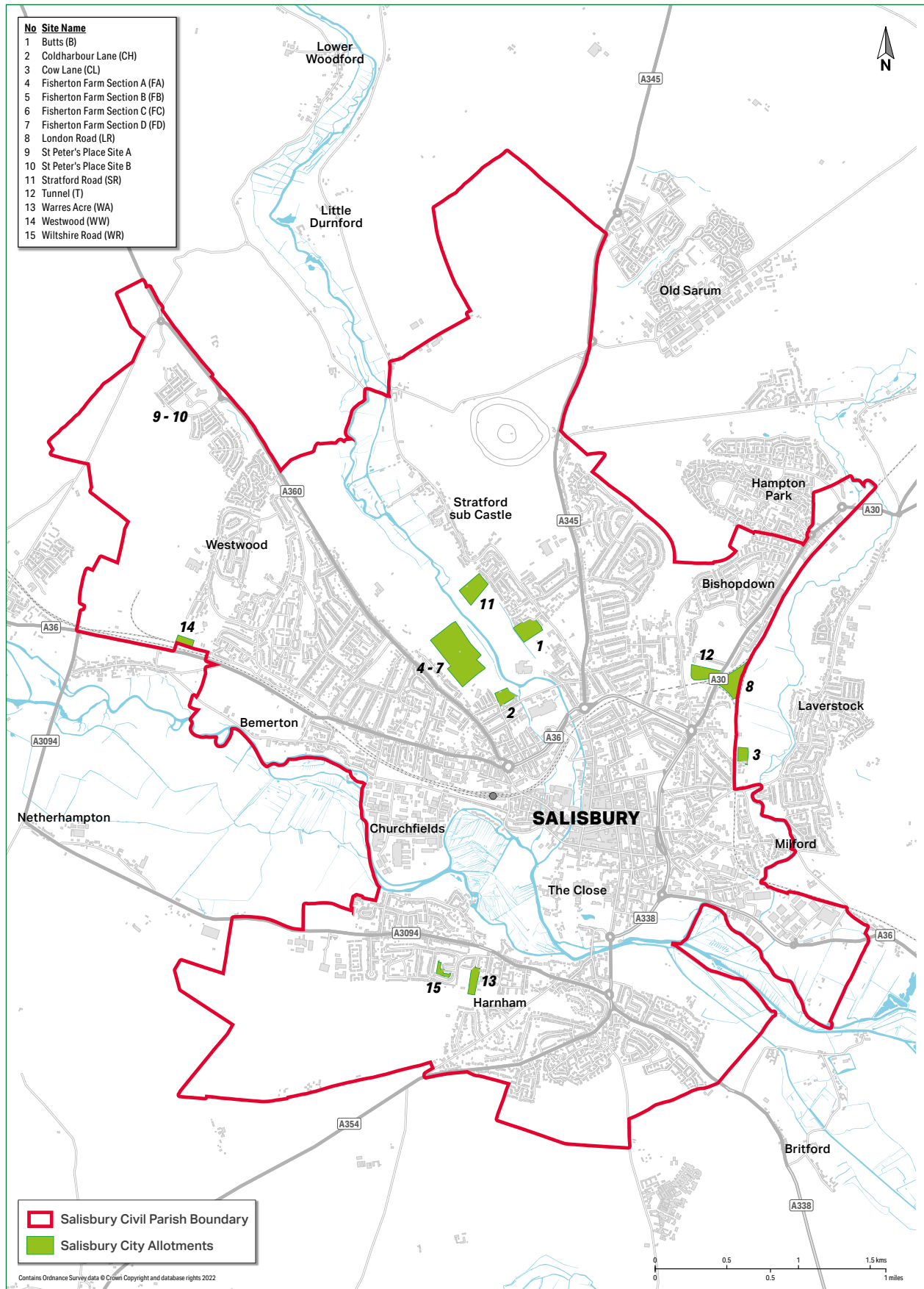
Salisbury, with a total of 762 plots which are administered by Salisbury City Council and supported by the Allotments and Gardens Association Salisbury. In February 2021, there was a waiting list of 348 which has grown from only 150 before the Covid-19 pandemic and subsequent lockdowns. **Figure 27** shows the sites, number of plots and size of waiting list. There is clearly a demand for allotment space in Salisbury. These waiting lists are only for existing residents and the shortage of spaces will become exacerbated when new planned residential development comes on stream.

Figure 27. Allotments in Salisbury

Site name	Plots	Number on waiting list
Butts (B)	81	16
Coldharbour Lane (CH)	47	25
Cow Lane (CL)	55	38
Fisherton Farm Section A (FA)	141	59
Fisherton Farm Section B (FB)	60	28
Fisherton Farm Section C (FC)	48	32
Fisherton Farm Section D (FD)	21	7
London Road (LR)	88	30
St Peter's Place Site A		15
St Peter's Place Site B		5
Stratford Road (SR)	50	16
Tunnel (T)	69	26
Warres Acre (WA)	50	29
Westwood (WW)	21	6
Wiltshire Road (WR)	19	14
	762	348

Source: Salisbury City Council, February 2021

Figure 28. Location of Salisbury city allotments



267 The two new allotment sites at St Peter's Place have yet to be operational. The most popular are Fisherton Farm which is accessible to residents in the Devizes Road area and Warres Acre at Harnham which is in walking distance from most users. The least popular site is Westwood at Bemerton Heath where there has been a slow take-up and the site is quite isolated.

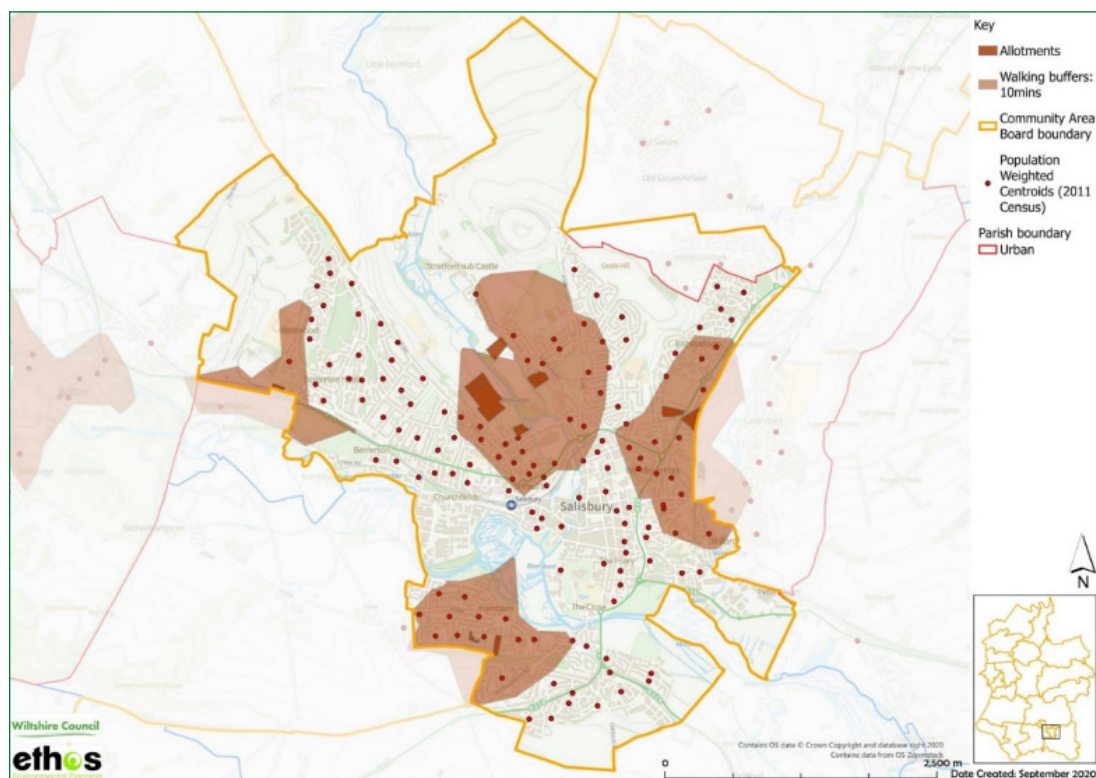
268 Figure 28 illustrates the location of the allotments. It shows that there are relatively few allotments on the south side of the city: only 43 plots at two sites (Warres Acre and Wiltshire Road). The City Council seeks to direct new users to the London Road allotments, but this will require users to drive to the site. Most demand comes from

the Bishopdown Farm area and the city centre but cannot be met at the moment.

269 Figure 29 shows the location of allotments plotted against 10-minute walking buffers. This shows that at present, only a handful of Salisbury neighbourhood are within a 10-minute walk of an allotment.

270 It will be beneficial to Salisbury city to meet the unmet need for further allotments that could be provided in new parts of the city particularly in those areas not currently within walking distance of allotments sites. Large new housing schemes in areas not currently served by allotments will be required to meet this existing and growing need.

Figure 29. Access to allotments in Salisbury



Source: Salisbury Area Board Profile, Part 2 of the Wiltshire Open Space Assessment (2020)

Policy 20:

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.

