

Consultation Statement

Salisbury Neighbourhood Development Plan 2020-2038 (NDP)

PART 2: REGULATION 14 CONSULTATION

Introduction

Part 1 of this consultation statement discussed the consultation leading up to the Regulation 14 Consultation. This Part 2 document considers all consultation regarding Regulations 14 and 15. Regulation 15 has already been discussed in Part 1.

What remains important for this Part 2 document is Regulation 15(2) of the Neighbourhood Planning (General) Regulations 2012 and modifications in The Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2017 the requires:

(2) In this regulation “consultation statement” means a document which—

(a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan or neighbourhood development plan as proposed to be modified;

(b) explains how they were consulted;

(c) summarises the main issues and concerns raised by the persons consulted; and

(d) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan or neighbourhood development plan as proposed to be modified.

This Part 2 document meets the requirements of (2)(a) and (2)(b) of Regulation 15.

This document describes how the Regulation 14 consultation was undertaken and provides full responses received from that consultation.

Introduction

Andrea Pellegram Ltd (APL), the City Council’s retained consultant, advised the City Council on how to execute the Regulation 14 consultation. The consultation was prepared according to a consultation strategy agreed by the steering group.

There were three main strands to the consultation:

- Consultation activities
- Direct notification via email
- Commonplace website

A consultation strategy was agreed in steering group meetings of 15 June 2022 and 12 July 2022.

The City Council officers executed a detailed consultation mobilisation which is fully described in **Annex 1**. The City Council also received an address list of statutory consultees from Wiltshire Council which were consulted directly by email – the list is copied in **Annex 2**.

As Annex 1 demonstrates, the Council opted to use an online consultation portal called Commonplace ([Commonplace | Citizen Engagement Platform](#)) and purchased a one year licence. The website was the main consultation tool and it was the main means for the public to engage and comment. The Salisbury commonplace website (whilst still available) was found following this link: [Community Forum - Salisbury Neighbourhood Plan Community Consultation - Commonplace](#).

The Commonplace platform was selected because it was a user-friendly mechanism for canvassing views on a very complex set of documents: a multi-stranded vision for the future; 32 planning policies, 6 Appendixes and 8 supporting evidence documents. The website allowed this complex data to be broken up into smaller “tiles” where it was hoped that users would be able to focus on what was of interest to them and not require them to consider the full set of documents.

In this table (below), each topic tile is listed with the number of contributions received (people who left one or more comments on the content of that tile):

Theme/tile title	Number of respondents
Vision for Salisbury	281
Creating a more resilient city in the face of climate change and air pollution	33
Built environment	24
Green and blue infrastructure	16
Living	18
Transportation and movement	29
Working	13
Site allocations	42
A design guide for Salisbury	12
Shopfront design guide	9
Churchfields masterplan	17
Salisbury housing needs assessment	7
Salisbury Strategic Environmental Assessment	5
Salisbury Habitats Regulation Assessment	3
SNDP Community survey report	3
SNDP Community Infrastructure Report	3

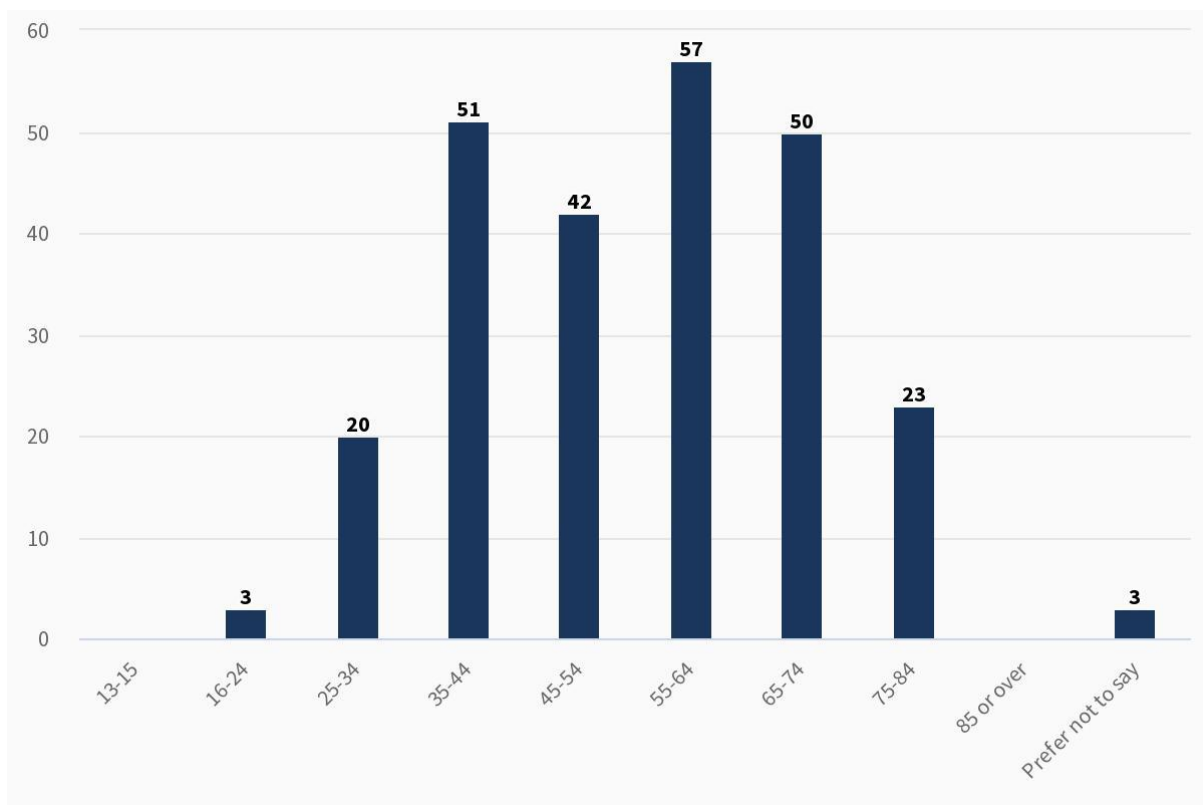
Other documents	2
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Overall, the consultation web-tool yielded:

- 4061 visitors
- 336 respondents
- 783 contributions
- 390 people who left their emails wishing to be kept in touch with the NDP.

The characteristics of the respondents were almost entirely from people who identified as “I live here”, and were more likely to be female (144 respondents) than male (90 respondents) for those who provided this information.

The age range of the respondents was quite evenly spread, and though there were relatively fewer people in the 25-34 age group, they were still represented which is considered to be favourable considering how difficult it is to get younger people interested in town planning. The chart here shows the broad age distribution of respondents:



Annex 3 gives a breakdown of individual responses as pie charts. Individual responses will be considered in Part 3 of this consultation statement.

Annex 4 is a copy of all the free text responses received from the commonplace website. Many of these relate to matters not material to planning (land use and development) and are therefore of interest to the City Council but not material to the planning matters raised in the NDP. Where there

are matters material to planning, these are highlighted in Annex 4 and will be discussed with in Part 3.

The full response from Wiltshire Council is copied in full in **Annex 5**.

Around 100 consultation slips were received from residents in Bemerton Heath, coordinated by Councillor Rogers. These were submitted as handwritten notes. The slips were transcribed to text for including in this document. These are copied in **Annex 6** and individual names and addresses have been redacted to protect individual privacy..

Individual letters and emails were received in addition to the commonplace survey. There are too many to copy to this Part 2 document. They are listed below and individual comments are copied in **Part 3**, set out under each topic/policy/supporting document as relevant.

Email letters were received from the following:

Individuals/organisations whose responses are copied in Part 3

Statutory Consultees

- Historic England
- Wessex Area Team, Natural England
- Wessex Sustainable Places , Environment Agency
- NHS estates team
- Salisbury NHS Trust
- Coal Authority
- Note of meeting with neighbouring parishes
- Southern Water
- Avison Young for National Grid
- National Highways
- Durnford Parish Council
- Wessex Water
- Laverstock and Ford Parish Council

Community organisations

- Salisbury Civic Society
- RD from the Civic Society
- Salisbury Area Greenspace Partnership
- DR Blue Badge Tourist Guide
- Harnham Neighbourhood Association

Agents representing land owners

- Benchmark Development on behalf of the Martin Family
- Terence O'Rourke on behalf of Tim Wheeler
- Wyatt Homes
- Savills on behalf of Hallam Land
- First Plan on behalf of National Grid
- Asda Stores Ltd.

Individuals

- N a resident
- JP a resident
- T a resident
- Cllr Rogers, Fisherton and Bemerton Ward on behalf of residents
- GL a resident

- HS a resident
- PC a resident
- RF a resident
- SF a resident

Letters sent to consultees following the Regulation 14 consultation

The Regulation 14 consultation raises some issues that required follow up or where landowners and stakeholders were deemed to require an update. The Steering Group met on 10 January 2023 to discuss and agree the content of these letters. The full report to the steering group and the letters (which were subsequently sent) are attached as **Annex 7**.

The summary of each letter is set out here

<i>Recipient</i>	<i>Summary of content</i>
Wiltshire Council	Announcement of change of approach following delay of LPR (decision to withdraw allocations and go into immediate review following adoption of LP). Queries and follow up.
Landowners of Local Green Spaces (standard letter for all recipients)	Letter to inform landowners of proposed local green spaces of the proposal and inviting comments.
AECOM	Update on position of SEA
Tim Wheeler	Informing land owner that site would not be included in this version of the NDP but might be an allocation in the 2025 review.
National Grid	Informing land owner that site would not be included in this version of the NDP but might be an allocation in the 2025 review.
Wessex Water	Questions regarding comments made in WW Regulation 14 response.
Locality	Update letter to grant funder.

Local Green Spaces

The consultation response from Wiltshire Council (see Consultation Statement Part 3) pointed out that procedurally, the Reg. 14 consultation was flawed because landowners of land proposed as Local Green Spaces had not been properly consulted. In response, the City Clerk sent letters to all landowner of land proposed as local green spaces with a six week consultation.

The letter is copied in **Annex 8**.

One objection was received which will be discussed in Parts 3 and 4.

Wiltshire Council (as landowner) was informed that land was allocated as a Local Green Space in various formats before Reg. 14 informally (they had been shown documents that included their land as LGS). However, though the Reg. 14 response acknowledged that LGS sites in their ownership had been proposed of which they were aware since they objected, the council did not submit any comments on individual sites. Wiltshire Council was formally informed of the proposed designations in the letter from the City Clerk to the WC neighbourhood plan manager (16 January 2023). That letter, copied in **Annex 9**) referred to the LGS designations but failed to make a comment. However, no comment was made other than that the matter should be referred to another officer within the Council. That named officer was aware of the LGS designations throughout the process and the steering group had worked extensively with him and his team during the proposed site allocation for Coldharbour Lane.

The Steering Group duly notified WC as landowner on numerous occasions but no substantive comments on individual sites has been received. It is considered that the requirements to consult landowners about the proposals has been discharged for this land owner



Annex 1

Salisbury Neighbourhood Development Plan Regulation 14 Public Consultation Methodology Report July – October 2022

Introduction

Salisbury City Council (SCC) and a group of very hard-working community volunteers have been meeting since 2018 to produce a neighbourhood plan for the City. Neighbourhood planning is a process set out in UK legislation, mainly in the Neighbourhood Planning Regulations 2012 and 2017. The purpose of Salisbury Neighbourhood Development Plan (SNDP) is to help citizens and the council to shape planning decisions in the city: to protect what is good, to get more of what is needed, and to avoid what is harmful regarding future development.

SNDP is a wide-ranging document and it seeks to influence all aspects of the City's built environment such as seeking to have more trees planted, protecting and enhancing our green spaces and rivers, providing affordable housing for our young people and also providing for older people who need safe places to live, improving air quality and supporting our essential services such as the NHS and our post offices.

[SNDP documents](#) were considered at the SCC Extraordinary Full Council meeting on 19 July, 2022. [The Council unanimously approved these documents for the Regulation 14 consultation](#), which is a Pre-Submission Consultation as specified in The Neighbourhood Planning (General) Regulations 2012.

SCC and SNDP Steering Group set to carry out the consultation between 20 July and 31 September, 2022. A communication and engagement programme was undertaken to promote consultation responses.

The consultation period was extended by two weeks to 14 October because of the national mourning period for the late Her Majesty Queen Elizabeth II. After the closure of the consultation, all data was collated and analysed for a report, which included suggestions on how to amend SNDP in-line with the comments received.

All final documents will be submitted to Wiltshire Council as the Local Planning Authority. Wiltshire Council will then do another consultation and pass those responses to an independent neighbourhood plan examiner who will assess the final plan and the comments and recommend that it is progressed to referendum. The examiner may also require modifications to the text or policies, or may conclude that the plan may not progress.

The final test is a public referendum, paid for by Wiltshire Council, where the Salisbury community can vote on whether or not to adopt the plan as the planning decision framework for Salisbury.

The aim of this report is to explain the stages that SCC and SNDP Steering Group took to prepare and undertake the public consultation.

SCC Extraordinary Full Council meeting on 19 July, 2022.

Salisbury City Council held an Extraordinary Full Council meeting on 19 July to approve SNDP documents for Regulation 14 consultation, which is a Pre-Submission Consultation as specified in The Neighbourhood Planning (General) Regulations 2012. City Councillors unanimously approved the Regulation 14 Documents for consultation.

A copy of the SNDP document and Full Council minutes are enclosed below:

[Extraordinary Full Council Minutes 19.7.22](#)

[SNDP Regulation 14 Consultation Report](#)

[SNDP Part 1](#)

[SNDP Part 2: Policies and Explanatory Text](#)

[A Design Guide for Salisbury](#)

[Shopfront Design Guide: Class E "Shopfront" and Class MA Development Design Guide](#)

[Salisbury Housing Needs Assessment](#)

[Salisbury Strategic Environmental Assessment](#)

[Salisbury Habitats Regulation Assessment](#)

[SNDP Community Survey Report](#)

[SNDP Community Infrastructure Report](#)

[Churchfields Masterplan](#)

[Let's Talk About Housing Report](#)

[Salisbury Profile](#)




Consultee list

SCC and SNDP Steering Group worked together to draft a list of consultees –Doc 87060 - before undertaking Regulation 14 consultation. The list is composed of statutory consultees (e.g. local authorities), Green and Blue Infrastructure consultees (e.g. Wessex Rivers Trust), local schools, community support groups, Fisherton and Bermerton Heath Residents, local churches, people who have signed up to receive SNDP updates, and local businesses. Summary of numbers for each group is enclosed in the table below.

Consultee group	Total number of consultees
Statutory consultees	405 (this includes 24 SCC Councillors, 70 SCC Staff, and 7 SNDP community members)
Green and Blue Infrastructure consultees	34
Schools	49
Community support groups	45
Fisherton and Bermerton Heath Residents	80
Churches	27
People who have signed up to receive SNDP updates	219
Businesses	75
Total	934

Each of these groups were categorized as either statutory consultees, civic groups, or general. Subsequently, they received customised emails, which were sent on 20 July. A copy of the emails are enclosed below.

Statutory Consultees
 <p>To whom it may concern:</p> <p>Salisbury City Council as the qualifying body for the Salisbury Neighbourhood Development Plan is running a public consultation event over the period of 20 July to 30 September 2022.</p> <p>Under the provisions of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, you are being consulted on the content of the Salisbury Neighbourhood Development Plan and its supporting documents.</p> <p>Salisbury City Council is working with Commonplace to allow consultation to take place online in a manner that allows for statistical analysis as well as detailed comments. This platform is the preferred method for receiving comment on the</p>

plan and its supporting documents. However, letter/email correspondence will be considered.

The link to the commonplace website can be found here:

<https://salisburyneighbourhoodplan.commonplace.is/>

Salisbury City is a complex area and the plan is equally complex, covering a range of documents. They are all available to download/view individually on the City Council's website: <https://www.salisburycitycouncil.gov.uk/your-council/neighbourhood-planning/regulation-14-consultation>

The neighbourhood plan and its supporting evidence is set out in the following documents:

- **Part 1 is a non-technical summary** of the main ideas in the SNDP, and it is aimed at the community. It is a standalone document.
- **Part 2 is the neighbourhood development plan** which meets the Basic Conditions and sets out development management policies for the Parish of Salisbury City. This document has its own appendixes. This is Part 2 of the SNDP prepared for use in statutory consultations, examination by the planning examiner, town planning considerations, scheme proposers and designers, other matter material to town planning.
- **Part 3 is a series of appendixes that support the neighbourhood plan** and are referred to in its Part 2 policies:
 - A Design Guide for Salisbury
 - Shopfront Design Guide: Class E “Shopfront” and Class MA Development Design Guide
 - Churchfields Masterplan
 - Salisbury Housing Needs Assessment
 - Salisbury Strategic Environmental Assessment
 - Salisbury Habitats Regulation Assessment
 - SNDP Community Survey Report
 - SNDP Community Infrastructure Report

Your views on these documents will be welcome.

Yours sincerely

Annie Child
City Clerk
Salisbury City Council

General



Dear all

Salisbury City Council and a group of very hard working community volunteers have been meeting since 2018 to produce a neighbourhood plan for the City. The purpose of this plan is to help citizens and the council to shape planning decisions in the city: to protect what is good, to get more of what is needed, and to avoid what is harmful regarding future development.

We are currently putting the plan out to public consultation and we want to know what you think about our plan and its proposals. **The consultation period runs from 20 July to 30 September** and an online survey tool has been prepared which will allow you to give us your views in a quick and focused manner – you only need to respond to the matters of interest to you.

Please follow this link to the survey: (<https://salisburyneighbourhoodplan.commonplace.is/>)

All the consultation documents are also available at Salisbury Guildhall and Salisbury Library where printed copies of the documents can be viewed.

The plan is a wide-ranging document and it seeks to influence all aspects of the City's built environment such as seeking to have more trees planted, protecting and enhancing our green spaces and rivers, providing affordable housing for our young people and also providing for older people who need safe places to live, improving air quality and supporting our essential services such as the NHS and our post offices.

All the documents are available to view on the City Council's website. Part 1 is a non-technical summary.

Though we have been consulting the community throughout this process, this is our first formal consultation on the whole suite of proposals. This is where we learn whether you, the Salisbury community, support what we have prepared in your name. Please look at our [commonplace website](https://salisburyneighbourhoodplan.commonplace.is/) (<https://salisburyneighbourhoodplan.commonplace.is/>) and give your views. The website is set up so you only need to respond to the matters and issues of concern to you.

Neighbourhood planning is a process set out in UK legislation, mainly in the Neighbourhood Planning Regulations 2012 and 2017.

The current consultation will be taken into account by the City Council and changes will be made to the draft as necessary. All documents will be updated following the consultation and new documents (the consultation statement and the basic conditions statement) will be prepared.

All final documents will be submitted to Wiltshire Council as the Local Planning Authority. Wiltshire Council will then do another consultation and pass those

responses to an independent neighbourhood examiner who will assess the final plan and the comments and recommend that it is progressed to referendum. The examiner may also require modifications to the text or policies, or may conclude that the plan may not progress.

The final test is a public referendum, paid for by Wiltshire Council, where the Salisbury community can vote on whether or not to adopt the plan as the planning decision framework for Salisbury.

Please help us make this neighbourhood plan a success and give us your views on our proposals: <https://salisburyneighbourhoodplan.commonplace.is/>

Thank you

Cllr Annie Riddle, Chairman of the Salisbury Neighbourhood Plan Steering Group

Civic Groups



Dear all

Salisbury City Council and a group of very hard working community volunteers have been meeting since 2018 to produce a neighbourhood plan for the City. The purpose of this plan is to help citizens and the council to shape planning decisions in the city: to protect what is good, to get more of what is needed, and to avoid what is harmful regarding future development.

As you may already be aware, we are currently putting the plan out to public consultation and we want to know what you think about our plan and its proposals. **The consultation period runs from 20 July to 30 September** and an online survey tool has been prepared which will allow you and your colleagues to give us your views in a quick and focused manner – you only need to respond to the matters of interest to you.

We strongly encourage you to alert your membership and colleagues of this consultation and we wish to take this opportunity to thank the many civic groups who have contributed to it. Though you may wish to respond as individuals, corporate responses are equally valuable and sometimes provide different insights.

Please follow this link to the survey: <https://salisburyneighbourhoodplan.commonplace.is/>

All the consultation documents are also available at Salisbury Guildhall and Salisbury Library where printed copies of the documents can be viewed. If it will assist, there is a powerpoint presentation that can be used to discuss individual policies which is available upon request from the City Council (planning@salisburycitycouncil.gov.uk)

The plan is a wide-ranging document and it seeks to influence all aspects of the City's built environment such as seeking to have more trees planted, protecting and enhancing our green spaces and rivers, providing affordable housing for our young people and also providing for older people who need safe places to live, improving air quality and supporting our essential services such as the NHS and our post offices.

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Though we have been consulting the community throughout this process, this is our first formal consultation on the whole suite of proposals. This is where we learn whether you, the Salisbury community, support what we have prepared in your name. Please look at our commonplace website <https://salisburyneighbourhoodplan.commonplace.is/> and give your views. The website is set up so you only need to respond to the matters and issues of concern to you.

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Please help us make this neighbourhood plan a success and give us your views on our proposals: <https://salisburyneighbourhoodplan.commonplace.is/>

Thank you

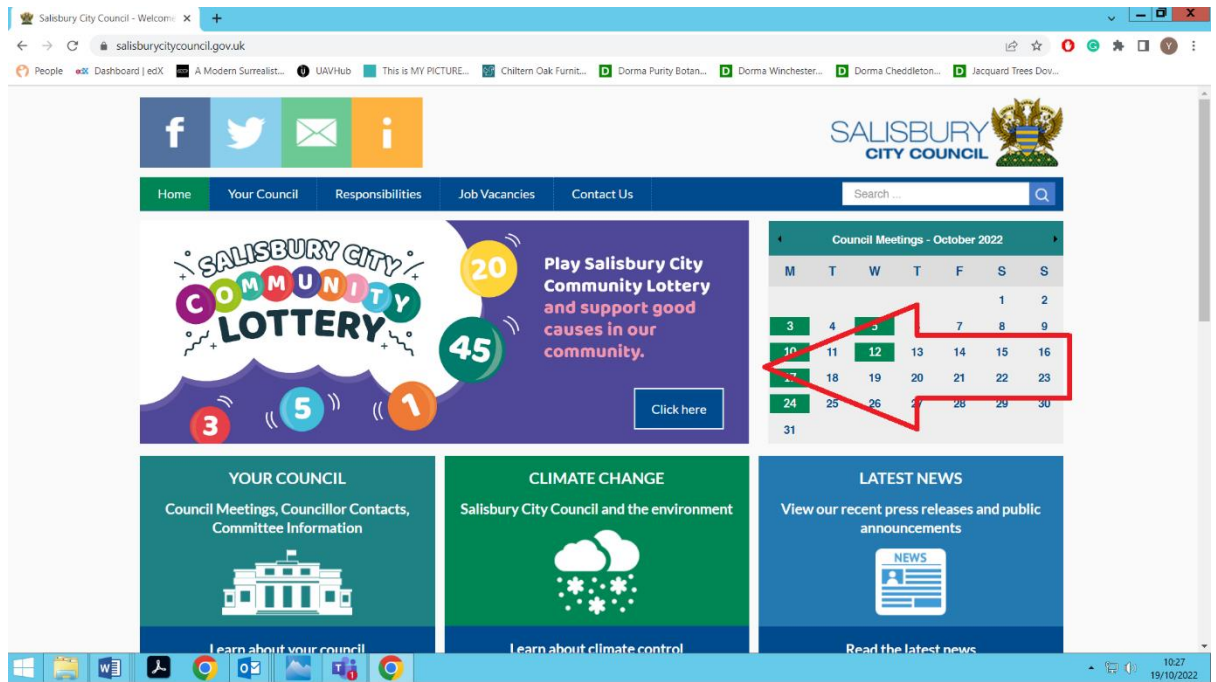
CLlr Annie Riddle, Chairman of the Salisbury Neighbourhood Plan Steering Group

The Council and the Commonplace Website

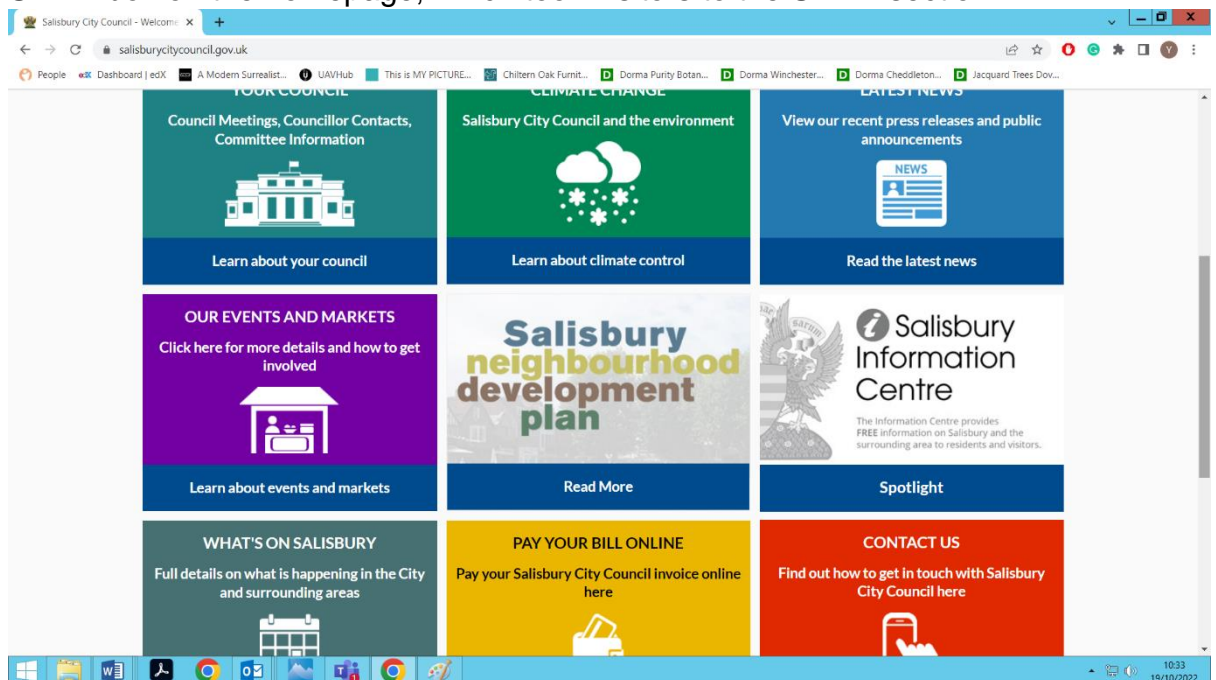
SCC website

All SNDP Regulation 14 documents were uploaded and advertised in multiple places on the SCC website. These places include:

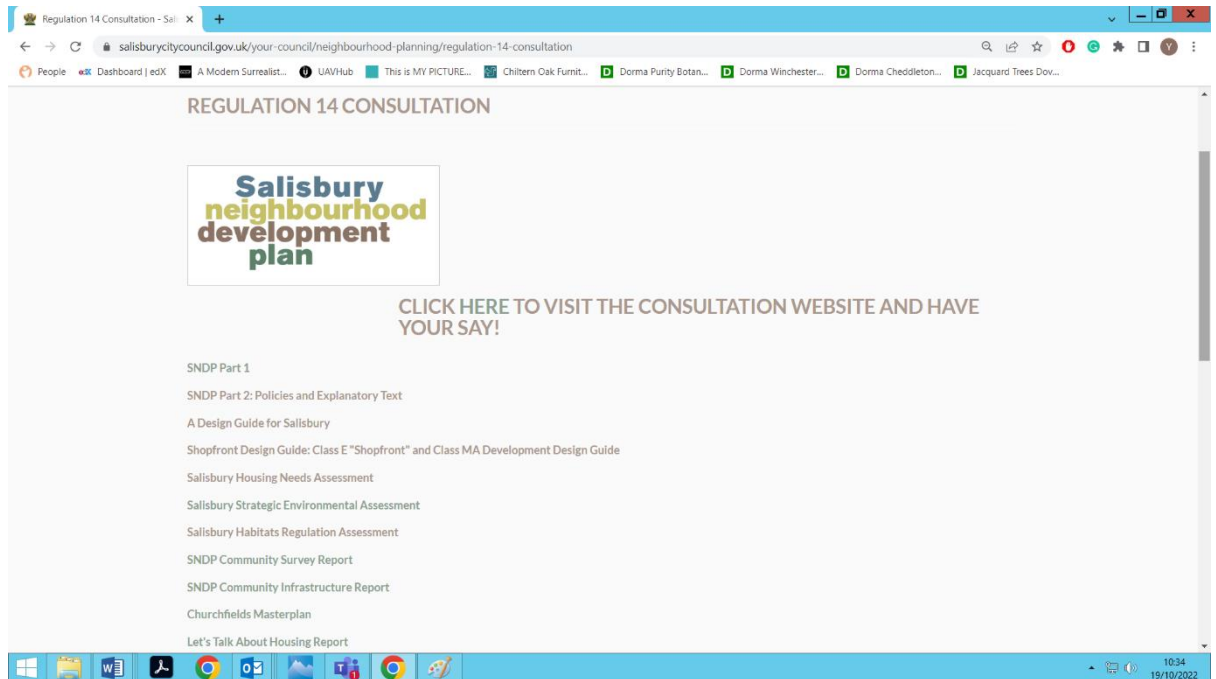
1. A banner on the homepage. The red arrow points towards the banner. Please note that the consultation banner was removed after the consultation.



2. SNDP box on the homepage, which took visitors to the SNDP section.



3. [SNDP page](#) on the SCC website.



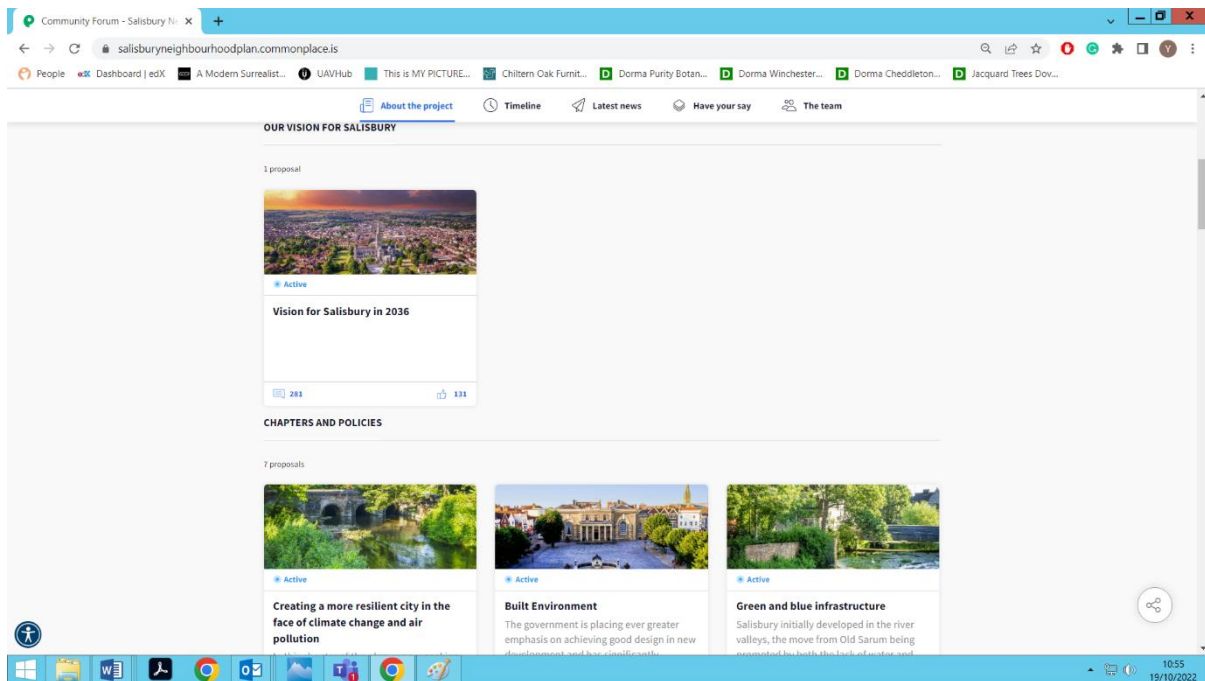
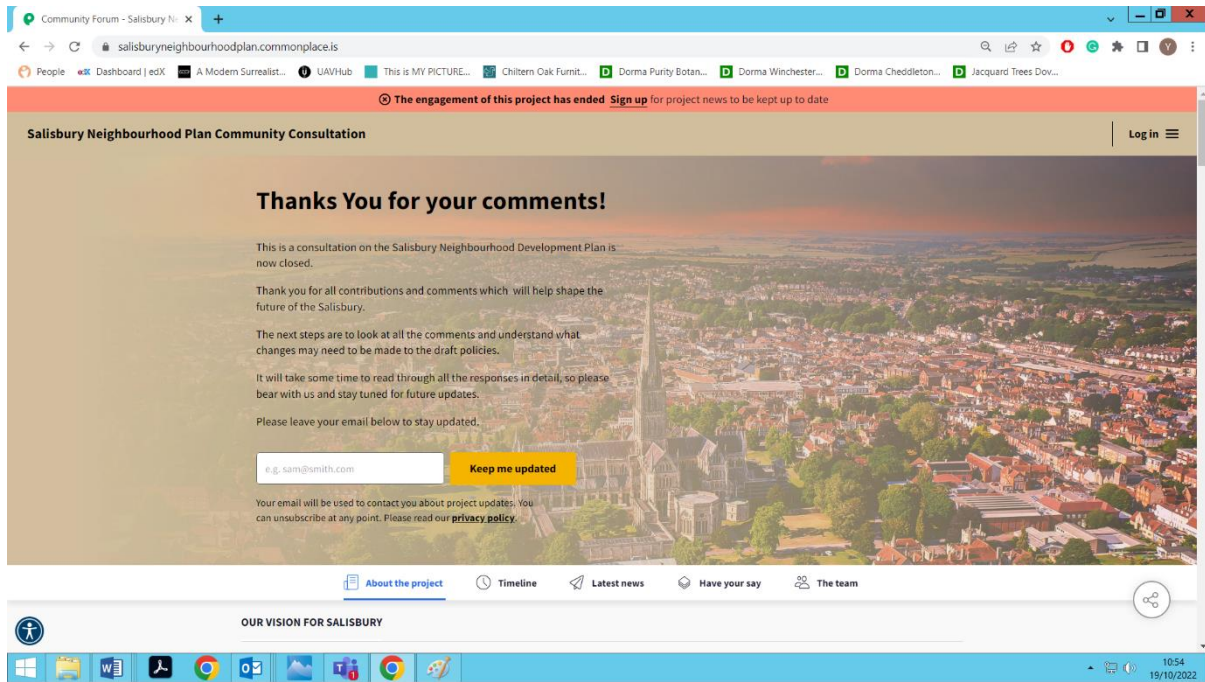
As seen in the screenshot above, the SNDP page also contained links to the [Commonplace website](#) for the Regulation 14 consultation.