Provision for play and sport

271 The Core Strategy does not make specific provision for play in its policies. However, the NPPF 2019 supports healthy lifestyles⁸³, the provision of sports venues and open spaces⁸⁴ and to guard against their loss⁸⁵.

Provision for play

272 The Wiltshire Open Space Assessment (2020) considered access to play in Salisbury which indicated that overall, there was reasonably good provision and most residents could access play facilities for children and youth within comfortable walking distance, as illustrated in **Figure 30**.

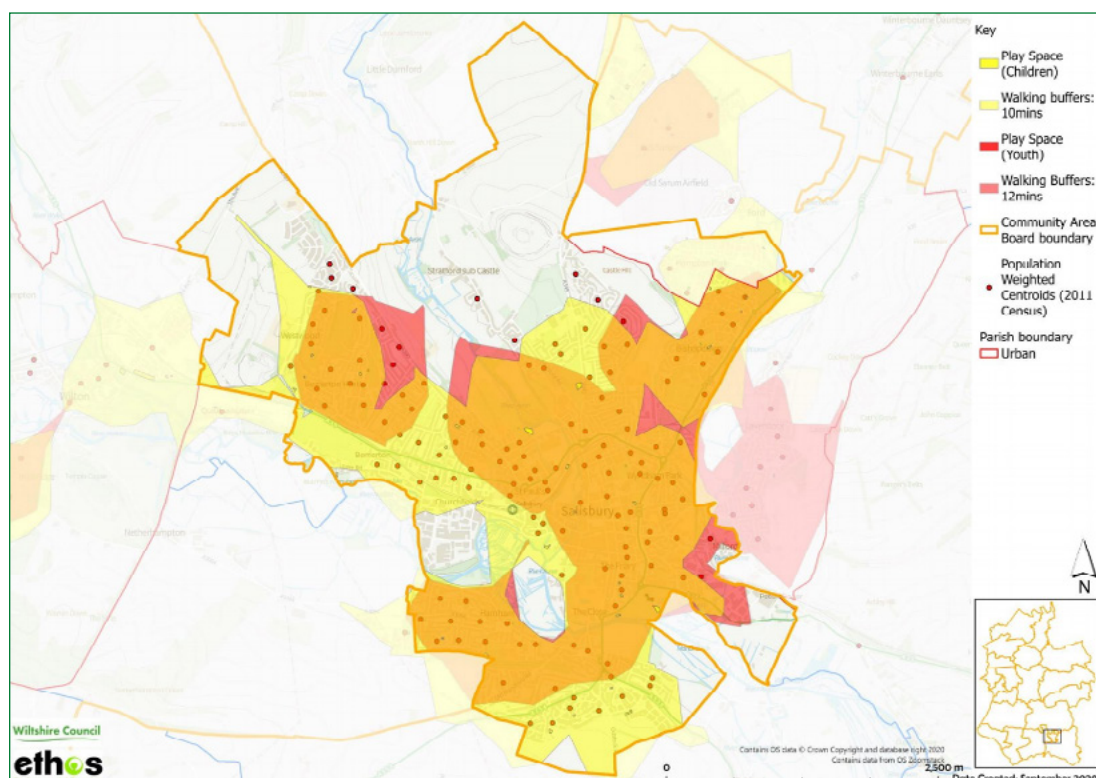
273 The study concluded that due to the shortfalls in play space shown in

Figure 31, new on-site provision should be sought were new development opportunities arise, for both children's and youth facilities. The priority should be for fewer, larger and higher quality play spaces as opposed to a proliferation of small play spaces. There is potential for new play spaces to be added within parks and recreation grounds.⁸⁶

274 Therefore, it is appropriate for the SNDP to consider how higher quality provision may be made on larger sites.

275 Play England advocates the creation of adventure playgrounds⁸⁷ which offer a range of play opportunities. Outdoor play areas should offer a variety of playable spaces including:

Figure 30. Access to Play Space (Children and Youth) in Salisbury



Source: Salisbury Area Board Profile, Part 2 of the Wiltshire Open Space Assessment (2020)

- challenging play structures and features;
- quiet 'chill-out' areas;
- wild and cultivated natural areas; water and sand play;
- informal sports areas;
- fully accessible play equipment.

276 Where possible there should be changes of level in landscaped features as well as in built structures. There should be regular access to fire and cooking outdoors, earth, water, sand, other loose materials and objects, nooks and crannies, natural features and forms. Children should be able to experience the elements as part of their play and use tools and materials to build and modify a flexible and evolving play space.⁸⁸ A fundamental principle of adventure playgrounds is that they are a neighbourhood drop-in provision for children in the local community.

277 Play is often seen as an activity confined to playgrounds or children's facilities, but the whole built environment can offer a critical play and learning opportunity for children. Play permeates all aspects of a child's life, in a wide variety of locations and environments – e.g. landscaping, planting and community art installations can offer children considerable play value. Play can be embedded in the way we design and plan for public space, transforming the way to school into a

learning opportunity, or polluted/unsafe sites into vibrant assets. A combination of formal and informal play solutions can cultivate a greater sense of place, allow fuller play experiences, and reap substantial benefits for children, families, and communities.⁸⁹

278 Partly due to an over-concern with safety, or fear of litigation, there is a tendency for new or refurbished play spaces to be unimaginative and formulaic. There is often an over-emphasis on fixed equipment at the expense of landscaping and other features. Imaginative changes of levels and hard and soft landscaping can be well suited to meeting the needs of various age groups and relatively easy and cheap to maintain. Such environments can stimulate creative play in a way that standardised equipment will not. Many of the most traditional and well-loved forms of play such as ball games, hide and seek, run-outs, building dens and informal bike tracks, are indeed dependent on imaginative natural landscaping rather than manufactured equipment, although the latter of course can have an important role in an overall design.⁹⁰

279 Provision for play, whether informal provision in adventure playgrounds, or as incidental opportunities for play as part of the design of the street scene, or formal

Figure 31 Results of Open Space Assessment

Type	Existing provision (ha)	Existing provision (ha/1000)	Required provision (ha)	Required provision (ha/1000)	Supply (ha)	Supply (ha/1000)	Sufficiency of provision
Play space (children)	1.85	0.05	2.45	0.06	-0.60	-0.01	Under supply
Play space (youth)	0.40	0.01	2.45	0.06	-2.04	-0.05	Under supply

provision of playing pitches or playgrounds, should be delivered by new development in Salisbury. Play opportunities should be accessible on foot, and should become part of the built environment, though equally, play opportunities in natural settings will also encourage healthy lifestyles.

280 Larger housing schemes should provide opportunities for play for children and youth to meet identified needs, but even smaller major development scheme of 10 or more homes should also provide a proportionate amount of play. For smaller schemes, play provision might not be as a formal play area, but could be part of imaginative landscaping that will provide a recreational opportunity for local children. Play should be a part of every major residential development.

Provision for sport and physical activity

281 Sport provision is an important dimension of the lifestyle of Salisbury residents. Sport provides opportunity to enhance physical, mental and social wellbeing in the community and opportunities include formalised sports clubs, informal play, fitness (gym activity), walking and cycling for leisure/transport, running, dance and many more.⁹¹

282 The SNDP takes a holistic approach identifying all key target areas that may not have been identified by any single organisation referred to in the list below which were consulted in the preparation of this policy. The SNDP seeks to provide an informed positive plan for provision and use of shared spaces for the betterment of health and wellbeing for existing and new residents in Salisbury. The provision for sport and physical activity in this section is based on evidence from:

- Wiltshire Playing Pitch Strategy (WPPS)
- Sport's National Governing Bodies (NGBs including NGBs not covered in WPPS)

- Sport England (SE) –Uniting the Movement Strategy
- Local sports clubs and providers of sports provision in Salisbury – Through Salisbury Sport and Activity Forum⁹² and SCC survey Evaluating Sporting Need (ESN)
- Salisbury City Council based on the Salisbury City Council Strategic Plan 17-21 (SCCSP)

283 Only 60% of adults in England met the recommended 150+ minutes per week of physical activity recommended by the NHS⁹³ and only 40% of children in England met the recommended 60+ minutes per day of physical activity.⁹⁴

284 This figure is lower for adults and children in lower socio-economic brackets with people who are in routine/semi-routine jobs and those who are long term unemployed or have never worked are the most likely to be inactive (33%) and the least likely to be active (54%). In contrast, people who are in managerial, administrative and professional occupations are the least likely to be inactive (16%) and the most likely to be active (72%). Salisbury has two areas of high deprivation in Bemerton Heath and the Friary.

285 Current provision by Salisbury Ward is outlined in **Appendix 5**.

286 As part of the evidence gathering, a survey of Salisbury sports clubs was undertaken in January 2022. Highlights from the responses include:

- 70% of respondents reported that shortages of facilities was their main concern.
- 60% were concerned that they had inadequate access to new and developing coaches.
- 60% reported that funding was not a priority issue.
- Clubs report on average 217 members per club - of this number, 67% are people living within SP1 and SP2 Postcodes.
- 76.3% of clubs considered their

participants to be informal rather than elite/competitive participants.