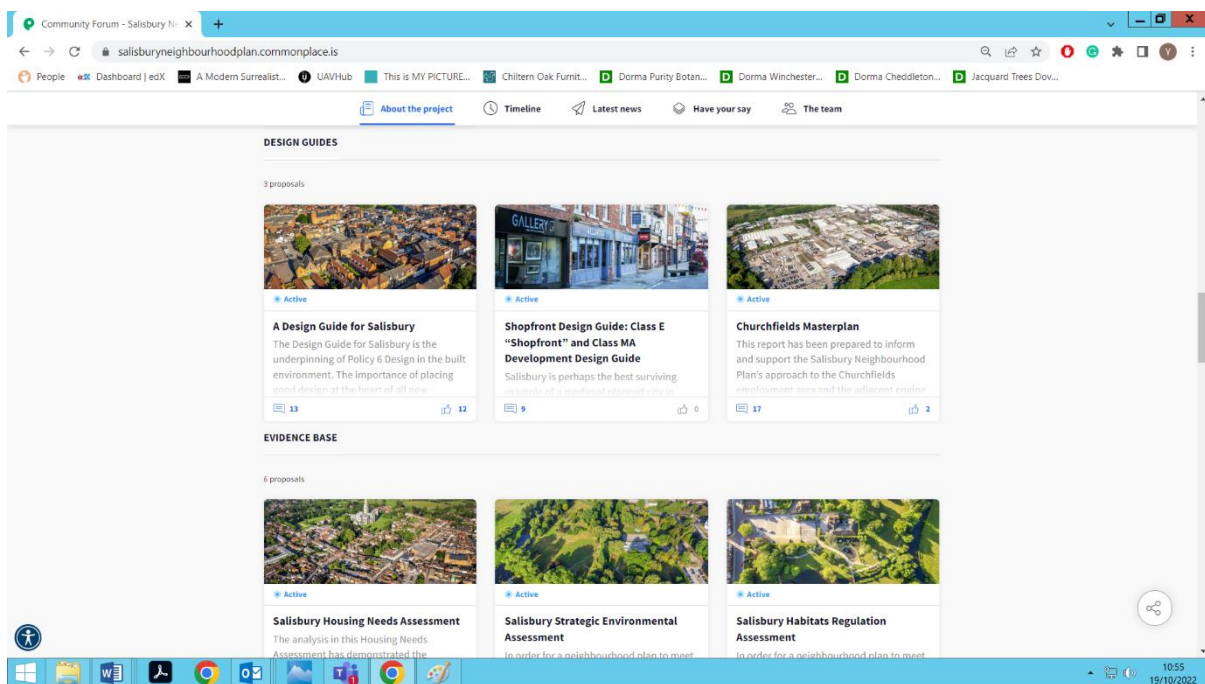
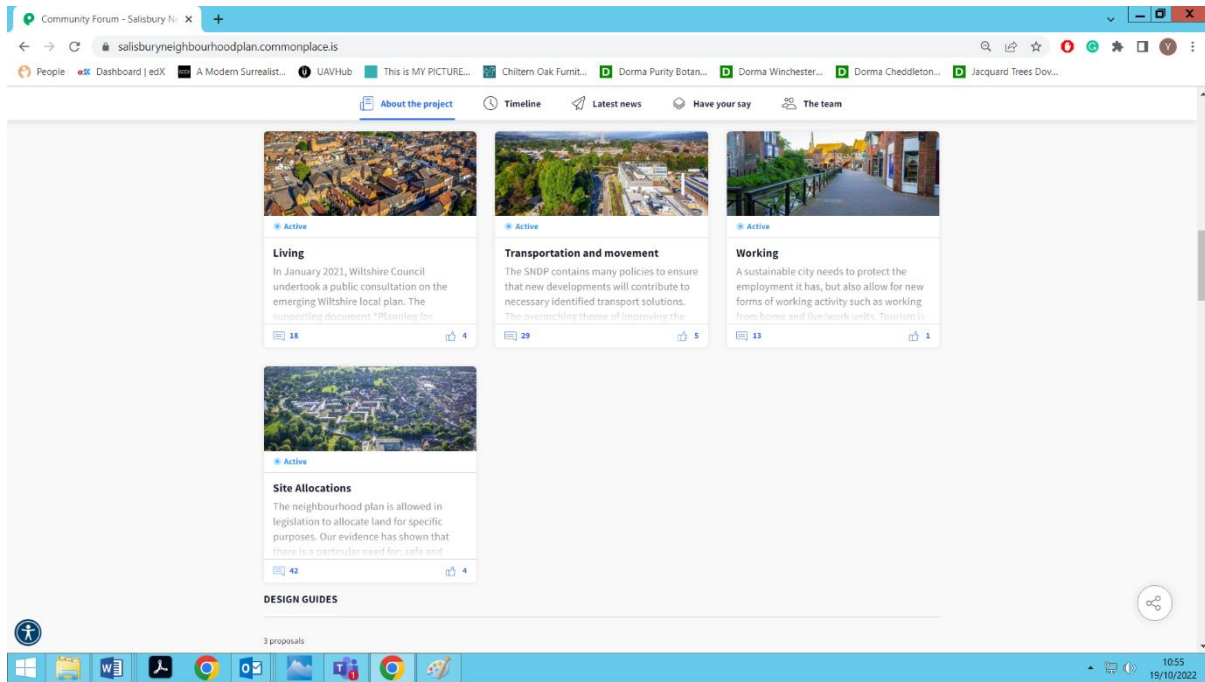
Commonplace Website

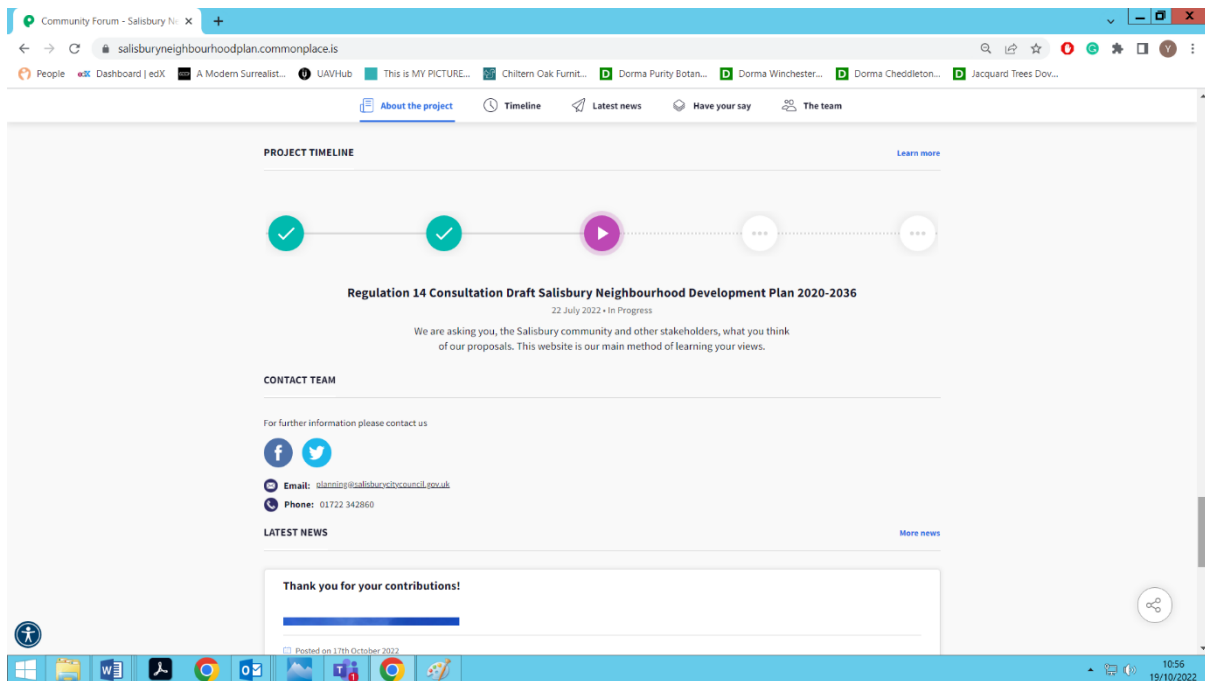
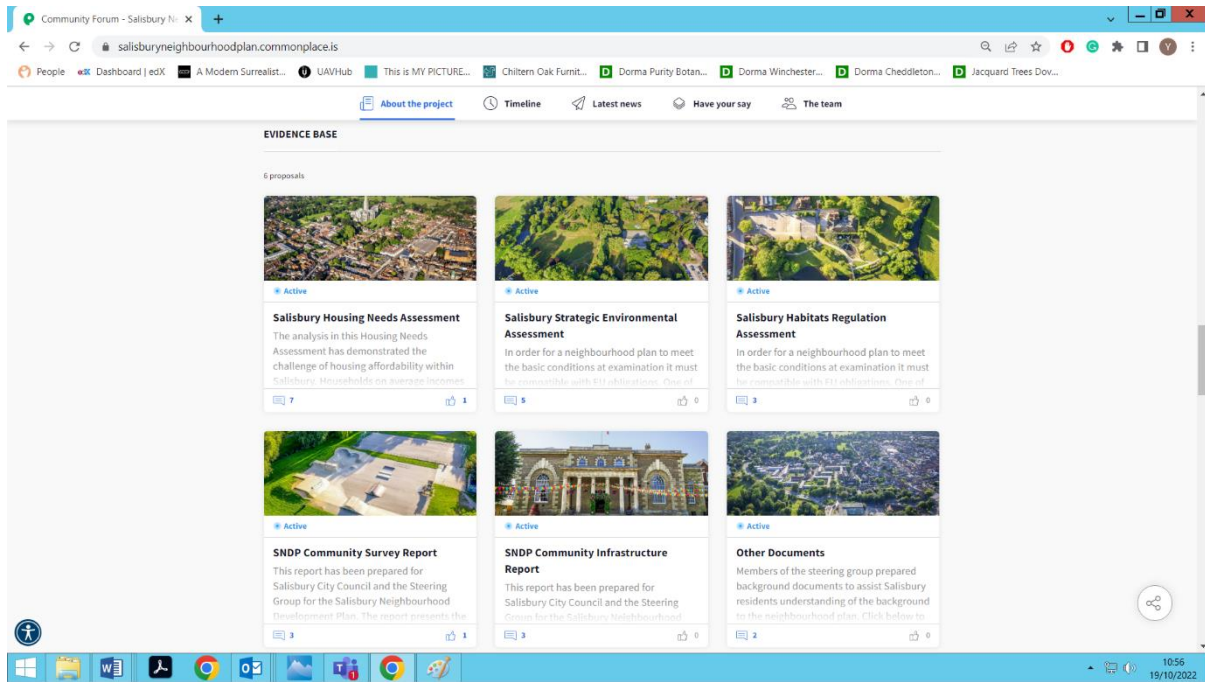
SCC paid for a one year licence with Commonplace for Regulation 14 consultation. Commonplace is an online engagement platform which allows you to connect with the whole community, hear their voices and make better, more inclusive decisions about places. This platform was chosen for their extensive experience of working with neighbourhood development plans across the country.

The website is particularly useful in presenting the consultation in an appealing and an approachable way, thus incentivising visitors to stay on the website and respond to the surveys. Data from the surveys and the visitors can be easily downloaded and analysed using graphs and charts. This is a major benefit for the consultation administrators who will be using this data for the consultation report.

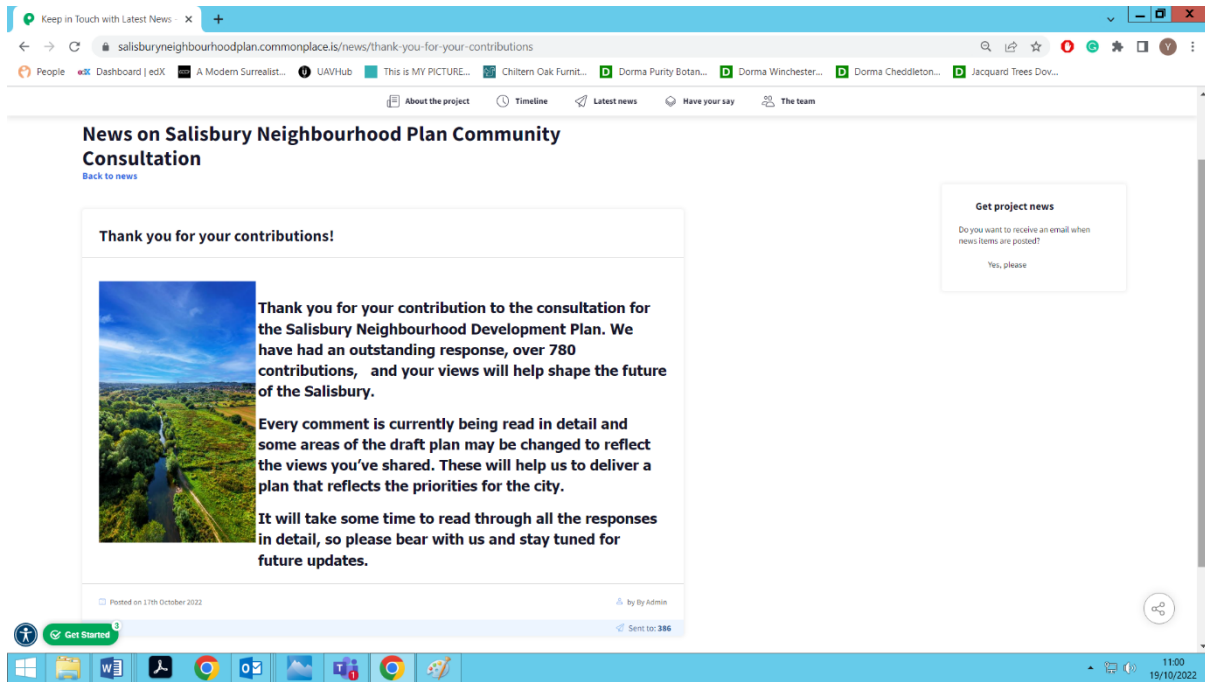
This report attached images of the Commonplace website, which can be referred to for evidence. Preserving these images is important because the website will be taken down after the licence expires.







The Commonplace website also contains a feature where consultation administrators can publish news stories about the consultation. These stories were, subsequently, sent to 386 people who have subscribed to updates on the Commonplace website. Please see a screenshot of the latest story for further reference.

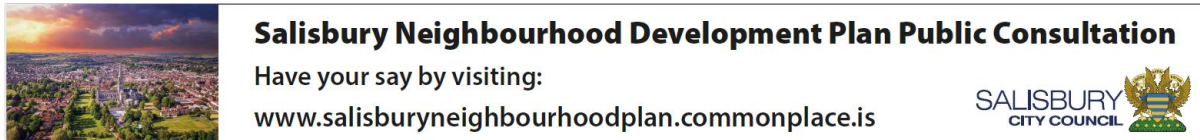


The screenshot shows a web browser window with the URL salisburyneighbourhoodplan.commonplace.is/news/thank-you-for-your-contributions. The page title is "News on Salisbury Neighbourhood Plan Community Consultation" with a "Back to news" link. The main content area features a "Thank you for your contributions!" heading, a landscape image of a river and fields, and the following text: "Thank you for your contribution to the consultation for the Salisbury Neighbourhood Development Plan. We have had an outstanding response, over 780 contributions, and your views will help shape the future of the Salisbury. Every comment is currently being read in detail and some areas of the draft plan may be changed to reflect the views you've shared. These will help us to deliver a plan that reflects the priorities for the city. It will take some time to read through all the responses in detail, so please bear with us and stay tuned for future updates." The page is dated "Posted on 11th October 2022" and is "By: By Admin" with "Sent to: 386" recipients. A "Get project news" sidebar on the right asks "Do you want to receive an email when news items are posted?" with a "Yes, please" button. The Windows taskbar at the bottom shows the time as 11:00 on 19/10/2022.

Street and Email Banner

Street Banner

SCC purchased a street banner from a local company, Signs in Motion Ltd, to advertise the consultation. The banner was installed on the New Canal from 1 August until the middle of September. An image of the banner is enclosed below.



Email Banner

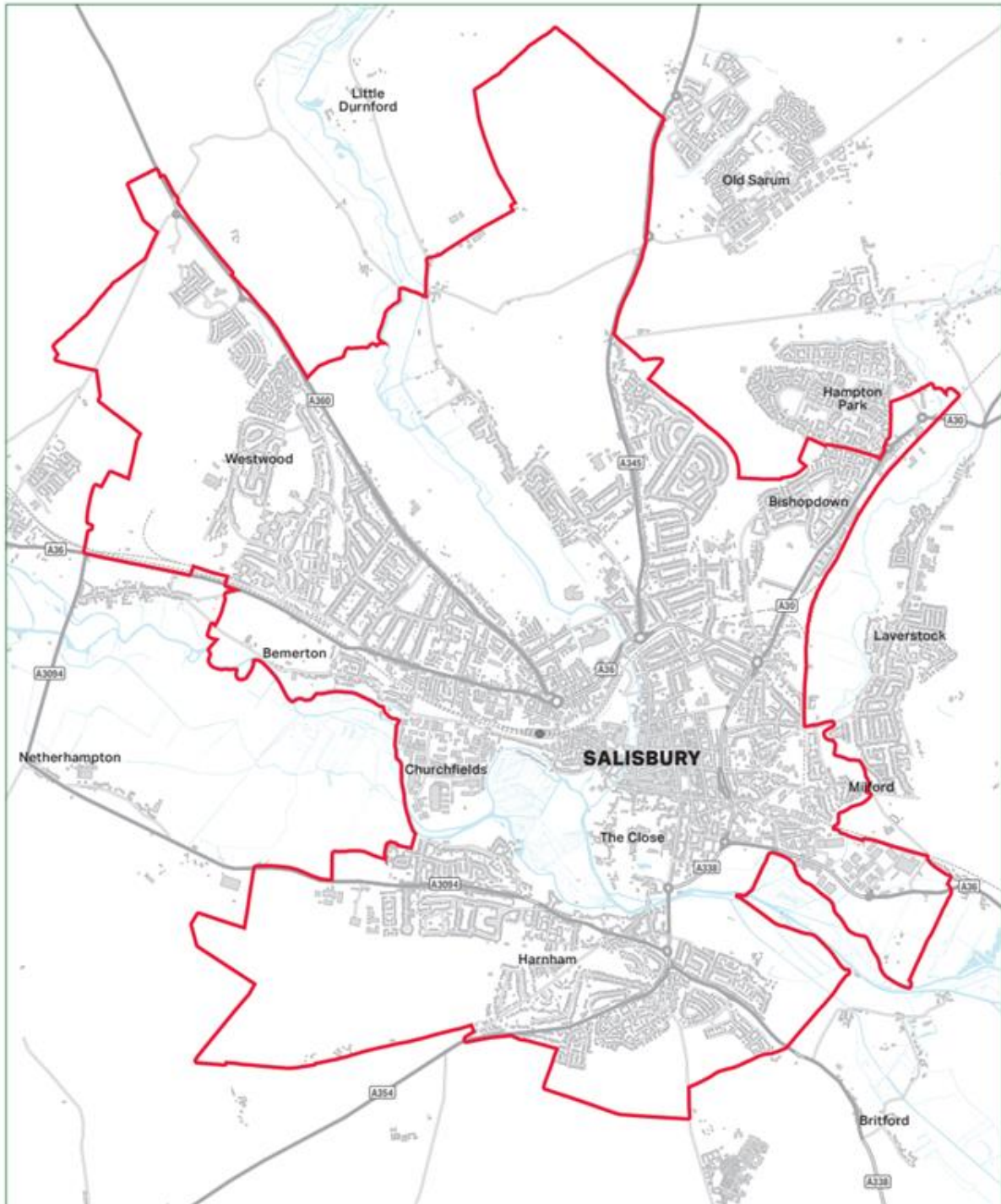
SCC staff updated their email signatures on 26 September to include a banner advertising the consultation and the new closing date. An image of the banner is enclosed below.



Leaflets

SCC have designed two versions of the Regulation 14 leaflet. Approximately, 17,000 of these leaflets have been printed. The leaflets have been given to people in two face-to-face consultation. They were also distributed – by SCC Councillors and SNDP volunteers - to nearly all local residents and businesses within the Salisbury parish as seen below.

Please note that the leaflets were printed before the late Queen Elizabeth II passing, which led to the consultation deadline extension.



Version 1

This version was designed by SCC Officers.



Have Your Say!

Salisbury City Council and a group of very hard working community volunteers are holding a Salisbury Neighbourhood Plan Community Consultation from 20 July to 30 September. Go to <https://salisburyneighbourhoodplan.commonplace.is/> to have your say on wide-ranging policies that seek to influence all aspects of living, working and visiting Salisbury.

You can also visit the Guildhall or the Library to see all the documents, or give your comments by email to planning@salisburycitycouncil.gov.uk

Make sure you have your say on these important plans for the future!

This version was designed by SCC Councillors.



Have Your Say

Salisbury
neighbourhood
development
plan

Salisbury City Council and a group of very hard working community volunteers are holding a Salisbury Neighbourhood Plan Community Consultation from 20th July to 30th September.

To have your say on wide-ranging policies that seek to influence all aspects of living, working and visiting Salisbury; go to:
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You can also visit the Guildhall or the Library to see all the documents, or give your comments by email to:
planning@salisburycitycouncil.gov.uk

Make sure you have your say on these important plans for the future!

Scan this
QR code



Public exhibition

Multiple copies of all SNDP Regulation 14 consultation documents were printed and filed into two folders. One of the folders was displayed in the Salisbury Guildhall foyer. People who visited the Guildhall were able view these documents at their leisure.

The second folder was delivered to the Salisbury library. The folder was displayed there for the public, alongside with the SNDP consultation 'Have Your Say' pop-up banner, and leaflets advertising Regulation 14 consultation.

City Councillors

SCC Councillors received a briefing regarding the Regulation 14 consultation on 28 July, which was followed by Q&A session. Councillors were requested to respond to the consultation, as well as promote it face-to-face to other people, social media, and local media.

Copies of Regulation 14 consultation documents were available to all Councillors who have requested them.

Neighbouring Councils

SCC held two meetings with the neighbouring parish authorities on 9 June and 8 September. Attendees have discussed a range of topics, including SNDP Regulation 14 consultation. Neighbouring parish councils were invited to submit their response to SNDP. They were also given printed copies of the documents upon request.

List of attendees for each meeting is enclosed below.

Council	9 June	8 September
SCC	Attended	Attended
Laverstock and Ford Parish Council	Attended	Attended
Britford Parish Council	Attended	Attended
Coombe Bissett & Homington Parish Council	Attended	
Netherhampton Parish Council	Attended	
Odstock Parish Council	Attended	
Wilton Town Council	Attended	Attended

Press releases

SCC published two press releases between the start and the end of the Regulation 14 consultation. The press releases were emailed to all local news and media outlets; they can also be found on the SCC website.

A copy of the press releases are enclosed below.

Press release 20 July 2022



Neighbourhood Plan – Have Your Say!

People in Salisbury have a unique chance to help shape the future of our city via a fun and easy-to-do online consultation, starting now.

The City Council and some very hardworking volunteers from our community have been meeting since 2018 to produce a neighbourhood plan for the City. Now it's time to get everyone in the city involved.

We aim to protect what's good, identify the things we're missing, and avoid harmful developments in future. So the plan covers topics like planting more trees, protecting and improving our green spaces and rivers, affordable housing for our young people and for older people who need safe places to live, improving air quality and supporting our essential services such as the NHS and our post offices. In fact, it touches almost every aspect of our daily lives.

All the documents are available to view on the City Council's website. Part 1 is a non-technical summary, but if you have a special area of interest, there are links to more in-depth coverage in Part 2. All the consultation documents are also available at Salisbury Guildhall and Salisbury Library where printed copies of the documents can be viewed. We'll also have a team at Salisbury Charter Market on August 9 and September 6 to help with any questions.

You can complete the survey on a phone, tablet or laptop. And you can choose to respond only to the issues that concern you. Here's the link <https://salisburyneighbourhoodplan.commonplace.is/>. If you would prefer to write to us please email planning@salburycitycouncil.gov.uk

We really want to know what you think of our draft policies. If you approve of them, we will continue to progress them, if you think that they should be changed, we will listen and make changes.

Though we have been consulting the community throughout this process, this is our first formal consultation on the whole suite of proposals. This is where we learn whether you, the Salisbury community, support what we have prepared in your name.

Neighbourhood planning is a process set out in UK legislation, mainly in the Neighbourhood Planning Regulations 2012 and 2017.

Every single comment you make will be taken into account. All documents will be updated following the consultation and new documents (the consultation statement and the basic conditions statement) will be prepared.

All final documents will be submitted to Wiltshire Council as the Local Planning Authority. Wiltshire Council will then do another consultation and pass those responses to an independent neighbourhood examiner who will assess the final plan and the comments and recommend that it is progressed to referendum. The examiner may also require modifications to the text or policies, or may conclude that the plan may not progress.

The final test is a public referendum, paid for by Wiltshire Council, where the Salisbury community can vote on whether or not to adopt the plan as the planning decision framework for Salisbury.

So please Have Your Say!

<https://salisburyneighbourhoodplan.commonplace.is/>

Ends:

Issued on: 20 July 2022

Notes to Editors:

For all media enquiries please contact Joanna Wood at Salisbury City Council on 01722 342860 or email communications@salisburycitycouncil.gov.uk

Press release 22 September 2022



Extra Time to Have Your Say!

Over 500 comments have already been made on the Salisbury Neighbourhood Development Plan community consultation website. A neighbourhood plan is a document that sets out planning policies for a local area. The draft has been written by the local community, the people who know and love the area, to ensure the community gets the right types of development, in the right place. Our neighbourhood plan covers many topics such as transport – cycling, walking, EV points, biodiversity and local habitats, the design of building, and specific sites for proposed development.

We want as many comments as possible on the things that matter to you. Due to recent events, the consultation period has been extended to Friday 14 October, 2 extra weeks so click here to Have Your Say <https://salisburyneighbourhoodplan.commonplace.is/>

Ends:

Issued on: 22 September 2022

Notes to Editors:

For all media enquiries please contact Joanna Wood at Salisbury City Council on 01722 342860 or email communications@salisburycitycouncil.gov.uk

Social Media

SCC advertised Regulation 14 consultation on the social media sites, including Facebook and Twitter. During Jul – Oct there were 15 Tweets. An example is shown below.



SCC Councillors and SNDP community volunteers were also encouraged to advertise this consultation on their personal social media accounts.

Face-to-Face Consultation

SCC Councillors and SNDP community volunteers held two in-person consultation on the Market Square on 9 August and 6 September between 9am and 3pm. The attendees had a market stall on both dates where they spoke to people about the consultation. Attendees took comments from the public about SNDP; they were also given leaflets which contained instructions on how to make representation.



Annex 2: Email addresses used to announce Regulation 14 consultation

List provided by Wiltshire Council

Regulation 14

- (b) consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and
- (c) send a copy of the proposals for a neighbourhood development plan to the local planning authority.

Organisation
Statutory Consultees
Wiltshire Council - send directly to the link officer and:
Homes England
Natural England (Only use consultations email - note from Charles Routh to do so)
The Environment Agency
Historic England
Network Rail Infrastructure Limited
Highways England
Primary Care Trust
NHS Wiltshire
Southern Water
Thames Water

Veolia Water Projects
Wessex Water
Cholderton & District Water Company Ltd.
Sembcorp Bournemouth Water
Wales and West Utilities
Scottish and Southern Energy
Southern Electric
Scottish Electric
British Gas
Mobile Operators Association
Three
O2
Vodafone
BT
The Coal Authority (Generic)
Virgin
National Grid
Electronic Communications
Civil Aviation Authority (if relevant). Consult relevant aerodrome in the first instance.
Community Area Board (Wiltshire Councillors + Community Engagement Manager)
<i>Add rows as necessary</i>
Karlene Jammeh
NP Steering Group contacts
<i>Add rows as necessary</i>
Neighbouring Authorities
<i>Delete as appropriate</i>

Neighbouring Town/Parish councils
<i>Add rows as necessary</i>
Laverstock and Ford
Durnford
Woodford
South Newton
Wilton
Quidhampton
Netherhampton
Britford
Claredon Park
Other Reg 14 stat bodies/consultees
<i>Add rows and specific organisation and contact details as appropriate</i>
Voluntary bodies some or all of whose activities benefit all or any part of the neighbourhood area
Bodies which represent the interests of different racial, ethnic or national groups in the neighbourhood area;
Bodies which represent the interests of different religious groups in the neighbourhood area;
Bodies which represent the interests of persons carrying on business in the neighbourhood area
Bodies which represent the interests of disabled persons in the neighbourhood area
examples include:
Canal and River Trust
Sustrans
Wiltshire College
Police
Wiltshire Fire and Rescue Service
The Garden History Society (if relevant, refer to Schedule 1)

Landowners and developers

Defence Estates (if relevant)

<i>Add rows as necessary</i>

Requested to be kept informed of all NP progress

List of addresses compiled by Salisbury City Council

Wilsford cum Lake Parish Meeting
Wilton Town Council
Wingfield Parish Council
Winsley Parish Council
Winterbourne Parish Council
Winterbourne Stoke Parish Council
Winterslow Parish Council
Woodborough Parish Council
Woodford Parish Council
Wootton Rivers Parish Council
Worton Parish Council
Wylve Parish Council
Yatton Keynell Parish Council
Zeals Parish Council
Name
Ramblers Wellbeing Walks – Salisbury
Salisbury & District Natural History Society
Salisbury & Wilton Swifts (SAWS)
RSPB
Salisbury & District Angling Club (SADAC)
Canoe Club
Wessex Rivers Trust
Allotments & Garden Association Salisbury (AGAS)

Secret Community Garden/Kingdom of Sticks at St Clements Churchyard
RSBP Local Group
Harnham Watermeadows Trust
Canon Treasurer of Salisbury Cathedral
Salisbury Wildlife Group
Lime Kiln Down Volunteers
Friends of Harnham Slope
Friends of Victoria Park
Salisbury Transition City
Extinction Rebellion
Wiltshire Climate Alliance
Bemerton Activities/Curious Curators
Harnham Community Network
Harnham Neighbourhood Association
Plantlife UK
Wessex Archaeology
Salisbury Museum
Salisbury Athletics & Running Club
Scouts
Safer Supportive Salisbury
Soroptomists
Indigo Landscape Architects
New Enclosure landscape Architects
South Wilts Ramblers
Salisbury District Hospital HEAT Project
Salisbury District Hospital



Whiteparish All Saints Church of England Aided Primary School	
Winterbourne Earls Church of England Primary School	
Winterslow Church of England Aided Primary School	
Woodford Valley Church of England (Voluntary Aided) School	
Woodlands Primary School	
Wyndham Park Infants' School	
Wyvern College	
St Peter's CE Primary Academy	
museum@salisburymuseum.org.uk	
enquiries@trusselltrust.org	
salisbury@abicare.co.uk	
enquiries@alabare.co.uk	
info@wiltshirecreative.co.uk	
info@wiltshirewildlife.org	
supportercare@spurgeons.org	
chapter.office@salcath.co.uk	
civic@salisburycivicsociety.org.uk ; development@salisburycivicsociety.org.uk	
info@wessexcommunityaction.org.uk	
salisburytennisclub@gmail.com	
museum@salisburymuseum.org.uk	
info@medieval-hall.co.uk	
info@wiltshirecreative.co.uk	
info@wiltshirecreative.co.uk	
i	
info@salvationarmy.org.uk	
chairman@salisburyrfc.org	
Info@thepantrypartnership.org	
vptennis@btconnect.com	
info@susanstephensonyoga.co.uk	
development@salisburycivicsociety.org.uk	
control@dwfire.org.uk >	



[Various private emails deleted for GDPR](#)

St Thomas's Church	
St Thomas's Church	
st paul's church	
st paul's church	
City Gate Church	
Salisbury Methodist Church	
Salisbury Baptist Church	
St Martin's Church	
St Gregory and The English Martyrs Catholic Church	
St Osmund's Church	
St Lawrence's Church	
St George's Church	
St George's Church	
St. Michael's Church	
St Gregory and The English Martyrs Catholic Church	
St John's Place	
St Andrew's Church	
Salisbury Cathedral/ refectory	
St Mark's Church	
Bishopdown Evangelical Church	
St Francis Church	
St Lawrence Church	
Salisbury Mosque	
Emmanuel Church	
Cathedral	
City Gate Church	

St Gregory and The English
Martyrs Catholic Church

office@salisburycatholics.org

Salisbury Glass Centre Ltd	
Hotpoint Repairs Salisbury	
Nutshell Portions	
City Plumbing	
Aquaflex Limited	
MG Cannon	
Viking Detail	
Innotec Supplies (UK) Ltd	
Magnet Kitchens	
Protega Global Limited	
Nicholas & Harris Ltd	
Tyreland - Team Protyre	
Salisbury Joinery	
Brandon Hire Station Salisbury	
PKF Engineering	
Holeshot Motocross LTD	
Jewson	
Eurocell	
CoTrim Motor	
Accro Clearline	
CEF	
Speedcrete Professional Construction Equipment	
Versari Gardens	
The S A Way	
The Old House	
Salisbury and South Wilts Sports Club	
Chair Me Up	
R & M Select Builders	
Salisbury Escape Rooms	
The Salisbury Orangery	
The Red Lion	
Magic Carpets Salisbury	
Hayball	
Clearway Pets	
Salisbury Photo Centre Ltd	
Greengages	
Noodle Camp	
Southon Of Salisbury	
Silverthorne's Opticians	