- On average, clubs believe they could increase their membership by 45 participants if facilities were not limited. Overall this could mean an increase over 2000 regular participants throughout the city.

287 There is also an identified shortage of sports pitches in Salisbury and the WPPS identified shortages for football, rugby, cricket and hockey that could be addressed by new development, either as part of larger schemes or as targeted developments. The WPPS is due to be renewed in 2023. The current requirements have largely been met through recent schemes that have been delivered, namely a full size 3G pitch and expanded changing rooms at Salisbury Rugby Club. Harnham Cricket pitch was not mentioned in the

WPPS, however it does provide opportunity to extend provision.

288 Additional sports provision that should be included in the updated WPPS or through development is:

- Additional cricket field to be identified and developed within Salisbury.
- Safeguarding current provision of Hockey Compliant Artificial Grass Pitch (AGP) through sole or restricted use.
- The 3G AGP is currently in development at Sarum Academy. However it is already fully booked and at capacity at peak times leading to reduced community offer and sport development. Additional provision would benefit the community.
- Teams currently use the artificial pitches at South Wilts Cricket Club (SWCC), however heavy use has rendered the playing surface virtually unusable. Alternative

Below
The Greencroft



or improved provision is required.

- The WPPS does not count Harnham Pavilion as having a cricket provision. There has been an adult team using Harnham pre-2017 and since then there are now 2 children's groups, women's cricket provision, over 50s cricket provision and irregular other adult team usage. The ground needs improvement to get the surface to a safe and usable level.
- AGP needs resurfacing for hockey and SWCC are actively looking for opportunities for funding.
- The Local Tennis Association considers that Salisbury area is in need of further indoor tennis provision.
- The British Gymnastics Strategic Plan 2017-2021 highlights key targets for British Gymnastics and is due for renewal imminently. There is current unmet demand in Salisbury.

289 Salisbury City Council priorities include:

- Resurfacing of current Multi Use Games Areas (MUGAs) at Bemerton Heath and The Friary to bring them up to a safe and quality standard.
- Increasing quality and quantity of provision in areas of high deprivation.
- Increased quantity of indoor space, including sport specific venues.

- Increased football provision both grass based and artificial for matches and practice.
- Increased quantity and quality of outdoor community spaces for public and sports clubs to access.
- Legacy planning for facilities must be created to prevent loss of current and future facilities.
- Investing in lighting at public facilities to increase the amount of safe spaces for young people throughout the city.
- Churchill Gardens youth and adult recreation.

290 New developments, particularly larger scale residential developments, will give rise to the need for additional sporting facilities. It may not be necessary in planning terms for schemes to meet all unmet need for an area, but by working in partnership with Salisbury City Council who may work with local clubs, it may be possible to access funding and support that would enable the development to demonstrate that it has met its own unmet need by facilitating local clubs in their own strategies. A rounded local view from clubs is essential to highlight specific needs that may be unique to Salisbury. Partnerships between developers and local clubs is encouraged.

Policy 21:

Provision for play and sport

Provision for sport and play falls under the requirement for place shaping infrastructure in Core Policy 3.

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.

Chapter 5: References

⁷² *Local Plan Review Pre-Submission Review*, para 4.129.

⁷³ *ibid*, Policy 22.

⁷⁴ Brownfield land is also known as “previously developed land”, which is defined in Annex 2 of NPPF 2021.

⁷⁵ NPPF 2021, para. 70 and Annex 2, “Sites not specifically identified in the development plan”.

⁷⁶ *Central Area Framework*, Tibbalds, August 2020, page 6.

⁷⁷ *Housing Needs Assessment*, AECOM, 2020, para. 87 and table 4-5.

⁷⁸ *ibid*, para 100A.

⁷⁹ <https://www.gov.uk/guidance/first-homes#first-homes-definition-and-eligibility-requirements>

⁸⁰ *Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020*

⁸¹ “My little piece of the planet”: the multiplicity of well-being benefits from allotment gardening | *Emerald Insight*

⁸² *Allotment gardens and parks: Provision of ecosystem services with an emphasis on biodiversity* - ScienceDirect

⁸³ NPPF 2021, para 92 c. and 93 b.

⁸⁴ *ibid*, para 93 a.

⁸⁵ *ibid*, para 93 c.

⁸⁶ *ibid*, page 17.

⁸⁷ *Adventure Playgrounds: the essential elements*, Play England, <http://www.playengland.org.uk/wp-content/uploads/2018/07/Adventure-Playgrounds.pdf>

⁸⁸ *ibid*, page 7.

⁸⁹ <https://www.arup.com/perspectives/publications/promotional-materials/section/reclaiming-play-in-cities>

⁹⁰ *ibid*, para 3.71.

⁹¹ For more information on the benefits of a promoting a healthy lifestyle please go to: Sport England.

⁹² Minutes available on request to Salisbury City Council.

⁹³ <https://www.nhs.uk/live-well/exercise/>

⁹⁴ *Physical activity guidelines for children and young people* - NHS (www.nhs.uk)



6: Transportation and movement

Above
Southampton Road
Roundabout

Transportation and movement

291 The Salisbury Transport Strategy provides detail of the transport solutions being proposed for Salisbury, and this strategy was refreshed in 2018 to take account of the revised housing sites around the city. The three main themes of the strategy are covered in more detail in the section on 'Sustainable Transport' below.

292 In addition to the Salisbury Transport Strategy, Wiltshire Council

have also produced a number of county-wide strategies as part of their adopted Local Transport Plan (LTP3)⁹⁵ and work is now underway to produce LTP4. WC are currently working on producing a Local Cycling and Walking Infrastructure Plan (LCWIP), and the SNDP will support aspirations in the emerging LCWIP as well as government targets for modal shift.



Right
Castle Road
Roundabout

Sustainable transport

293 The Salisbury Transport Strategy 2018 (STS) reflects Wiltshire Council's approach to meeting the transport needs of the city as it grows, and this provides the basis for sustainable transport provision in Salisbury. The STS has been refreshed in July 2018⁹⁶ as part of the evidence base for the Wiltshire Housing Sites Allocations Plan (WHSAP) and was adopted as part of that process⁹⁷. The three main themes identified are as follows [see STS Refresh, p.6]:

- Providing for strategic development sites,
- Improving the accessibility and attractiveness of the city centre and other service centres,
- Maintaining the strategic function of the A36 and key roads, including the Major Road Network (MRN).

294 The transport issues which Salisbury faces are summarised as follows in the STS refresh. *See table below.*

Theme	Number	Summary of issue
Providing for strategic development sites	1	Access to key services and facilities by sustainable modes of transport to/from some development sites is limited.
	2	Increased travel demand in Salisbury from development is forecast to further impact highway network performance.
Maintaining the function of the A36 and key roads	3	Traffic flow is constrained by poor junction performance.
	4	Congestion and delays on Salisbury's highway network are forecast to increase.
	5	Reliance on the car for journeys within Salisbury and journeys into and through Salisbury.
	6	There are a number of collision clusters on Salisbury's transport network.
Improving the accessibility and attractiveness of the city centre and other service	7	Transport continues to impact on air quality in Salisbury with three Air Quality Management Areas (AQMAs) designated.
	8	Historic street layout is not designed for high volumes of vehicles.
	9	Poor integration, connectivity and severance of the pedestrian and cycle network for journeys to key destinations in the city including the rail station.
	10	Oversupply of city centre car parking and underperforming bus Park and Ride.
	11	Salisbury's bus network is unattractive because journey times and cost do not compete with the car, whilst access to bus services is limited due to the routing of some bus services.
	12	Demand for rail travel to/from Salisbury rail station is forecast to increase, however poor accessibility for all modes to the station may constrain this growth in rail demand.
Cross-cutting issues	13	Ageing population in Salisbury will place changing demands on the transport network.
	14	Reduced council revenue funding for highways maintenance and bus services.
	-	Technological disruption and cultural change e.g. hybrid/electric vehicles, increased internet shopping, ticketing systems, information systems (e.g. ride share), more demanding expectations of journey quality and experience by public transport users.

Source: Salisbury Transport Strategy Refresh, July 2018, extract from Table 2-1

295 The aspirations and proposed mitigation in the Salisbury Transport Strategy refresh and the CAF are supported in this SNDP, with policies to ensure that new developments will contribute to the proposed transport solutions.

296 The overarching theme of improving the attractiveness of the city centre is made more difficult due to the A36, part of the strategic road network (SRN). Traffic on the A36 Ring Road (Churchill Way) passes around the outskirts of the historic core, leading to severance and air quality issues. Congestion on the ring road means that some through traffic cuts through the city centre, which is detrimental to the attractiveness of the city. A 2019 survey undertaken to inform the CAF found that half of all weekday traffic is within the A36 for less than 15 minutes indicating through traffic⁹⁸.

297 Additionally, the Churchfields Industrial Estate, to the west of the city centre, has access constraints which mean that the bulk of heavy goods traffic accesses the site via Fisherton Street Bridge and South Western Road/Mill Road, while lorries over 14'3" in height have to travel via Exeter Street and New Street. As well as adversely affecting air quality, this situation means that very large lorries come through the historic core of the city with a negative impact on the attractiveness of the city centre.