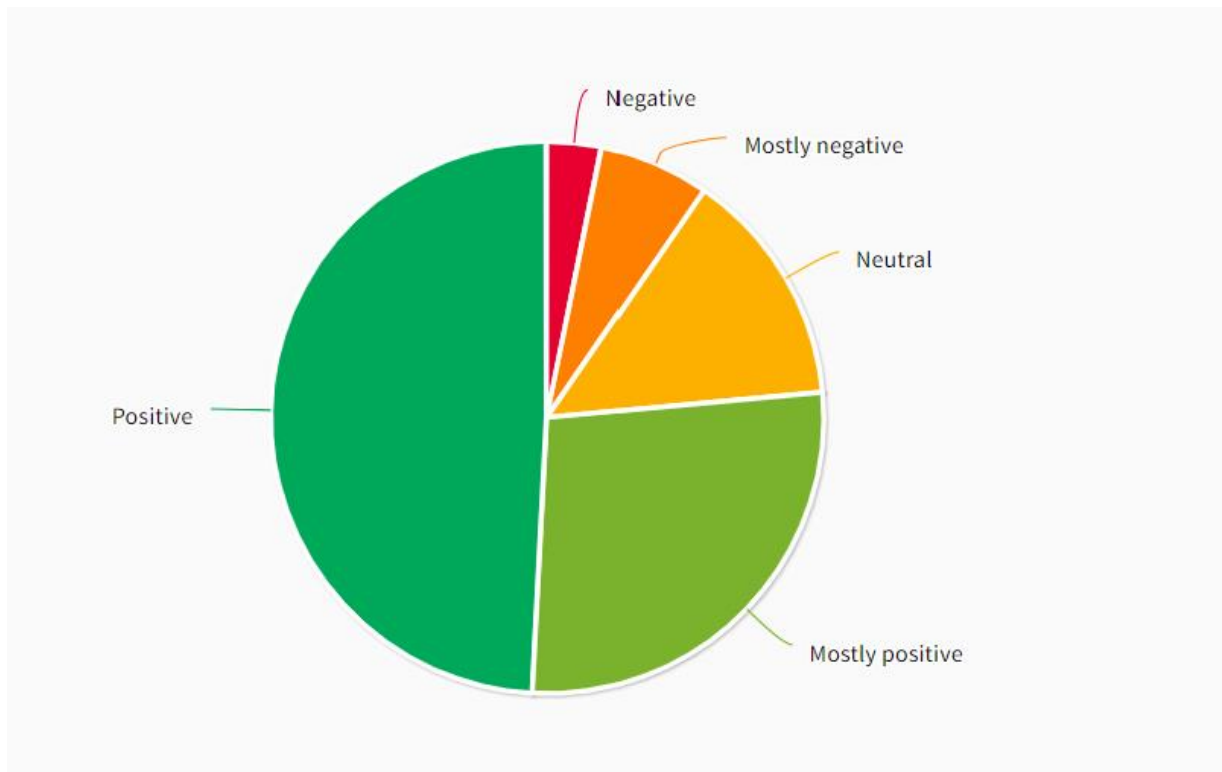
Mercure Salisbury	
Annie's Just Jane	
The Wig and Quill	
Multitude of Voyces	
Brides By Victoria	
The New Inn	
Thai Sarocha	
Hardys Original Sweetshop Sweet shop	
Roly's Fudge Pantry	
The Old Ale and Coffee House	
Cafe Diwali	
Leonardos la Piazza	
Lah Koh	
Deacons	
Lalahan Turkish Restaurant	
PIZZA VENTI	
The Kathmandu Kitchen	
Cherrytree Coffee Bar	
The Five Bells	
Grillado	
The Avon Brewery	
Southern Independent Medical Practice (SIMP)	
Prestbury Bed & Breakfast	
The Old Rectory	
Wyndham Arms	
The Wood Bar	
Hillcroft Bed & Breakfast	
Old Mill Hotel	
Lamb and son recycling	
Brewers	
Puregym	
Plumbase	
Carpetwise	
We buy any car	
Matalan	
My key machine	

Annex 3: Sentiments about the Vision (Commonplace platform)

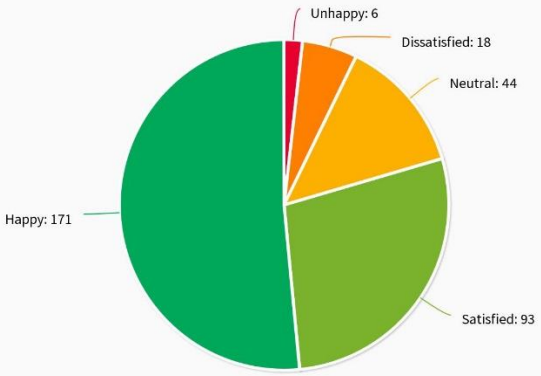
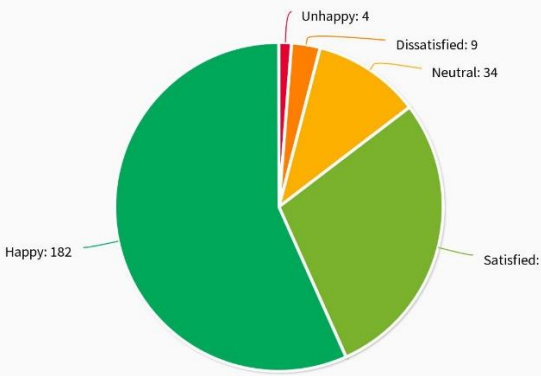
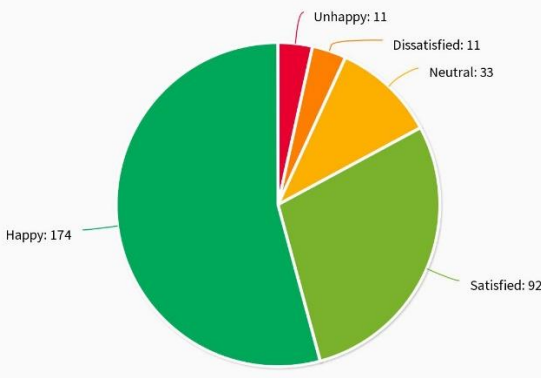
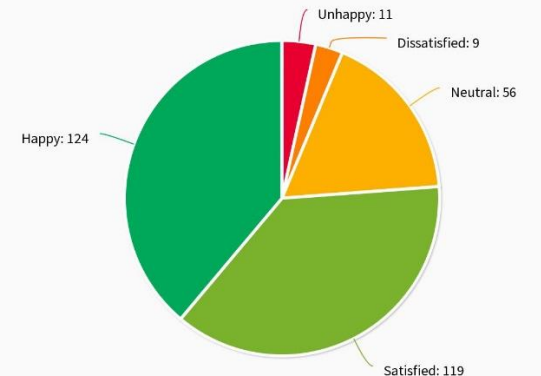
Respondents were asked two types of questions in the commonplace consultation platform: the first was a set of “smiley/frown faces” to demonstrate their overall sentiment/support for a part of a policy or part of the vision, the other invited specific comments.

In this annex, only the overall sentiments are shown to demonstrate overall support for the elements of the Vision and policies.

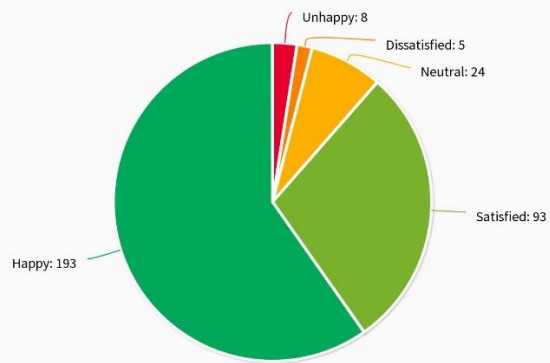
Overall reaction to the total NDP suite of documents: This was overwhelmingly positive (49% positive, 27% mostly positive).



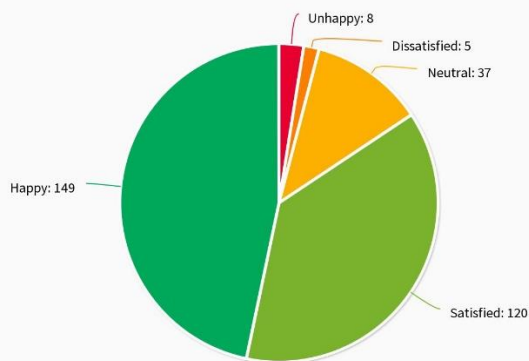
VISION FOR SALISBURY

<p>Sustainable development principles will be applied, including appropriate climate change adaptation and mitigation measures and biodiversity enhancement for new and existing developments.</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>171</td> </tr> <tr> <td>Satisfied</td> <td>93</td> </tr> <tr> <td>Neutral</td> <td>44</td> </tr> <tr> <td>Dissatisfied</td> <td>18</td> </tr> <tr> <td>Unhappy</td> <td>6</td> </tr> </tbody> </table>	Sentiment	Count	Happy	171	Satisfied	93	Neutral	44	Dissatisfied	18	Unhappy	6
Sentiment	Count												
Happy	171												
Satisfied	93												
Neutral	44												
Dissatisfied	18												
Unhappy	6												
<p>Multifunctional green infrastructure networks will link people to jobs, schools, leisure, services, transport hubs and the countryside. The city will be greener with more street trees and other planting, and greenspace will be designed and managed with people, biodiversity and landscape setting in mind. Community partnerships will continue to play an important role in maintaining and improving the city's greenspaces.</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>182</td> </tr> <tr> <td>Satisfied</td> <td>92</td> </tr> <tr> <td>Neutral</td> <td>34</td> </tr> <tr> <td>Dissatisfied</td> <td>9</td> </tr> <tr> <td>Unhappy</td> <td>4</td> </tr> </tbody> </table>	Sentiment	Count	Happy	182	Satisfied	92	Neutral	34	Dissatisfied	9	Unhappy	4
Sentiment	Count												
Happy	182												
Satisfied	92												
Neutral	34												
Dissatisfied	9												
Unhappy	4												
<p>The city will thrive and continue to be a cultural hub, with a diverse demographic where all age groups are represented and with sufficient community infrastructure to meet its needs.</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>174</td> </tr> <tr> <td>Satisfied</td> <td>92</td> </tr> <tr> <td>Neutral</td> <td>33</td> </tr> <tr> <td>Dissatisfied</td> <td>11</td> </tr> <tr> <td>Unhappy</td> <td>11</td> </tr> </tbody> </table>	Sentiment	Count	Happy	174	Satisfied	92	Neutral	33	Dissatisfied	11	Unhappy	11
Sentiment	Count												
Happy	174												
Satisfied	92												
Neutral	33												
Dissatisfied	11												
Unhappy	11												
<p>Changed shopping and working patterns will have been accommodated in a flexible approach to regulation that will allow flexibility for existing businesses and a fertile environment for start-ups.</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>124</td> </tr> <tr> <td>Satisfied</td> <td>119</td> </tr> <tr> <td>Neutral</td> <td>56</td> </tr> <tr> <td>Dissatisfied</td> <td>9</td> </tr> <tr> <td>Unhappy</td> <td>11</td> </tr> </tbody> </table>	Sentiment	Count	Happy	124	Satisfied	119	Neutral	56	Dissatisfied	9	Unhappy	11
Sentiment	Count												
Happy	124												
Satisfied	119												
Neutral	56												
Dissatisfied	9												
Unhappy	11												

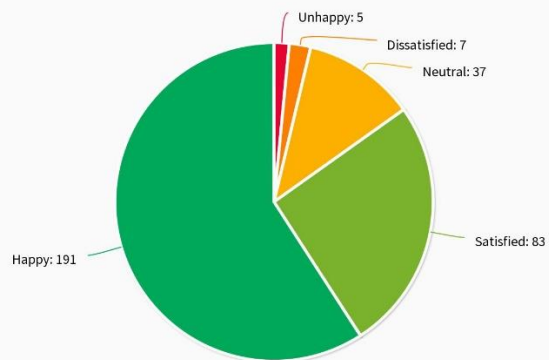
The city’s high quality landscape setting and historic built environment, especially in the city centre, will have been enhanced and views of the Cathedral spire safeguarded.



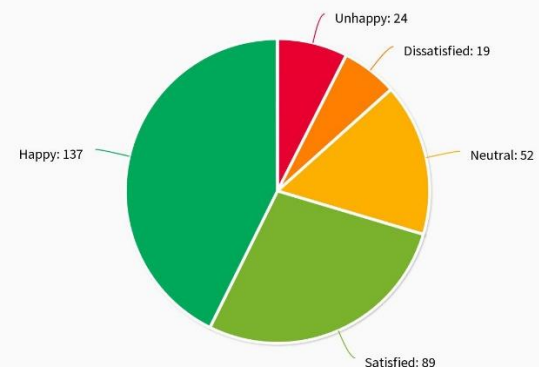
The character and amenity of Salisbury’s different neighbourhoods and character areas will be respected and enhanced to ensure a high-quality environment for all residents, workers and visitors.



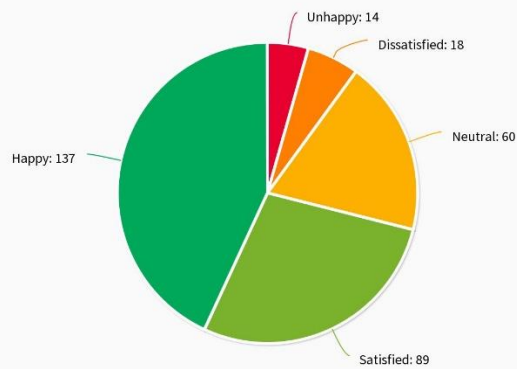
Salisbury City will retain its separate identity because green spaces between it and other settlements will have been preserved.



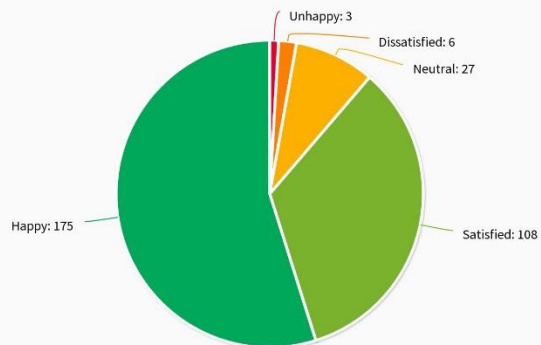
A range of affordable social and market housing will be created in accessible locations to meet the diverse needs of the entire community.



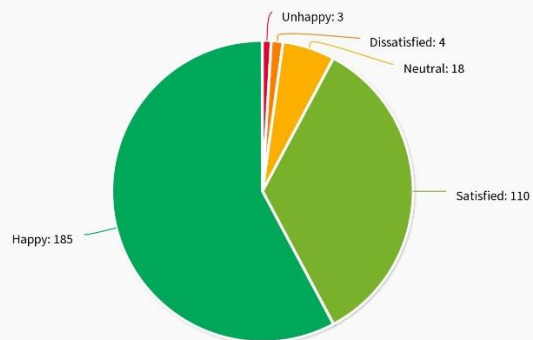
Churchfields industrial area will evolve into an innovative neighbourhood and employment area that maximises its proximity to the railway station and the city centre and will have reduced traffic and pollution impacts on the rest of the City.



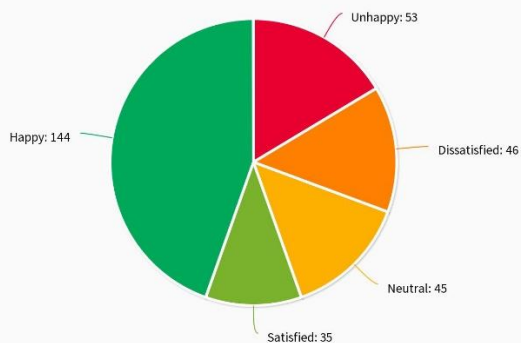
Modern and accessible healthcare facilities will be available to meet changing demands and NHS requirements, and will allow Salisbury to return to good health post-pandemic.



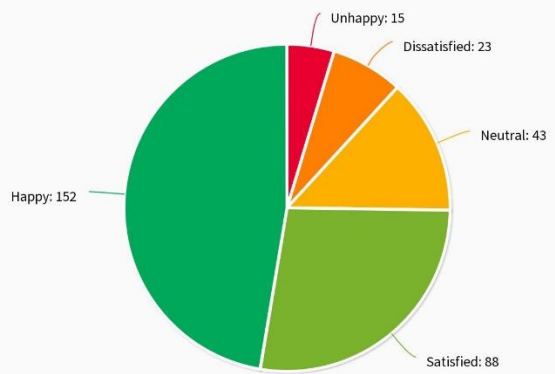
Water management will minimise flood risk, reduce surface water run-off, improve water quality and enhance the biodiversity as well as the amenity value of Salisbury’s internationally important rivers and wetland habitats.



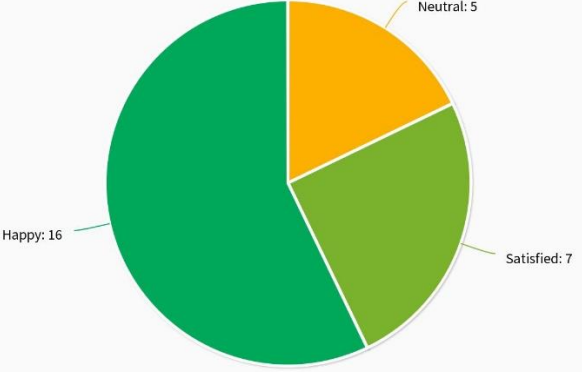
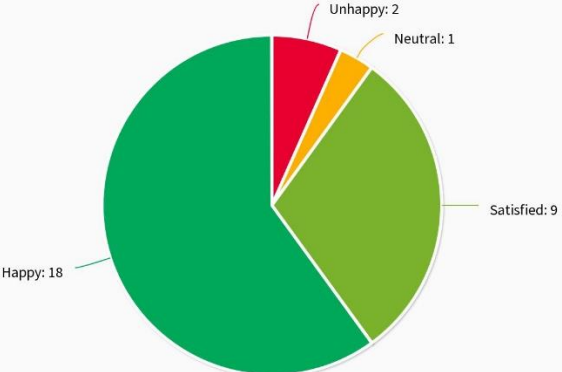
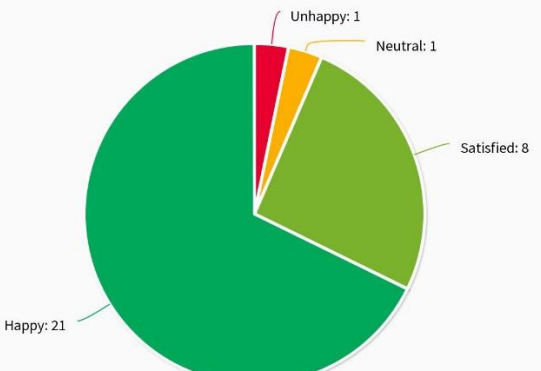
The city centre will be largely car free, allowing for easy movement on foot and cycle and for those with mobility difficulties, and for access by public transport and blue light services. People will be able to move freely on foot and cycle between the city and surrounding countryside and air quality will be improved.



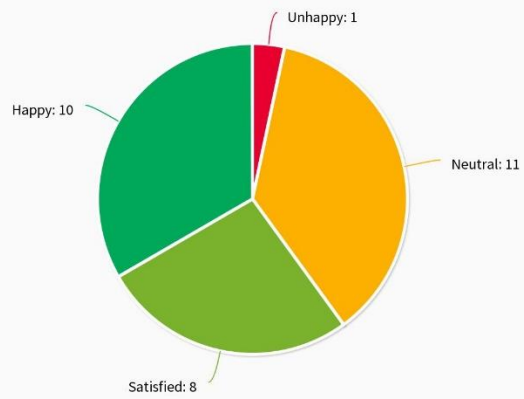
Public transport serving Salisbury, including Park and Ride services, will be improved and better used. Enhancements will take full advantage of technological advances, providing improved accessibility for longer hours.



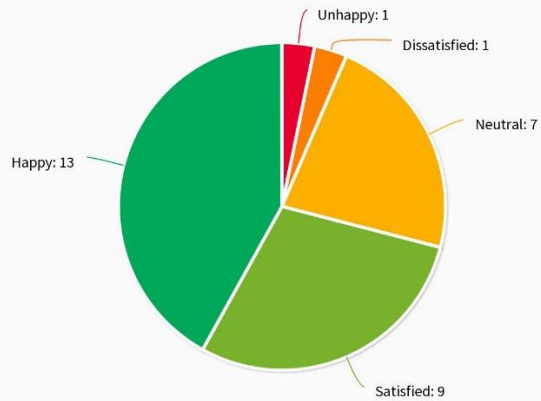
NDP POLICIES

Policy number/name											
1: Tree planting for carbon capture	 <table border="1"><thead><tr><th>Sentiment</th><th>Count</th></tr></thead><tbody><tr><td>Happy</td><td>16</td></tr><tr><td>Satisfied</td><td>7</td></tr><tr><td>Neutral</td><td>5</td></tr></tbody></table>	Sentiment	Count	Happy	16	Satisfied	7	Neutral	5		
Sentiment	Count										
Happy	16										
Satisfied	7										
Neutral	5										
2: Air quality	 <table border="1"><thead><tr><th>Sentiment</th><th>Count</th></tr></thead><tbody><tr><td>Happy</td><td>18</td></tr><tr><td>Satisfied</td><td>9</td></tr><tr><td>Unhappy</td><td>2</td></tr><tr><td>Neutral</td><td>1</td></tr></tbody></table>	Sentiment	Count	Happy	18	Satisfied	9	Unhappy	2	Neutral	1
Sentiment	Count										
Happy	18										
Satisfied	9										
Unhappy	2										
Neutral	1										
3: Carbon neutral development	 <table border="1"><thead><tr><th>Sentiment</th><th>Count</th></tr></thead><tbody><tr><td>Happy</td><td>21</td></tr><tr><td>Satisfied</td><td>8</td></tr><tr><td>Unhappy</td><td>1</td></tr><tr><td>Neutral</td><td>1</td></tr></tbody></table>	Sentiment	Count	Happy	21	Satisfied	8	Unhappy	1	Neutral	1
Sentiment	Count										
Happy	21										
Satisfied	8										
Unhappy	1										
Neutral	1										

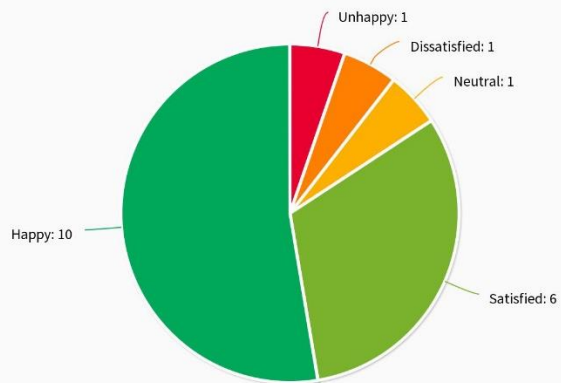
4: Electric vehicle charging points



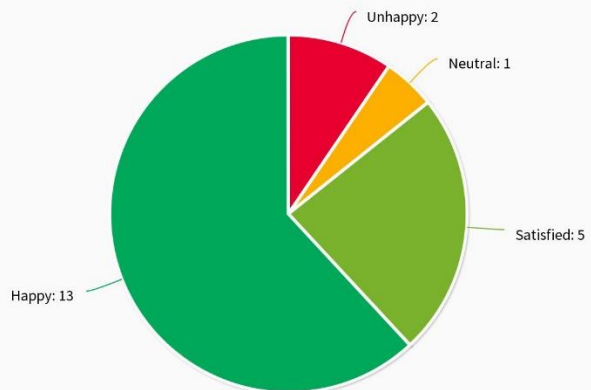
5: Habitats Regulations



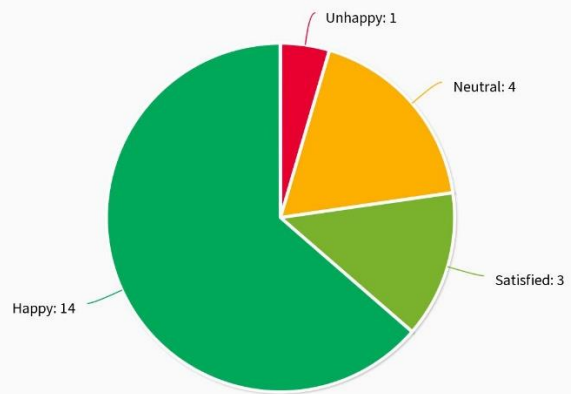
6: Design in the built environment



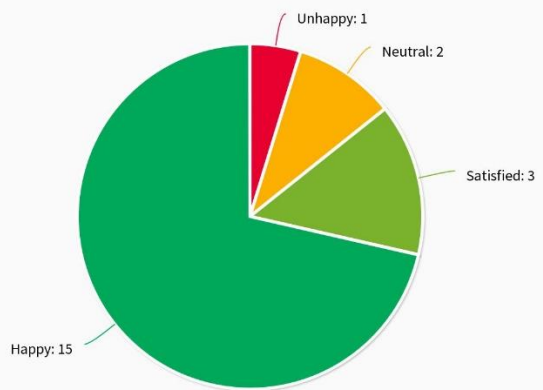
7: The Close and its Liberty



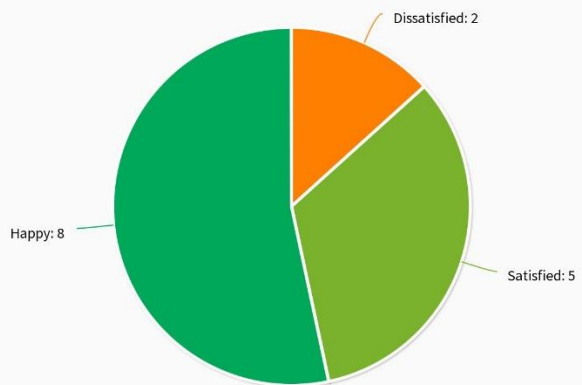
8: The Chequers



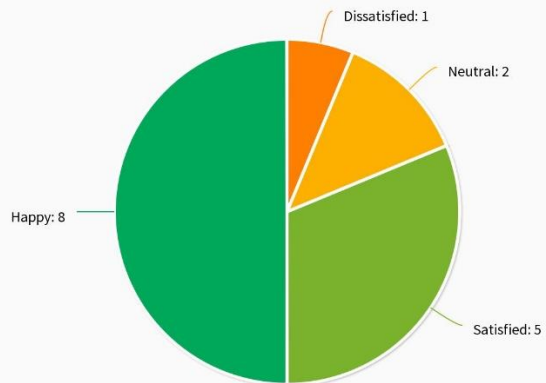
9: Protecting views of Salisbury cathedral spire

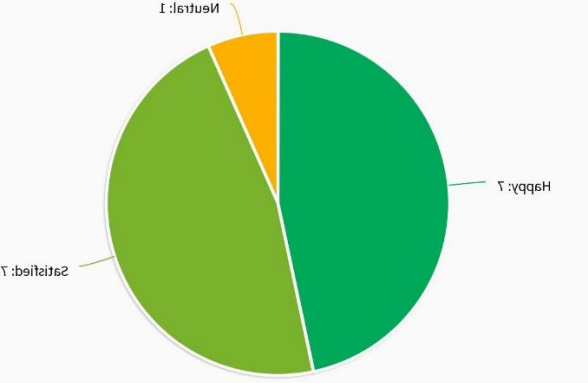
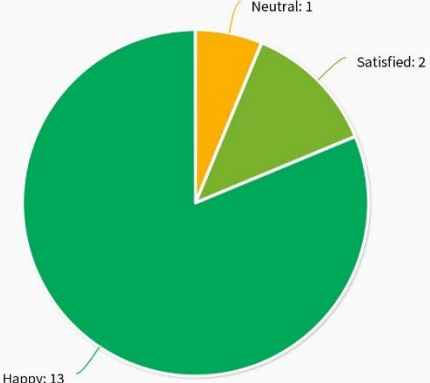
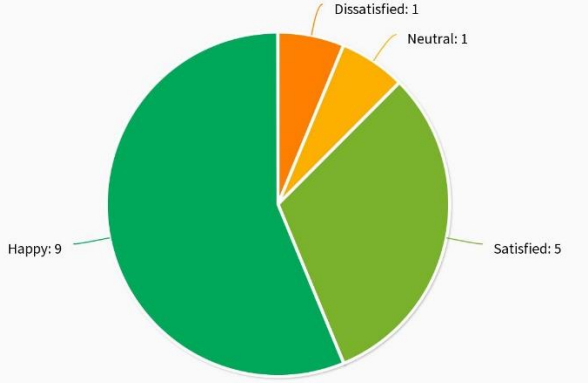
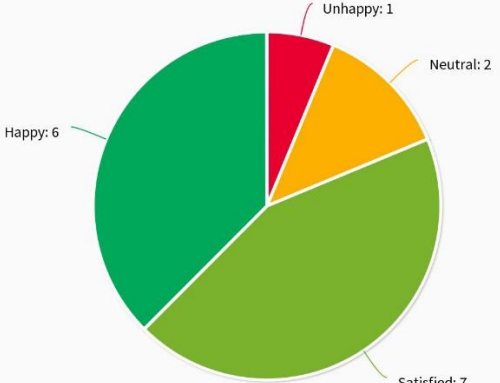


10: Enhancing blue and green infrastructure and biodiversity

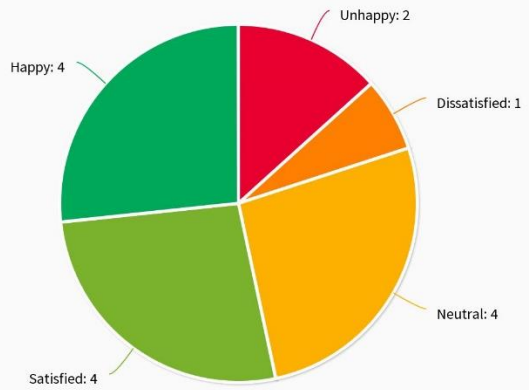


11: Habitat improvement and restoration schemes

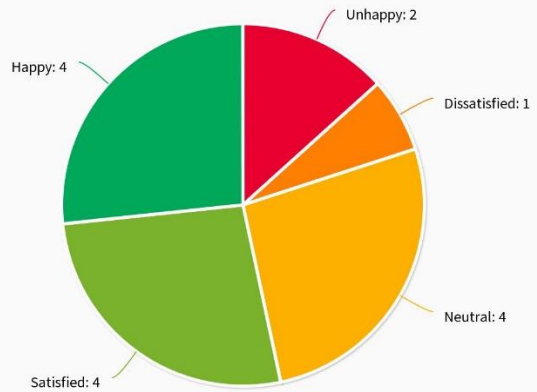


<p>12: Open Space Provision</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>6</td> </tr> <tr> <td>Dissatisfied</td> <td>2</td> </tr> <tr> <td>Neutral</td> <td>1</td> </tr> </tbody> </table>	Sentiment	Count	Happy	6	Dissatisfied	2	Neutral	1		
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<p>13: Local green spaces</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>13</td> </tr> <tr> <td>Satisfied</td> <td>2</td> </tr> <tr> <td>Neutral</td> <td>1</td> </tr> </tbody> </table>	Sentiment	Count	Happy	13	Satisfied	2	Neutral	1		
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<p>14: Construction and development management for projects affecting the River Avon SAC</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>9</td> </tr> <tr> <td>Satisfied</td> <td>5</td> </tr> <tr> <td>Dissatisfied</td> <td>1</td> </tr> <tr> <td>Neutral</td> <td>1</td> </tr> </tbody> </table>	Sentiment	Count	Happy	9	Satisfied	5	Dissatisfied	1	Neutral	1
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<p>15: Housing mix and affordable housing</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>6</td> </tr> <tr> <td>Satisfied</td> <td>7</td> </tr> <tr> <td>Neutral</td> <td>2</td> </tr> <tr> <td>Unhappy</td> <td>1</td> </tr> </tbody> </table>	Sentiment	Count	Happy	6	Satisfied	7	Neutral	2	Unhappy	1
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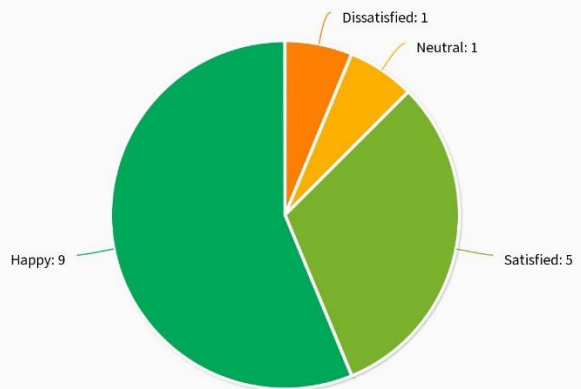
16: Churchfields and Engine Shed