298 To mitigate the additional traffic which will be caused by new developments, Core Policy 63 in the current Wiltshire Core Strategy⁹⁹ states that:

"Packages of integrated transport measures will be identified in... Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives... These packages will be supported and implemented through developer contributions, LTP funding and

joint working with partners and others."

299 Within the Core Strategy the development templates for the strategic sites in Salisbury all state that essential infrastructure requirements will include "any major infrastructure requirements outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan." This applies to sites in the Core Strategy at Hampton Park, Fugglestone Red, Maltings/Central Car Park, Churchfields and Engine Sheds, UKLF Wilton and Longhedge, Old Sarum.

300 Transport schemes identified through the Salisbury Transport Strategy comprise both infrastructure schemes (e.g. highways improvements and cycle ways) and also 'soft' measures, such as residential, workplace and school travel planning, to encourage modal shift. Both of these components are needed to achieve the desired outcomes of the proposed strategy.

301 The original Salisbury Transport Study contained targets for modal shift, as explained in the Summary document¹⁰⁰.

"There is forecast to be an additional 5,100 trips to the city centre in 2026 compared with 2008. The Salisbury Transport Strategy results in over 1,300 extra trips by public transport and 900 extra trips by walking or cycling. This improves accessibility to the city centre which will contribute to enhancing the local economy. [para 5.2]"

Implementing the transport strategy could ensure that 45% of these new trips to the city centre are made by sustainable modes in 2026. If the Salisbury Transport Strategy was not adopted (the business-as-usual approach), the forecasts show that only 20% would be by sustainable modes. [para 5.3]"

302 Targets for modal shift based on the Salisbury Transport Strategy have been incorporated into the planning applications put forward for strategic

sites in the Wiltshire Core Strategy.
Thus, as examples:

- Longhedge: Planning application 13/00673/OUT. Option A for up to 673 homes: Journey to work by car drivers: the residential car driver mode share taken from the Census 2011 is 71%. This has been reduced to around 56% to reflect the 'radical' approach which is to be pursued as part of the Salisbury Transport Strategy.¹⁰¹
- Fugglestone Red (St Peter's Place): Planning application S/2012/0814. Proposal for 1,250 homes and 8.0 ha of employment: the target for the site will be to reduce single occupancy vehicles by 10%¹⁰².

303 Although a cycle link from Longhedge to the adjacent Old Sarum housing estate was constructed and opened in 2020, several years after the site was first occupied, further investment is required. There is no direct link from St Peter's Place along the desire line to connect to the city centre: while a cycle lane has been constructed on a short length of the A360 adjacent to the development, this does not connect to the wider network.

304 In February 2019, at a meeting of full council, Wiltshire Council resolved to: "acknowledge that there is a climate emergency and to seek to make the county of Wiltshire carbon neutral by 2030". It is estimated that 45% of carbon emission in the county are attributable to transport and tackling unsustainable travel patterns/ modes is seen as one of the biggest challenges. This was acknowledged in the January 2021 publication 'Wiltshire Council Local Plan – Addressing Climate Change and Biodiversity'¹⁰³ [para 3.19]. Salisbury City Council also declared a Climate Change Emergency at their Full Council meeting on 17 June 2019. It is recognised that this situation, and the urgent need to address climate change emissions related to transport, may impact policies in this area.

305 National changes are also of relevance, with recent developments including:

- The Department for Transport's July 2020 'Gear Change' document, setting a bold vision for walking and cycling¹⁰⁴. This is further backed up by revised guidelines for cycle infrastructure design in Local Transport Note 1/20¹⁰⁵.
- The March 2021 'Bus Back Better' document from the Department for Transport reflecting a national vision to deliver better bus services across England.¹⁰⁶
- The Department for Transport's July 2021 'Decarbonising Transport' plan, which prioritises an acceleration of modal shift to public and active transport and the decarbonisation of motor vehicles.

Below
New Canal



Policy 22:

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 in accordance with Core Policy 60 and the Local Cycling and Walking Infrastructure Plan.

Developments will support transport schemes and mitigation measures identified in the Salisbury Transport Strategy and the Local Walking and Cycling Infrastructure Plan.

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 in accordance with Core Policy 60 (ii and v).

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

Connectivity to walking and cycling routes for new development

306 The SNDP supports the creation and enhancement of a network of safe walking and cycling routes, through improvements to existing routes and the development of new routes. It is assumed that the ongoing process of developing an LCWIP¹⁰⁷ for Salisbury will result in the definition of a cycle network comprising primary routes, secondary routes, local access routes and long distance and leisure routes, as referred to in LTN 1/20 (para 3.4.2). This will develop the cycle network for Salisbury which is currently shown on Wiltshire Council's website¹⁰⁸.

307 There is an increasing need for additional residential development in and around the city, a trend which is likely to continue, and in order to reduce the burden of increased traffic from these developments it is essential that a high quality LTN 1/20 compliant walking and cycling network is delivered.

308 The Salisbury CAF consultation undertaken in 2019 demonstrates that walking and travelling by private car are the most common ways to access the city centre¹⁰⁹. Approximately twice as many respondents travel by car than bus and twice as many walk than cycle. From the additional comments received, there are perceivable barriers to using more sustainable ways of accessing the city centre, such as limited bus service and unsafe cycle conditions.

309 Cyclists' safety is a particular concern. The CAF consultation demonstrated that in terms of which users to prioritise in the city centre, private cars were the lowest priority. Therefore, it is essential that the ring roads around the city forming part of the strategic and Major Road Network

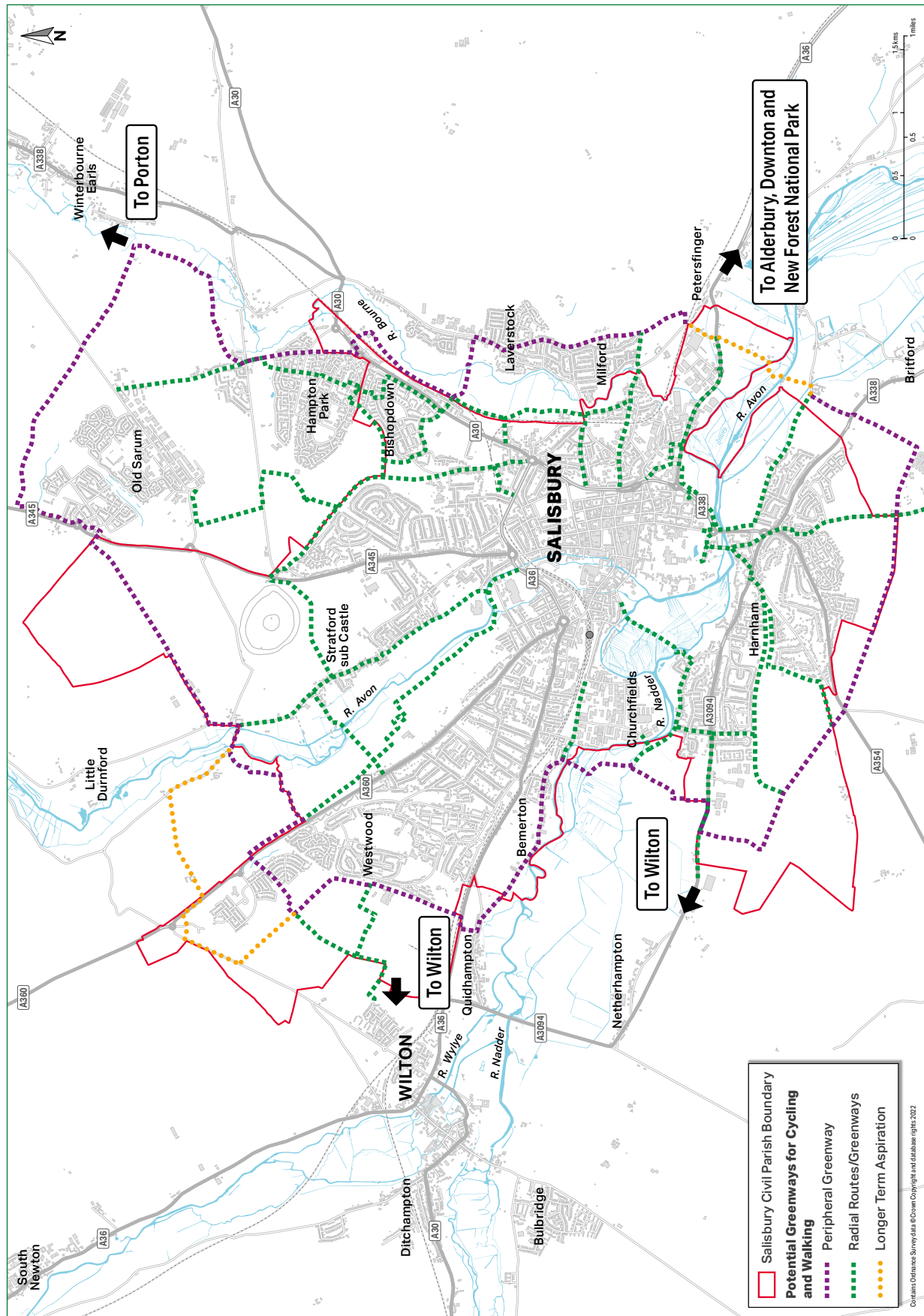


Above
Wiltshire College

must have sufficient capacity to enable implementation of measures that deliver a reduction in the high volume of vehicles cutting through the city centre. 89% of respondents to the 2019 CAF consultation support a reduction in the volume of through traffic entering the city centre.