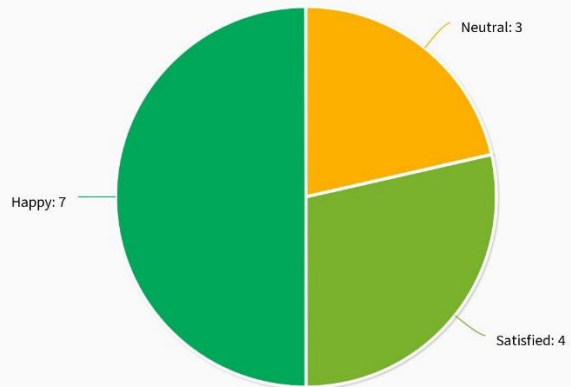
17: Healthcare facilities

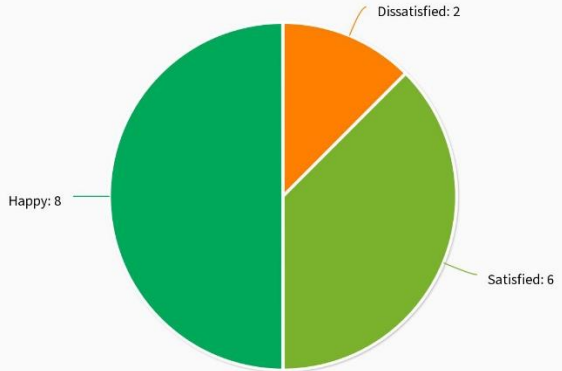
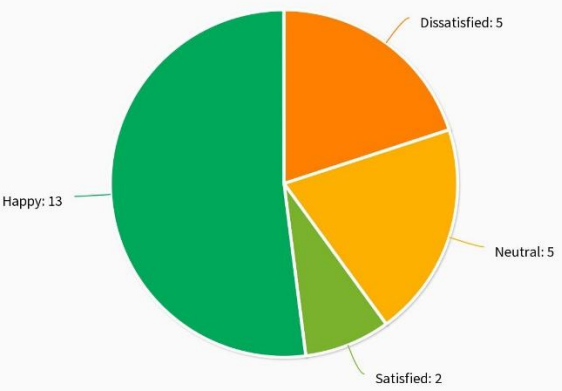
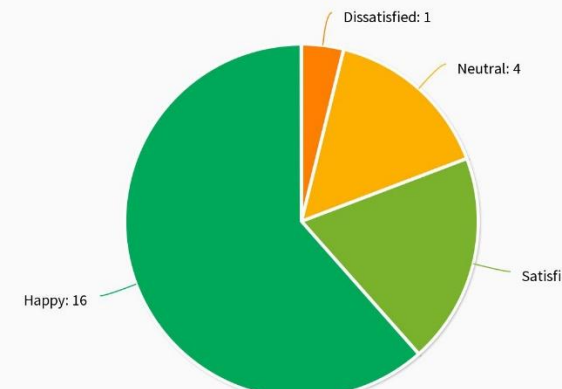
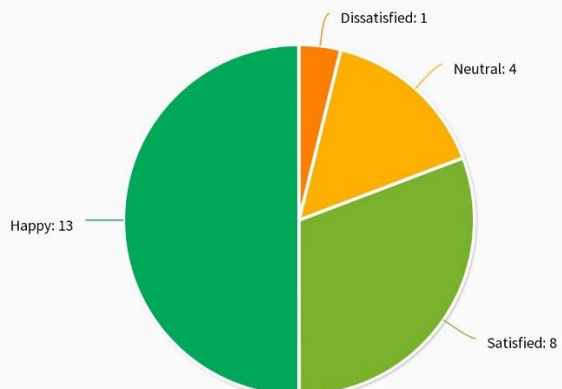


18: Community infrastructure

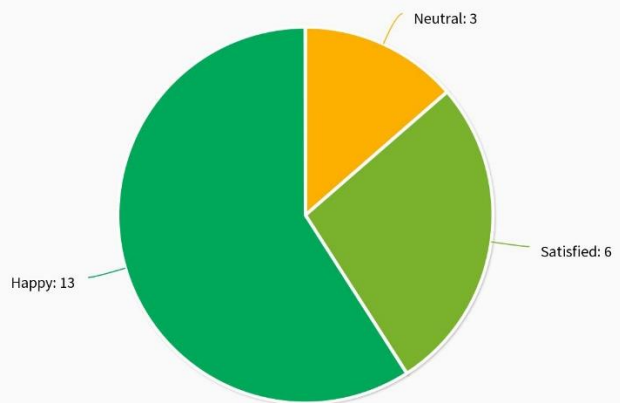


19: Allotments

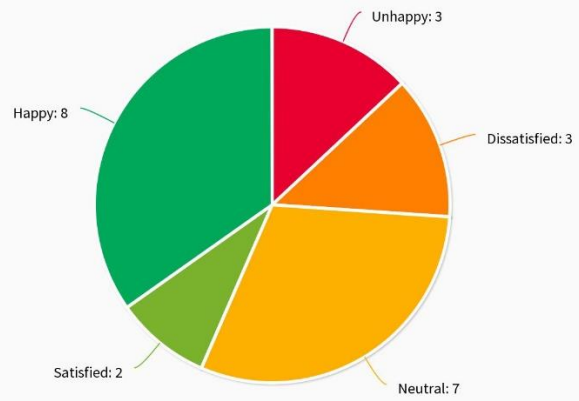


<p>20: Provision for Play and Sport</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>8</td> </tr> <tr> <td>Satisfied</td> <td>6</td> </tr> <tr> <td>Dissatisfied</td> <td>2</td> </tr> </tbody> </table>	Sentiment	Count	Happy	8	Satisfied	6	Dissatisfied	2		
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<p>21: Sustainable transport</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>13</td> </tr> <tr> <td>Dissatisfied</td> <td>5</td> </tr> <tr> <td>Neutral</td> <td>5</td> </tr> <tr> <td>Satisfied</td> <td>2</td> </tr> </tbody> </table>	Sentiment	Count	Happy	13	Dissatisfied	5	Neutral	5	Satisfied	2
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<p>22: Cycling and walking infrastructure</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>16</td> </tr> <tr> <td>Satisfied</td> <td>5</td> </tr> <tr> <td>Neutral</td> <td>4</td> </tr> <tr> <td>Dissatisfied</td> <td>1</td> </tr> </tbody> </table>	Sentiment	Count	Happy	16	Satisfied	5	Neutral	4	Dissatisfied	1
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<p>23: Cycle parking</p>	 <table border="1"> <thead> <tr> <th>Sentiment</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Happy</td> <td>13</td> </tr> <tr> <td>Satisfied</td> <td>8</td> </tr> <tr> <td>Neutral</td> <td>4</td> </tr> <tr> <td>Dissatisfied</td> <td>1</td> </tr> </tbody> </table>	Sentiment	Count	Happy	13	Satisfied	8	Neutral	4	Dissatisfied	1
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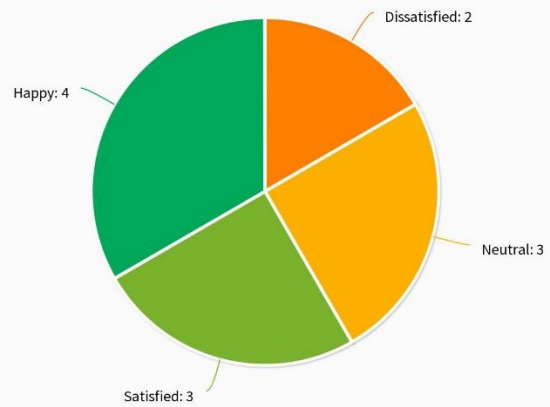
24: Cycling for pleasure



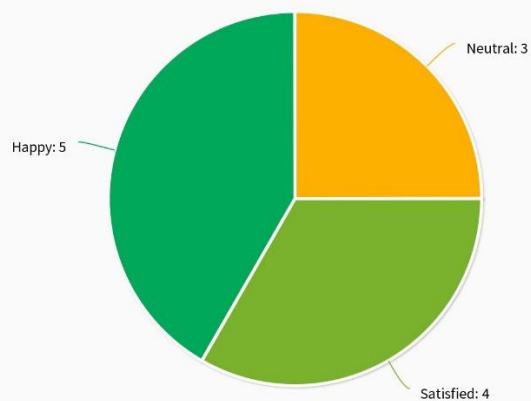
25: Residential car parking



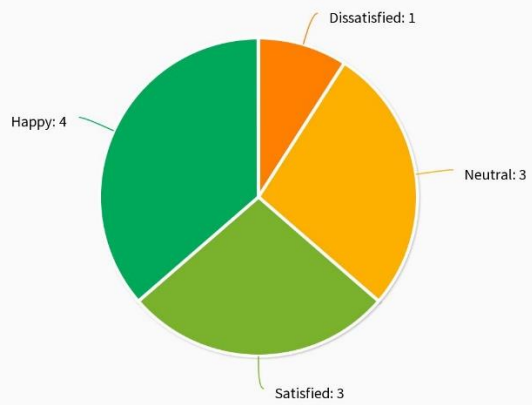
26: Working from home and live-work units



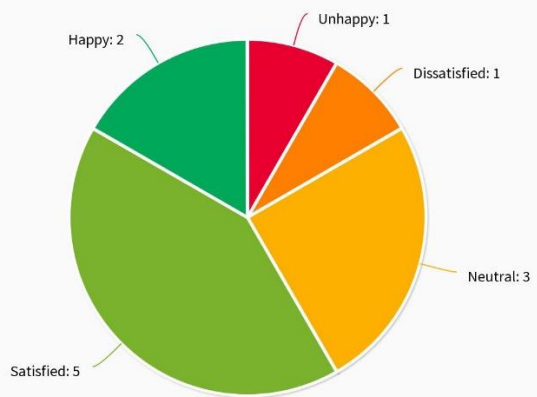
27: Visitor accommodation



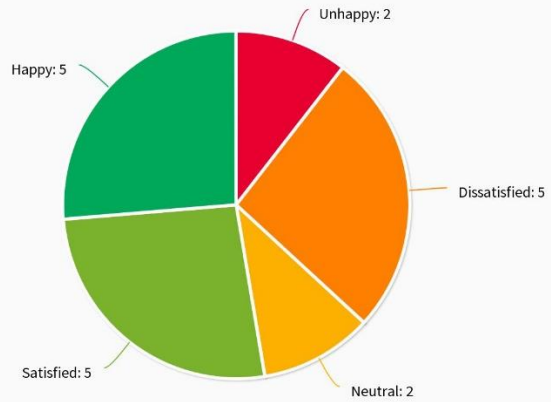
28: Post offices



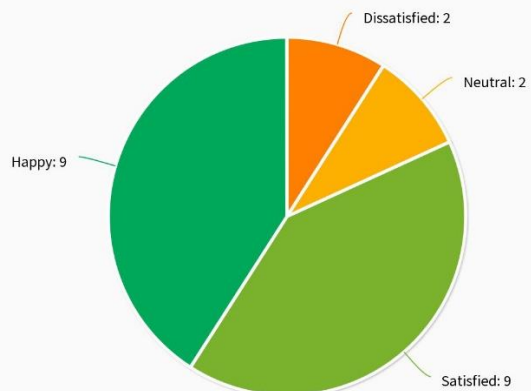
29: Major food retail



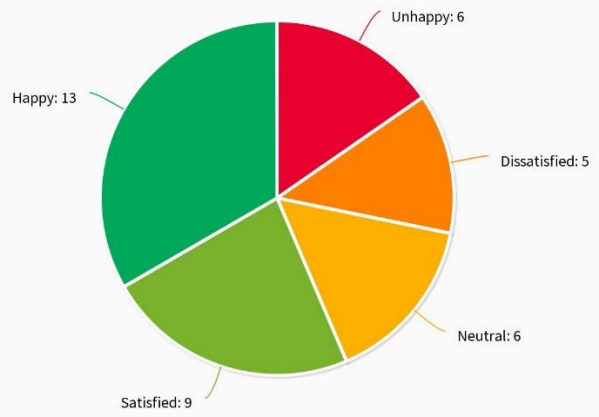
30: Quidhampton Quarry



31: Coldharbour Lane



32: Brown Street Car Park





Annex 4: Free text responses from Commonplace platform

Policy number/name	
SNDP Vision	<p>- "Churchfields industrial area will evolve into traffic and pollution impacts on the rest of the City. An innovative neighbourhood and employment area that maximises its proximity to the railway station and the city centre and will have reduced</p> <p>Please put this into English so that I/we can better understand what you are saying and can answer accordingly."</p> <p>-</p> <p>"There is very limited spaces in Salisbury for adding more houses. The traffic jams are massive. Moving businesses that are on Churchfield estate outside of town will destroy another piece of land. Just keep it where it is (the cost of decontamination will be massive)</p> <p>there is a need for a better cycle system, accessible for children"</p> <p>-</p> <p>The Churchfields question is unintelligible and needs correcting. The green infrastructure question is two Qs in one. What community partnerships are involved in looking after the green infrastructure and how? Impossible to form a view.</p> <p>To help decrease water run-off, we should introduce limits on hard landscaping for all properties, both domestic and commercial. In practice, this would prevent home-owners and businesses from paving over all the land adjacent to their properties.</p> <p>Traffic congestion in Salisbury is worse than London. Forcing more traffic onto the ring road by pedestrianising the city centre will cause more congestion and much greater pollution levels. We need a ring road outside our city. Parking charges are also horrendous and puts many people off shopping in Salisbury. I would definitely shop elsewhere where there is a wider range of shops and cheaper parking.</p> <p>-</p> <p>The disabled parking in the city is being taken over by Deliveroo and Just Eat etc cars. They are going round and round the city, I really think they are causing a huge impact on the disabled and the air quality. Over all I prefer the city not to be car free, even though I hold a blue badge. It caused a lot of unkind comments and I feel... and the delivery vans and cars then just parked wherever they liked!</p>



There needs to be much more community engagement with the citizens of Salisbury to inform decision making by the elected representatives in order to realise these aims. This engagement needs to go beyond consultation and include deliberative democratic processes that truly engage citizens and involve them in democracy.

-

Please make using electric scooters permissible from outside the ring road into town along town paths etc.

"I think you need to liaise with the staff leading the HEAT project at the hospital if you aren't already. Their plans will impact on most of the areas in your survey.

I'm also not sure how having mainly no vehicles in the city centre will work for those who live in the centre & need to drive & park. There are also many businesses in the centre who need immediate access to their vehicles throughout the day to respond to their business needs, ie. going out on urgent home visits, meetings in other locations which aren't on a bus route at all or would have to get 2-3 which would take up too much time from the working day. I'm not sure if it's in your control but free parking on a Sunday or reduced price parking or bus fares on market days etc would get more people into the centre. "

Car free Salisbury didn't work last time, I have mobility issues and cycling not practical. Cycling also not practical for workers. With more working at home

Car free Salisbury didn't work last time. I have mobility issues and have to park near where I am going to shop. I struggle to stand for long periods so waiting for park and ride buses which often don't turn up 8s not practical. Not practical for workers to cycle and meet clients. Not safe to walk in the dark, especially during the winter. With more people working from home restricting easy access to the city centre will further discourage people from coming into the centre. Ring roads don't have capacity for diverted traffic. Therefore very much against pedestrianisation of Salisbury centre. Improving public transport and encouraging use of Park & Ride must be a priority.

"Any new building should be eco and innovative not a rehash of medieval or Victorian, the new buildings should be sympathetic but modern.

More investment to new businesses coming to the city to stop the younger generation moving to other cities we can not rely on tourism and charity shops.



Something needs to be done to low level crime in the city by a particular group of teens. They have become untouchable and out of hand. "

Make something for older teens and consider a Lido

High Quality (Market Leading) Retail is essential West of the City. To access supermarket shopping, brand shops etc residents of Wilton (for example) need to travel across the city to the massively congested Southampton Road causing pollution, stress and wasting time.

This just reads like any party political broadcast, full of vague promises. Eg, who is going to build affordable housing, a builder needs to make a profit. As for bikes, probably over a hundred cars on the road for each bike, do what is the obsession with them.

-

Less retirement homes.. more affordable homes for the YOUNGER generation, fed up looking and more then HALF the results found are retirement homes

Nowhere does it say how all this will be done and paid for. The city needs cars and people in it to keep it alive.