310 Central Salisbury's topography and climate makes cycling an attractive option but currently take up is low because there has been a failure to design and

Figure 32. Walking and cycling connectivity aspirations



implement a safe cycling network. Subject to rapid investment in this network, there is a short- to medium-term opportunity for significantly more local journeys to be undertaken by bike and/or on foot as demonstrated in the recent consultation undertaken for the SNDP. 61% of survey respondents said they would walk or cycle more frequently to the city centre if there were safer cycle/pedestrian routes¹¹⁰.

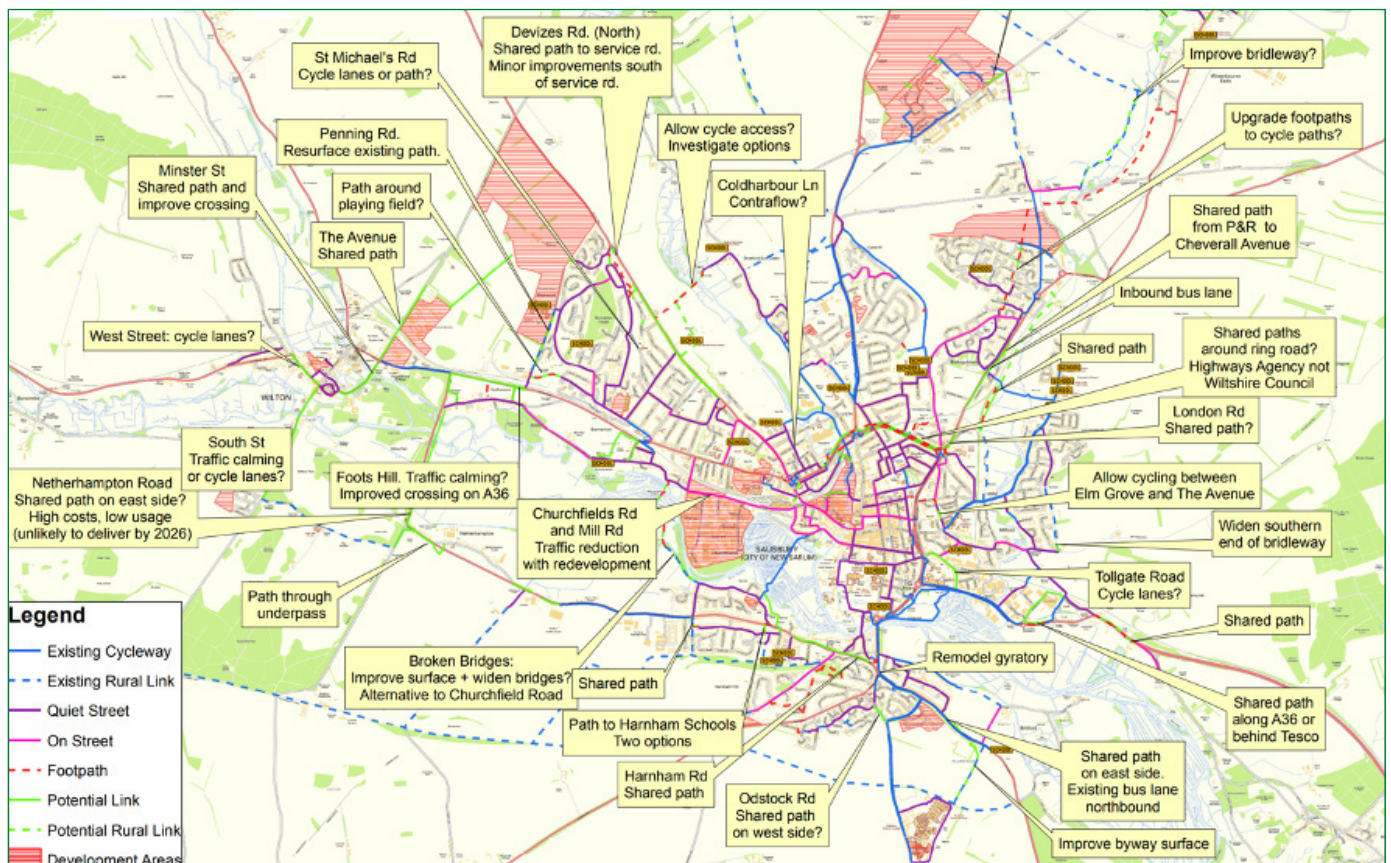
311 The SNDP seeks to reduce the need to drive by seeking developer contributions to improve the safety of people cycling and walking around, through and out of the city centre by delivering the primary and secondary cycle routes as part of an integrated network. These modes of travel have significant community benefits, including reducing accidents, improved health, social interaction and integration, and reduced traffic congestion and pollution.

312 Salisbury city centre is within Salisbury's AQMA and a mode shift away from the private car is therefore essential on the grounds of air pollution. Such a mode shift will also reduce traffic congestion and result in better utilisation of land within the city centre.

313 For the road network to be able to accommodate the expected increase in traffic from planned development, it is essential that the mode shift targets set out by developers as part of the highway development planning process are achieved.

314 Delivery of the enhanced cycling and walking infrastructure to serve developments is key to achieving these mode shift targets. However, contributions secured to date are insufficient to deliver the primary and secondary cycle network so further developer contributions to fund

Figure 33. Walking and cycling routes (annotated) based on LCWIP



Policy 23:

Cycling and walking infrastructure

Where developments make contributions towards sustainable transport provision including for the mobility impaired according to Core Policy 61, and after making provision for the Local Walking and Cycling Infrastructure Plan shown in **Figure 32**, provision made for improvements to wider walking and cycling connectivity, as shown in **Figure 33**, will be supported.

Safe walking and cycling routes to and from schools should be provided wherever possible.

these networks will continue to be sought where appropriate.

315 Therefore, new development which supports the creation of safe walking and cycling routes which takes opportunities to create and enhance safe and convenient routes through and out of the city centre will be supported, subject to accordance with other policies. Improvements for walking and cycling along the key green links showing proposed radial and peripheral routes on **Figure 32** and **Figure 33** will be prioritised over provision of on-road cycle facilities. This would be in line with the proposed enhancements to Salisbury's green and blue infrastructure improvements and illustrated in **Figure 14**.

316 The provision of footpaths and cycleways to new developments is supported by a motion to WC's full Council meeting on 20 October 2020 where it was resolved that¹¹¹.

"Where new residential or commercial developments are granted, or have been granted planning permission, and they are in locations that don't link with existing footpaths and cycleways in adjoining communities that, the Council will undertake to ensure, where practicable, footpath and cycleway links are planned for and delivered in order that our communities can benefit fully from using non-vehicular transport."

317 This aligns closely and supports the objectives contained in the adopted Salisbury Transport Strategy (refresh) 2018 and the emerging LCWIP.

Cycling parking and storage

318 Cycle parking at key destinations and appropriate storage at home are needed to encourage people to use this mode of transport.

319 People are less likely to own a car if they live in the city centre, and the option to use a bicycle will be more attractive if there are good quality options to store a bicycle. This is more difficult for flats and where there is limited outdoor space, which is often the case in the centre of the city.

320 Surveys of cycle parking in the city centre have shown that there is a shortage of publicly-available covered cycle parking which should be addressed. See **Figure 34**.

321 The adopted Local Transport Plan (LTP3) makes provision for cycle parking in the Cycling Strategy (dated March 2014¹¹²). The standards are set out in Appendix 4 of the Cycling Strategy and apply to both new build and change of use.

Figure 34. COGS cycle parking survey 2019

COGS cycle parking 2019

Summary: 28 counts were undertaken between 10:00 and 12:00 on different weekdays, and on Saturdays. Counts covered 606 formal bike parking spaces (a Sheffield stand would count as two spaces) and included stands within Salisbury's Ring Road and at the station, Waitrose and Leisure Centre. Bicycles parked informally – i.e. not at stands – were also counted.

Sample key findings:

1) Salisbury railway station	Number of bike spaces	Max bikes present	Average weekday count
Parking to west of station entrance	30	37	30
Secure parking off ticket hall	28	10	6
Platform 6 parking	52	27	19

Summary: More easily accessible cycle parking is required at the station. The secure cycle parking is not available to the majority of cyclists, and the cycle parking on Platform 6 is too remote to be attractive. Outside covered parking is frequently over-subscribed.

2) Maltings/River Park	Number of bike spaces	Max bikes present	Average weekday count
Maltings toilets	16	3	0
Millstream Coach Park	10	3	1

Summary: Some of the cycle parking provided is remote from city centre amenities and is poorly used. Conversely, bicycles are frequently parked in covered areas in or near this area where there are no stands, particularly when the weather is less than favourable.

A favourite location is the railings under cover in front of Tesco's (max 11 bikes, average six in 2019), other popular covered spots were the back of the Public Library, Library Passage, and in the Sainsbury's/Maltings multi-storey car park building.

Source: Cycle Parking counts 2019 supplied by COGS (Cycling Opportunities Group for Salisbury)

322 It is acknowledged that:

*"In some cases, where change of use is sought, the appropriate standards may be physically impossible. In these cases, the individual application will be considered on its merits to determine whether substandard provision is acceptable. For older residential buildings, uncovered, on-street parking may be an acceptable alternative to a lockable enclosure, but innovative solutions should be considered first."*¹¹³

323 The SNDP particularly encourages the adoption of innovative solutions for secure cycle parking within the city centre. This may need to be off site – e.g. secure storage lockers made available, perhaps within city centre car parks – but they should be as convenient as possible for residential developments, such as flat conversions.

324 The COGS cycle campaign group have accumulated a considerable amount of data in respect of cycle parking within Salisbury, both at stands and 'informal' parking, and this information can help inform planners regarding where city centre cycle parking is needed. Some sample data from 2019 is given in **Figure 34**.

325 This SNDP seeks to secure more publicly available cycle parking, and particularly covered cycle stands, in the city centre. It seeks to make more cycle parking in, or available for, residential developments, both within the city centre and outside. Cycle parking standards will be applied for both non-residential and residential uses as given in the Cycle Parking standards in LTP3.

Right
Bicycle parking
at Salisbury
railway station



Cycling for pleasure

326 The NHS recommends undertaking daily physical activity, suggesting that adults do at least 150 minutes of moderate intensity activity a week and reduce time spent sitting or lying down and break up long periods of not moving with some activity¹¹⁴. Cycling for pleasure is one way for Salisbury citizens to be active.

327 The Joint Strategic Needs assessment for Salisbury Community Area¹¹⁵ shows the scope for improvements in health and wellbeing which will help to relieve pressure on the NHS:

- 29% of 10-11 year olds in Salisbury Community Area are obese or overweight – this is similar to the Wiltshire average of 28%.
- 6% of those aged 17+ are diagnosed with diabetes in Salisbury Community Area, the rate for Wiltshire is 7%.
- The mortality rate for causes considered preventable in Salisbury Community Area is 155 per 10,000 persons. This is higher than the Wiltshire rate of 147 per 10,000.



Left
Hudson's Field

Policy 24:

Cycle parking

Cycle parking and storage will be required for new developments, or for residential conversions, as required by Wiltshire Council's cycle parking policy.

Development within the city centre will either make provision for, or contributions towards, appropriate publicly available cycle parking, including covered provision.

Policy 25:

Cycling for pleasure

Improvements in provision for facilities for cycling for pleasure as part of Travel Plans 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 and provision of cycling maps and promotional material will be supported.

328 SRAM (Salisbury Road and Mountain Cycle Club) requested feedback from their members on aspirations to improve the cycle network and general cycling environment. This group gave feedback from the club cyclist and "cycling for fitness" perspective, making the point that different cyclists, and different types of bicycle, have different infrastructure requirements. Suggestions from SRAM included:

- Improved facilities for cyclists meeting at Five Rivers Leisure Centre including a covered meeting area, improved security for cycle racks and repair station, an outdoor serving area and outdoor seating for refreshments
- Improvements in on-road routes used by SRAM, and safer cycle crossing points, for instance at Petersfinger.
- An aspiration would be for a purpose-built cycle skills training centre that covers all disciplines (Road/Track, MTB/Cyclocross).

329 Wiltshire Council produce various maps which encourage outdoor leisure, notably the Salisbury and Wilton Walking Map, the Salisbury and Wilton Cycling map and the Bus Walks map.

City centre residential car parking

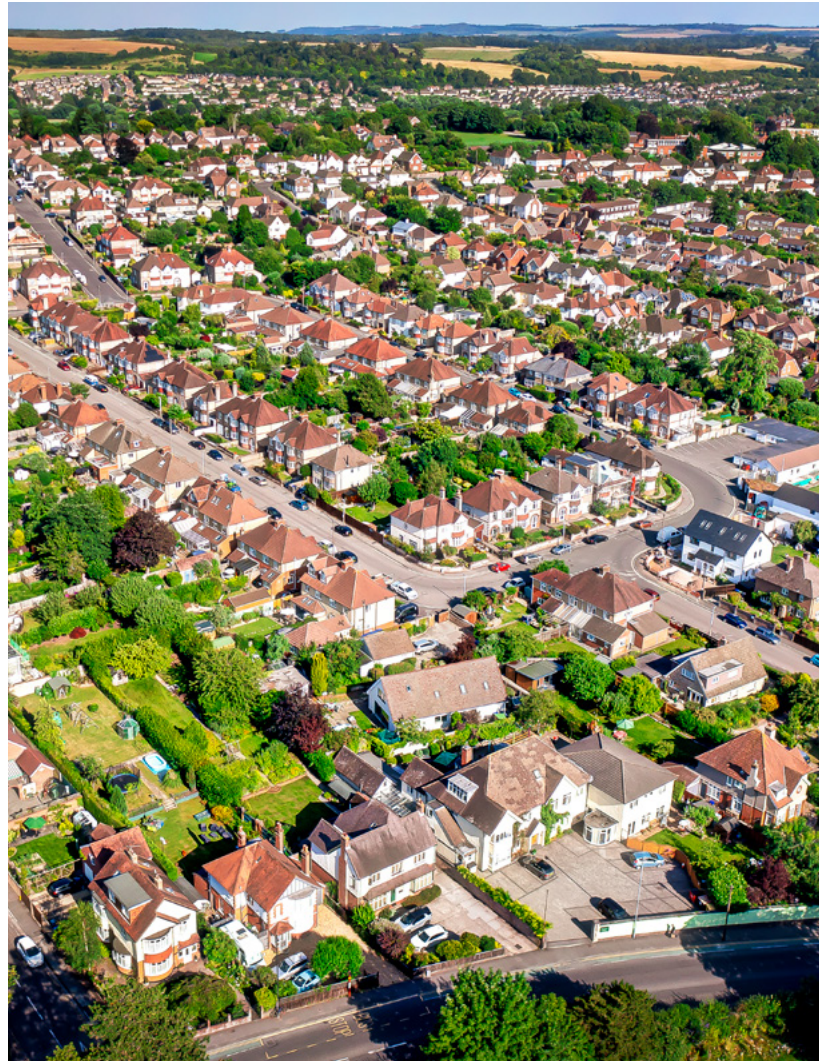
330 Salisbury city centre is within Salisbury's AQMA and the usage of motor vehicles within this area should be reduced on the grounds of air pollution, congestion and the need to better utilise land within the city centre.

331 There is an opportunity for more sustainable transport solutions to be adopted in Salisbury particularly in the city centre. This will enhance other benefits already enjoyed, as the city is well served by public transport (bus and train), has good walking and cycling links, and a Car Share Club operating in the city centre.

332 The detail in Chapter 7 of the WC Car Parking Strategy allows for an "accessibility based" discount system to be applied to the minimum parking. However this allows for a maximum primary discount of 10% and a maximum secondary discount of "at least 25%". It does not allow for the case where car-free housing may be considered appropriate.

333 Wiltshire Core Strategy Policy 64 Demand Management determines the standards for residential car parking, and indicates that these will be minimum parking standards, but also states that "Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled."

334 The adopted Wiltshire Council Eco Strategy¹¹⁶ indicates (p.23) that one of the steps which can be taken which is within council influence is to "Minimise CO₂ emissions from transport by: ... promoting developments in highly accessible locations, some car-free...".



335 Wiltshire Council's Air Quality Supplementary Planning Guidance¹¹⁷ indicates that: "car parking should be discouraged within AQMAs, particularly for developments located near to public transport."¹¹⁸

336 The NPPF states (para 106) that: "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are

Above
A Salisbury residential area

necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport...".

337 Data from the 2011 census for Salisbury illustrates that car ownership levels are typically lower than for the rest of Wiltshire¹¹⁹. The table in **Figure 35** shows figures from the 2011 census for Wiltshire, most households have 1-2 cars.

338 One of the key objectives for the central area of Salisbury in the Central Area Framework (CAF) is to "prioritise places and spaces for pedestrians, cyclists and public transport over private cars, promoting active lifestyles, healthy living and sustainable connectivity".

339 It follows from the above that the situation within Salisbury's city centre, and within the AQMAs which cover the city centre and which extend up Wilton and London Roads, is that car journeys within these areas should be reduced where possible. Setting maximum parking standards for these areas, and allowing for car free housing, will enable better use of limited land and a more people-friendly street-scene and will encourage the use of alternative means of transport.

340 Despite the current Wiltshire Council

policy for minimum parking standards for residential developments there are instances in Salisbury where residential conversions have been undertaken with no parking provision. As an example:

- 15/00665/FUL to create 7 x 2-bed apartments at Queens House, 1 Fish Row, Salisbury SP1 1EX. The comments from WC's Sustainable Transport department accepted that "The site is located within the city centre and benefits from public transport links and facilities within walking distance. There is no parking allocated to the site and the residential units will be car-free."
- 16/10294/FUL to create 4 x flats at 20 -22 Minster Street Salisbury Wiltshire SP1 1TF. Comments from the County Highways department are recorded in the officer's report: "There is no vehicular parking associated with the development, although the proposal includes the provision of storage for bicycles. Given the sustainable location in the city centre, and access to alternative modes of transport, the highways authority raised no objections to the previously agreed scheme for five flats. This scheme is a reduction in the number of residential units and as such is also considered acceptable."

341 Given the levels of traffic congestion

Figure 35. Car or van ownership levels (Census 2021)

Area	0 cars or vans %	1 car or van %	2 cars or vans %	3 or more cars or vans %
Wiltshire	13.1%	39.4%	34.0%	13.4%
Salisbury	9.3%	41.3%	37.9%	11.5%

and associated poor air quality currently present in Salisbury, combined with the accessibility in the city centre and the need to preserve the historic street scene it is felt there is a clear case for car free housing to be allowed and encouraged where appropriate.

342 It should be noted that much of Salisbury operates a parking permit system, with permits being allocated for residents, visitors, businesses, and tradesmen¹²⁰. This should be seen as an alternative mechanism which allows for car parking where housing does not have allocated parking or where demand for allocated parking exceeds supply. Holders of parking permits for certain zones are permitted to park overnight in certain car parks (typically 5pm to 9am). This restriction may have the adverse effect of resulting in traffic movements to ensure a vehicle is legally parked depending on the time of day. Direct outcomes of the policy will be reduced traffic congestion and improved air quality, and indirect outcomes will be better uptake of other transport modes such as walking, cycling, public transport and car share, leading to healthier lifestyles.

Policy 26:

Residential parking

Planning applications for residential developments without allocated parking spaces within Salisbury, particularly in the central area, will be supported according to the provisions of Core Policy 64 (i)(d).

Residential developments with reduced parking spaces and enhanced provision for car sharing and other sustainable travel modes will be supported.

Parking provision should be on-plot where feasible and should never lead to on-street parking unless in purpose-built parking bays.

Chapter 6: References

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- ¹⁰³ *Wiltshire Council Local Plan – Addressing Climate Change and Biodiversity*
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- ¹¹⁷ <https://www.wiltshire.gov.uk/media/3367/Air-quality-supplementary-planning-guidance/pdf/Air-quality-supplementary-planning-document.pdf?m=637159007891400000>
- ¹¹⁸ *Page 31.*
- ¹¹⁹ *See table KS404EW for 2011 census:* <https://www.nomisweb.co.uk/census/2011/ks404ew>
- ¹²⁰ *See information available on* <https://www.wiltshire.gov.uk/parking-permits>



7: Working

Above
High Street

Homeworking and live-work infrastructure

343 The Covid-19 lockdowns of 2020 and 2021 introduced a new way of working that had previously been rejected by many employers – home working. The Office for National Statistics notes that when the census was taken in April 2021, 33% of people in employment in Salisbury worked mainly at home¹²¹. Occupations requiring higher qualifications and experience were more likely to do some work at home: managers, directors, senior officials, professionals, technical occupations and administrative and secretarial occupations.¹²²

344 This is a new pattern and it is expected to continue. However, many properties in Salisbury are smaller than average, as discussed above. It may be necessary to make provision for better on-site home working opportunities achievable through the design of new homes, and provision of off-site home-work-hubs. The latter will enable home workers to access office

equipment, refreshments and to hold meetings. It is possible that this will also facilitate business start-ups and smaller businesses to thrive.

345 In response and the imperative to maintain vibrant and diverse communities within the NDP area, the SNDP will support new homes designed to enable home working (break out areas, power sockets and broadband). This should also facilitate home schooling and study.

346 The SNDP also supports the creation of community hubs with space for work/study/community-based meetings and working and small well-designed facilities that actively enable live-work or working from home. These schemes should make provision for lock up and leave storage that will not be subsequently converted to extra living accommodation under permitted development rights.



Right
Wiltshire College

Visitor accommodation

347 Core Policy 40 states that proposals for new hotels, bed and breakfasts, guesthouses, or conference facilities, together with the sensitive extension, upgrading and intensification of existing tourism accommodation facilities, will be supported within Salisbury.

348 Tourism in Salisbury tends to centre on the cathedral and the city's proximity to Stonehenge, with less significance given to the city's other attractions. Salisbury's hotel and hospitality offer is currently limited, which serves to suppress the potential economic benefits of tourism. Many tourists only pass through Salisbury on their way to other destinations and few stay longer than a day. This is partly due to a limited range of accommodation, evening activities and restaurant choice and the lack of knowledge and provision of information on Salisbury's qualities and offer. The impacts of these shortcomings extend to both visitors and residents.¹²³

349 Visit Wiltshire commissioned Hotel Solutions to prepare the "Salisbury Hotel and Visitor Accommodation Study Up-Date".¹²⁴

350 The report concluded that Salisbury has a supply of 198 visitor accommodation establishments with just over 2,900 bedspaces. There are a further 236 accommodation businesses in the surrounding 10-mile area with around 3,600 bedspaces.

351 Key features of the current supply of visitor accommodation in the Salisbury area are as follows¹²⁵:

- Hotels and touring caravan and camping provision dominate the supply.
- Salisbury has a relatively limited hotel

supply. The city's hotels are generally meeting market expectations in terms of quality but there is little evidence of excellence in the city's hotel offer or its guest house and B-and-B sector. The lack of boutique hotels and B-and-Bs is a clear gap.

- Salisbury's guest house and B-and-B supply has been reducing, while the city's supply of private rooms and entire apartments available to rent through Airbnb and other online booking platforms has grown.
- Salisbury has lost its youth hostel.

352 The study concluded that Salisbury and the surrounding area have a strong but seasonal leisure market for staying tourism, with clear shortages of all types of accommodation in and around the city between April and October. The corporate market is relatively limited. Key leisure markets are overseas tourists, midweek breaks and staycations, weekend escapes, group tours, family holidays, visits to friends and relatives, wedding and family occasions, and events. Key business tourism markets are corporate demand and contractors.¹²⁶

353 The report recommended that planning policy should provide a framework that reflects and enables the identified market potential to be delivered. Favourable new visitor accommodation would include higher end (4-star) and boutique hotels, upgrading and possible expansion of the middle (3-star) accommodation, new and upgrading boutique inns and pubs in the city, and upgrading B-and-Bs. The private letting of rooms through social media is also supported, as is the provision of serviced apartments. The recently-closed Youth Hostel should also be re-established if possible.

Post offices

354 The Post Office began to substantially reduce its branch network 16 years ago, intending to create a smaller more viable network. At first Victoria Park branch closed (2008) but Salisbury gained business from Laverstock and elsewhere. By March 2016 the closure programme meant that the Main Post Office in Castle Street (a listed building still empty and at risk) was vacated, leaving all SNDP area post offices dependent on commercial arrangements with retail hosts. Within 15 months, a new Winchester Street

Below
High Street
Post Office

outlet also closed without notice (its host having gone into administration). Closing full-service branches run by the Post Office (not effectively franchisees) means businesses and residents are compelled to access key services online if feasible, travel or go without. There is an additional negative impact on business users' productivity.

355 Current service provision for the SNDP area, as a Wiltshire principal settlement designated for continuing growth, is deemed unsatisfactory by the steering group.

356 In July 2023 according to the Post Office website, there are no local Digital Check and Send Passport Renewal (Southampton or Andover) or Home Office Biometric Enrolment (Romsey) services in Salisbury.

357 Only one of the four branches is in the city centre - a place with the most extensive footfall and where businesses, residents and visitors are better able to access a branch by public transport or on foot or bicycle. The small crucial High Street branch has proved particularly vulnerable during Covid-19 in 2020 and 2021.

358 Covid-19 and the accelerating shift to on-line commerce has highlighted other issues such as cramped or difficult counter access in three branches. The city centre branch cannot be accessed by self-propelled wheelchairs. Regardless of pandemic issues, all branches lack privacy for confidential discussions with counter or other staff. Blind people or people with visual impairments cannot access services without assistance.

359 Demand and expectations for parcel services such as posting and returns has



increased sharply without facilities to match. The Post Office has signed contracts with DPD (August 2021) and Amazon (September 2021) which may help stabilise its finances but exacerbate this problem.

360 The Post Office as a current and future provider of extensive digital citizen services is compromised. These services are becoming problematic for people living, working and visiting the SNDP area. A significant example is HMRC's "Making Tax Digital" programme for digital VAT records.

361 A final complication is the reliance of the government on the Post Office as a banker of last resort in some other counties. Banks and banking UK-wide have also undergone rapid, fundamental, changes since the millennium.

362 Salisbury city has fewer branches, and some bank users must access services online, travel out of area or do without. For example, the TSB shut in 2020 and whilst HSBC retains a foothold in the city, it closed its counter services in October 2021. If the Post Office had to fulfil a complete or even substantive role as banker of last resort, it is unlikely to be fit for purpose.

363 The Use Class Order (2020) under Class F2a "a shop of not more than 280 square metres, mostly selling essential goods where there is no other such facility within 1,000 metre radius of the shop's location". Arguably, the post office does not sell "goods" but rather sells services. However, it is unarguable that post office services are essential, particularly in a principle settlement. For this reason, post office services are considered to be Community Infrastructure in Salisbury and Policy 19 therefore applies.

Policy 27:

Working from home and live-work units

Residential development should be designed to facilitate home working. 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.

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.

Policy 28:

Visitor accommodation

Development for new visitor accommodation in Salisbury will be supported in accordance with Core Policy 40.

Policy 29:

Post offices

Post offices in Salisbury are deemed to be Class F2(a) where the essential service is as a post office and **Policy 19** applies. Post offices in Salisbury are not deemed to be Class E.

Policy 30:

Major food retail

Proposals for major food provision will be supported in accordance with Core Policy 38 and where there is poor provision. Local convenience goods shops that serve local catchments and can be accessed on foot by the majority of their customers will also be supported.

Food retail

364 Figure 37 lists all food retailers in Salisbury. It shows that most areas are well served with take-away food shops and restaurants, and there is also a good distribution of local food retail shops.

365 However, the data also shows that there is an uneven distribution of major food retail outlets in Salisbury. This is shown graphically in Figure 36 where it is

clear that there are no major food retailers in Harnham and to the south of the ring road or to the west of the centre. This means that residents in these areas must travel some distance to gain access to major food retailers and this adds additional traffic to already congested roads. In future, it would be preferable for major food retail to be focused in areas where no such provision exists.

Figure 36. Location of major food retailers in Salisbury

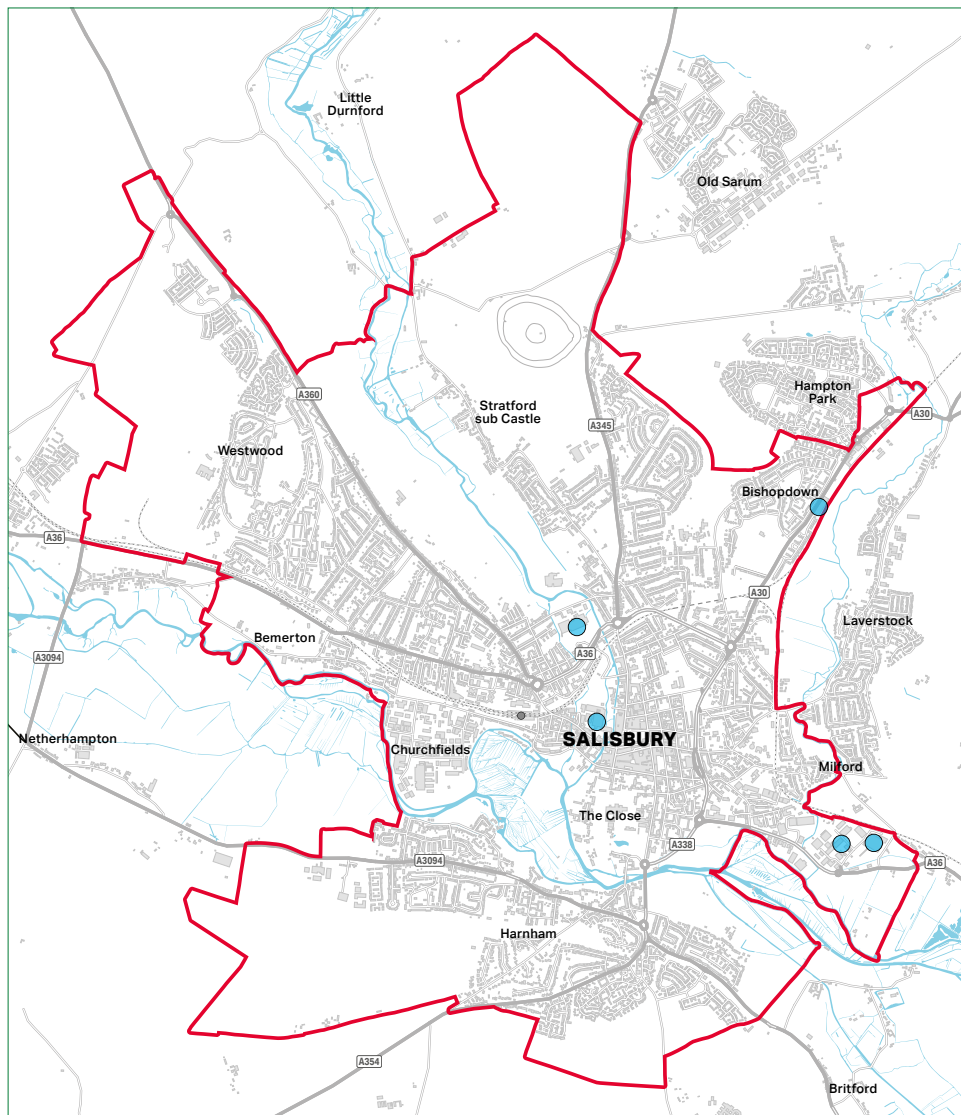


Figure 37. Food retail by ward in Salisbury

Ward	Major food retail	Local food retail	Restaurants, pubs and take-aways		
Bemerton Heath		<ul style="list-style-type: none"> Pinewood Stores 	<ul style="list-style-type: none"> New Pinewood Fish Chip shop 	<ul style="list-style-type: none"> Tasty bites 	
Fisherton and Bemerton Village		<ul style="list-style-type: none"> Spar local shop Londis Co-op Food - Salisbury - Wilton Road Bargain Booze Select Convenience BARGAIN STOP FOOD and WINE BP 	<ul style="list-style-type: none"> Britz 	<ul style="list-style-type: none"> Halfway House 	
Harnham West		<ul style="list-style-type: none"> One Stop Shop on the Old Harnham 			
Harnham East		<ul style="list-style-type: none"> M and S Simply Food Nisa Local Harnham Local 	<ul style="list-style-type: none"> The Jade The Refectory The Wig and Quill 	<ul style="list-style-type: none"> Cosy Club Thai Sarocha 	<ul style="list-style-type: none"> Prezzo Italian Restaurant
Milford Ward	<ul style="list-style-type: none"> ALDI Lidl Tesco 	<ul style="list-style-type: none"> Tollgate Stores The Co-operative Food BP Garage One Stop 	<ul style="list-style-type: none"> Railway Inn The Winchester Gate 	<ul style="list-style-type: none"> Hampton Inn Table 	
St Francis and Stratford		<ul style="list-style-type: none"> Co-op Food 			
St Paul's	<ul style="list-style-type: none"> Waitrose 	<ul style="list-style-type: none"> Shell Tesco express Prime Stores 	<ul style="list-style-type: none"> Hoi Fan Fry's Fish and Chips Restaurant Maceys The Duke Of York 	<ul style="list-style-type: none"> The Devizes Inn The Village Freehouse Snack Packers Everest Brasserie 	<ul style="list-style-type: none"> The Balti House The Horse and Groom King's Wok Café SP2
St Edmund's	<ul style="list-style-type: none"> Sainsbury's 	<ul style="list-style-type: none"> Poundland Charlie's Store Tesco Metro Iceland Foods The Asian Foodstore 	<ul style="list-style-type: none"> Cafe Diwali The Old Ale and Coffee House The Salisbury Orangery Wafflemeister Boston Tea Party Greggs Costa Coffee Pret a Manger Noodle Camp The Bell and Crown White Hart Hotel Greengages The Red Lion Nando's YOYO Mauls Wine and Cheese Bar 	<ul style="list-style-type: none"> Lee's Fish Bar Wongs Chinese CHEF CHINA The Anchor and Hope McDonald's Saray Kebab and Pizza Pizza Express Wildwood Chic-O-Land Costa Coffee The Ox Row Inn The Haunch of Venison Giggling Squid Wagamama The Cake Forge The Bishops Mill Georgie Baker 	<ul style="list-style-type: none"> Zizzi Qudos Domino's Pizza Pizza Hut Delivery Thai Orchid Anokaa Cactus Jacks The Cure Coffee Lab Salisbury Spice Indian Takeaway Deacons Lalahan Turkish Restaurant Marrakech Restaurant The Shah Jahan The Kathmandu Kitchen Railway Tavern

Chapter 7:
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¹²² *Ibid.*

¹²³ *Central Area Framework, August 2020,
page 15.*

¹²⁴ *January 2020*

¹²⁵ *Page i, Salisbury Hotel and visitor
Accommodation Study Up-Date – Final
Report, Hotel Solutions, (Jan 2020).*

¹²⁶ *Ibid, page ii.*