"No real statement of how the A36 traffic problems will be addressed to say only minimal time lost in queues mid week ignores rush hours and weekends

The congestion will continue to put off shoppers travelling into Salisbury and deter any new outlets opening Harnham current approved developments will further cause issues through the village and Netherhampton Road so further house building will be to the detriment of local residents

To state the City Centre will be traffic free will resurrect the LTZ that was a disaster and got cancelled

The anti car pro cycling agenda is biased to a minority and ignores residents getting to out of town shopping based around the Inner Ring Road and A36

Until the long running and outstanding A 36 review by Highways England is ever concluded and steps taken to resolve Salisbury traffic will remain a blight for any further housing "



	<p>"Sustainable development- what does this statement actually mean? Nobody is going to understand or visualise what youâ€™re saying. Multifunctional green infrastructure networks- again what does this mean? Having existing green spaces maintained as stated would be good, but how does this link to jobs etc. The city will thrive- this is just a statement. No mention of what or how. Everyone wants the end result but spell out what youâ€™re suggesting. Changed shopping and working patterns- in what way? Longer hours? Shorter hours? What do you mean and how will you achieve it? What regulation? High quality landscape setting- other than the existing rule restriction building heights in view of the Cathedral what are you suggesting? Salisbury city will remain - statement with no foundation or explanation. Affordable housing- lovely idea but where? Whenever housing is put forward everyone immediately argues against it. Weâ€™re running out of space to develop on. Churchfields- again no explanation or context. What are you actually suggesting? Healthcare facilities- building new? Employing more doctors? From where? The issue the NHS has is wasted money and misused services by the public. No details given on how you intend to achieve this aim or alter the mindset of the public. Water management- the River Project is already in progress. Improvement in water quality is outwith the remit of local councils. Thatâ€™s a matter for legislative change and water companies improving. Unclear what youâ€™re proposing. City centre car free - this divides two sections of the population. You canâ€™t have a car free city without significant improvement in public transport. It has to be frequent, reliable and cheap. The dreadful situation currently evidences how fragile the public transport system is and this would have to be robustly prevented. Where would cars be diverted? We donâ€™t have a complete ring road so all traffic going from the bottom of Wilton Rd to say the hospital would have to circuit the ring road causing chaos and increased pollution. Have we learned from the LTZ/people friendly streets or will we repeat and hope nobody notices? What about residents? Where will they park? How do they access their homes? Get deliveries or workmen? How will care workers navigate the city? Where will city workers park? Or are we assuming everyone will Park and Ride - which is naive at best. Public transport - yes. But how? Currently the service is appalling due to lack of drivers. Will we employ a different company? More than one? How will they achieve a better service at affordable costs?</p> <p>All of these are wish-list statements, written in quite jargonistic terms without any explanation, context or foundation. Nobody can simply agree or disagree an end result without knowing the implications (learn from the Brexit referendum!). A lot more thought needs to be made before putting things like this out to the community for consultation. "</p> <p>A total No to more unwanted housing around Salisbury, use all the cities un used retail and convert housing. Don't make Salisbury car free</p>
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What a load of nonsense. The pipe dream of a traffic free city centre can only work if there are plenty of options for cross-city travel. When this was tried before, the amount of traffic on the ring road and New Street was diabolical. As there are no options to add to these routes (apart from the even narrower Scots Lane-St Edmunds Church St-Pennyfarthing St option) it's just going to gridlock the rest of Salisbury. But why should I care? I hate this ***** hole. I want to move to Scotland, leave the south behind, and get away from the ***** tories! So do whatever you want. I'm outta here!

-

Do the latter statements herald the reintroduction of the LTZ. I do hope not

"Salisbury has become run down! It is dirty with no money being ploughed back into it . We have no shops and no social housing for young families!

During my life time Salisbury has gone from a thriving city to a ghost town. I will be 73 in the year 2036, I do hope before then Salisbury has time and money spent on it to bring the city back to life!"

Bypass canâ€™t be avoided just get it sorted itâ€™s ridiculous now. Do something for the kids for Christ sake there is nothing in Salisbury for teenagers and theyâ€™re just getting into trouble, hardly surprising when the city is all for old people and tourists. Stop trying to pedestrianise the city itâ€™s not needed. Sort the state of the city out it looks atrocious, run down, overgrown and a goddamn mess. Get the cctv back up and running and make the city safe again

-

The Councillors and â€˜volunteersâ€™ involved in this plan should be named. Accountability requires this. No place for anonymous presentations. Wwhat was the cost of this exercise? Why has the Planning Authority (WC) said they will ignore this plan?

Bring back People Friendly Streets to improve air quality, peace and prosperity to the city. Every city centre in the world which has done this has benefited socially, culturally and economically.

"Urban sprawl is becoming an issue in Salisbury. Amesbury is spreading into Salisbury and the top of Wilton Road is a stones throw away from Wilton. More houses are being built, but the infrastructure doesn't support the number of people. The city doesn't have enough jobs to support the population, so residents are driving to leave Salisbury for work, which means more cars on the road using a ring-road that can't support the number of vehicles - add this to the number of parents having to drop their kids off at schools in the morning, the traffic is continuing to get worse, not to



mention pollution. We need to improve the city's road system, starting with Southampton Road. The road is wide enough to support 2-lanes out of the city between the college roundabout and just beyond Mcdonalds/Tesco's, which would prevent the bottle necking we see at this roundabout. If this can be achieve, the city could try again to pedestrianise the city centre. We can't just build more houses, more retirement homes etc and not consider the wider impact (jobs, shops, schools, NHS dentists, doctors, leisure facilities etc), it's short sighted, and Salisbury has been doing this for years, which is why the issues are getting worse.

I love the conversations that are happening around Salisbury in terms of green spaces, and pedestrianising zones, supporting local business etc, but there's some fundamental stuff here that needs resolving first. Solve the issue at the source, and good things will follow. "

-
"Would like to emphasise need for improved public transport that does not necessarily involve going in and out of the City Centre as those sort of links are particularly poor. This would also help Salisbury's neighbours. The Park and Ride services do not sufficiently promote the night time economy although that is said to be important. "

The last two points about being car free and improved public transport are SO important. I can't wait for this to be a reality!

athe problem with having the centre of Salisbury mainly vehicle free is that it will be difficult for the disabled to move around. **A lot of bisabled people do not need mobility scooter, but still require the provision of disabled parking.**

-
All the above are commendable and I would support and encourage them all. But how will you achieve these goals, as in my opinion most have serious flaws in them making them difficult, if not impossible, unless a complete change in the approach towards planning and project emphasis happens within the city council. I think ideas and opinions of the residents of Salisbury need to be invited, debated and listened to, perhaps in some kind of Forum.

"**The footpath on brown street is too narrow.** Please move parking to the west side and make it a single carriageway. Please provide more city centre car parks for people who want to shop. We don't want park and ride, we want to park >shop>(<carry shopping to car><continue shopping >and drive. Not park >ride on a bus>shop>carry the shopping to a bus>ride>carry shopping to car><ride bus> <continue shopping><carry shopping to bus>Ride<carry shop to car><drive>. Do you get it? Thanks Neil "



Very pleased by the prospect of a large car-free town centre. We need safe cycling and walking routes outside the town centre too to allow us to get there car-free (ie places like Kelsey Road, Laverstock Road),

-

I would like to see more affordable housing built in the centre of Salisbury and surrounding infrastructure to encourage community-building and all day long engagement with shops/activities/night life.

-

With electric car use there is no need to restrict car movements and rely on cycling and walking. The use of private electric vehicles therefore should not be maligned in the future. Driving and owning a vehicle in Salisbury should no longer be maligned as it is a freedom of choice. Not everyone can cycle and the constant assumptions that vehicles are "evil" is wrong.

I think the whole process of developing a Neighbourhood Development Plan for Salisbury has been very exciting and I would like to thank all of the volunteers, staff and Councillors who have been involved in it. Cllr Paul Sample JP

Park and ride is not the answer. Modern, multistorey car park within walking distance of the shops. I'm on the ring road and often want to drive closer with kids, or I'm sick, etc, to get in and out quickly. I don't want an "experience " all the time. The bus is stupidly expensive and not a viable alternative.

Think I already submitted this page?

-

"We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future.

Either run a tram/shuttle to the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential.

Add a 3 story car park for shoppers & tourists, subsidised (free?) by business taxes on account of the facility. Price makes a difference - Southampton Road shops are used less when city parking is affordable/free, by me at least.

Whatever might be thought about the desirability of motor cars, plentiful and cheap parking is THE key to keeping visitors and shoppers coming. This is a tourist spot and an overgrown market town after all.



Move the bus, coach, taxi depots here, shopmobility, tourist information etc, 24 hour free toilets & medical health centre. Cycle stands etc. Electric vehicle charging points. You know the list.

There are jammed narrow streets, crazy bus service since closing the previous 'bus station, coach drop-off inconvenience, closing shops (don't need any more). This is a rare opportunity to fix most of this.

Access from the ring road keeps traffic out of the medieval streets which are easy to access on foot.

The existing shops & market are the natural shopping area, there's no need to move the centre, and no need for more shops either large or small.

Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services. The Maltings development cannot be viewed in isolation, it has effects on the transport arrangements throughout the City and the region.

Short & medium term money concerns are no way to decide this, which affects a major historic city for all future time. There are deeper heritage issues.

By all means include youth hostel and hotel accommodation along with residential flats above shops, but keep Sainsbury's as is.

Do not move the Library. It's position serves its function. It's function serves its position. It is a free public service, in public ownership. Do not change this. Commercial considerations have no bearing in these matters. The library will die if moved with reduced footfall, do you want that? The art galleries need to be in the same building of course.

Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury. "

The implementation of these proposals should be considered by Salisbury citizens in the form of a Citizens' Jury/Assembly. The implementation of the PFS scheme was very poorly handled and demonstrates what can happen when there is insufficient involvement of citizens in the implementation of plans. A representative group of citizens who



hear evidence from a range of expert witnesses and deliberate on the evidence before coming to a set of recommendations would lend legitimacy to the process.

This questionnaire wasn't really well devised/serf out. Can we please make sure we are forward thinking, considering how things need to work for 25- 50 years from now for example. **We need to keep Salisbury's historical qualities yet inject innovative, unique and inviting attractions that make people proud to live here and want those living outside the area want to travel easily to the city.** We don't have good music or sporting facilities - it would be great to have big name music artists to the city. It seems big decisions are being made by people who want to keep Salisbury 'quaint' yet it just makes the city dull and staid.

"Access is the key . There needs to be a recognition that areas which benefit from being car free during the day can feel unsafe at night. Also care must be taken not to disadvantage those with limited mobility including a more imaginative approve to step free access to historic buildings .

Access to Churchfields is the elephant in the room. HGV traffic is damaging the fabric of our historic city. It may be difficult legally to restrict this without an alternative access but this should be investigated . An alternative access should be included in the plan as an aspiration. Diversifying development in Churchfields will not achieve this. "

-

My only general comment having recently moved here last year from London is to move more towards offering young people more to do in the city but I see that changing already and there are new bars, cinema and shops beginning to open and be built which will attract more young and young families. I like what is being done to the railway station too and the fisher ton gateway and maximising the potential of that space and making it more appealing to the visitors! With more professionals/people working in city centres adopting flexible working patterns, I think. Salisbury has huge potential to attract those sorts of people to it and therefore more money to the area. Of course a fine balance but I feel from having lived here a year, the city is moving in the right direction and how lucky we are with the cathedral and already natural beauty that this city already has. I welcome these plans

Take the feral children out of private residential streets and send them back council estates, an 8year old that terrorised me in the street the other day I heard him say to his mate "we have made history tonight because we have scarred this road for life" • They have poured or smashed something bright white into our neat and tidy street, then they have put rubber skid marks down another part of the road and when they got bored of that they are feeding BB guns with chalk and shooting it at cars returning from work, parents no where to be seen and too scared to approach anyone in

case I get stabbed! I put out pigeon spikes to keep them off my land and they ripped them up and threw them in to woods and onto downtown road, when they finally went in, my neighbour went and collected them as he knew I'd get prosecuted if any accident occurred! They constantly kick footballs against my windows break all my plants, I can't sell because of them, I've complained to their housing association but heard nothing back, now you sent this I'll write to them again but it's getting worse as they get older

-

"Although I've given all smiles, I think a badly designed survey. It needed a comment for each section as they contain a lot of very standard statements which in abstraction don't mean a great deal. 2 main points.

Regeneration needs to be included as well as sustainable, as existing needs to be rectified.

If centre is car free, access for local businesses needs to be considered and clearly shown to be an issue."

-

Making the city car free is a terrible idea for residents and businesses alike. We are a medieval residential city, not a new town, where they have hardly any city centre residents. Telling residents that they can't use their cars in their city, will mean extra traffic on the ring road, which already is beyond a joke. It will put strain on the roads that aren't car free, most of which are residential (rampart and tollgate for example), causing bottlenecks and problems for residents to return home and park. As a SP1 resident, if cars were banned, I would seriously think about moving and we only tend to use the car at weekends.

"Amenities for children and teens need to be looked at and centralised for those of us who don't drive and rely on buses The buses NEED to work better they are so unreliable

More FREE events need to be provided you go to what is supposed to be free and food ect is so expensive that I avoid going with the children "

-

Please be really innovative and make sure the people that make these decisions are not all middle class and white. To make this good you need to make sure there is diversity of thought and ideas.

Yes, bring back people friendly streets. Ensure that creatures can burrow the riverbank. Why are trees being chopped down. The trees take up huge amounts of water, preventing flooding and keeping banks and slopes from breaking up. Put solar panels and air source heat pumps on all council housing. Insulate all housing. Put up wind turbines. We have to stop using fossil fuels in order to survive.

-

My fear is that Salisbury is already overdeveloped and any further developments will force a merge of Salisbury, Wilton and Amesbury into one mass of ill conceived and expensive housing which does not meet the genuine needs of the local housing and employment markets

Please leave brown Street car park as it is. It is still needed as a car park and we do not need more housing in tye city centre

-

"Don't even bother making the city a car free zone again, salisbury is a dying city and that will put the nail in the coffin. We've seen how the pilot scheme was done and that killed footfall in salisbury. The park and ride sites should be demolished and turned into affordable housing for young people. No more retirement properties and no more rental properties where the rich get richer. If you're going to create homes to rent then the properties to rent should be super cheap to rent and the rent generated from them should be put back into creating more affordable homes. No more allowing rich old people to profit off the younger generations!

Make it so that all commercial buildings have to add solar panels to their roofs to generate sustainable power for their business and the communities "

-

All are noble aspirations and v important but many points (such as the green agenda) are already adopted by the Councils and yet Salisbury still hasnâ€™t got so much as recycling bins along the streets so I am not confident in their ability to make any of this happen!

-

Oh my god. Spare a thought for anyone who doesn't live in the town centre. With little ones it's already almost impossible to get anything done in the time between parking and then having to get the jobs done before the kids melt down because they're hungry /tired etc. If you had to add on a public bus wait /ride I just couldn't do it,it would take an hour out of a two hour chunk of usable time. And how would you carry anything that you got and deal with little ones on the bus (I have 2 yo twins plus 4yo plus 19yo..that doesnt leave spare hands for dealing with tired kids on a bus! I think removing car parking will just stop people with young children in the villages coming in to town, I guess I would just order everything online and drive to Southampton...

-

"Lots of discussion in document for people who are fit & able to walk & cycle. What about infrastructure for those that are unable to and are disabled? You cannot assume that every person having difficulty walking has access to a blue badge. I have 4 disabled people in my family and only 1 has qualified for a blue badge to date. However if cars were



banned from city centre they would be unable to walk, don't have access to wheelchair and are too unwell for public transport.

I visited Brighton and they had a great disability taxi service but taxis in Salisbury are unaffordable out to my village.

I am a business owner working on the edge of Churchfields. Uncertainly in the development of the area means that I am considering whether to relocate.

I am in favour of innovative solutions to address climate change and to protect biodiversity. "

I want to express concerns about plans to build on central carpark. It is essential for mums with young children, people with disabilities, etc, to have safe, secure parking in the city centre, to enable easy, convenient access to shops and amenities. It's all fine and good promoting park and rides, but they just aren't very feasible with kids, pushchairs, and shopping. Lack of accessible parking could encourage shoppers to go elsewhere.

This is all great but sounds terribly idealistic - you cannot do it at the cost of people's ability to live their lives conveniently. For example reducing traffic around the city - HOW? Where is it all going to go? Southampton Road is a complete nightmare, that needs to be addressed primarily. A LOT of people come into Salisbury from surrounding villages and it's not remotely practical to suggest we all get the bus into town (especially when you live in say, Bulford, and it already takes half an hour by car and you have two children in tow). If you remove the ability for people to come in by car and park, you're going to destroy Salisbury's economy because we will choose to shop elsewhere.

"This plan does not consider the needs of locals at all-rather tried to promote the needs of a population of tourists (which the plan will also drive away due to the lack of parking!).

As a family we have a full time wheelchair user and 2 electric cars, we live in a surrounding village; our bus service is awful, irregular and unreliable (and often inaccessible to wheelchairs due to inconsiderate prams), there are NO high speed car chargers in town and wheelchair access is disgraceful. Not to mention the fact that there are no shops in town worth visiting or leisure facilities suitable for teens. We stay because we enjoy the surrounding countryside (which we are also losing due to the incessant building projects) and we travel out to Basingstoke or Southampton to



use facilities (when traffic allows) where disabled access is a million times better and facilities are worth visiting. They also have many more car charging facilities."

The above statements regarding travel and transport do not appear to have taken into account people with young children or who are carers and rely on driving and suitable parking near facilities. Recommend you read Invisible Women by Caroline Criado-Perez which will help you beyond a standard equality impact assessment.

There is going to have to be a lot of work done to achieve these aims, in particular the introduction of a wider variety of attractions for younger generations to keep this section of the population interested in Salisbury. Also, I do not know why anyone keeps pushing for a car free city centre this simply will not work with Salisbury, it will drive people out of town and push the "hub" feeling of the city centre further out of reach.

Salisbury is too small for park and ride- it just doesn't work and never has done. We do not need more housing, the infrastructure will not cope.

All fine except reducing parking in centre. Once again you haven't thought about mums with multiple children, pushchairs and shopping. This isn't London. We travel from rural villages. We'll just go elsewhere.

-

"Public transport links are not good enough to enable the removal of parking from the city centre. It's unreliable and there is too much time between buses. Salisbury has lots of parking for people with disabilities which is great but spaces are often empty

As a busy working mother with 2 small children I rarely go into town these days due to the difficulties with parking and the lack of safety in car parks. I cannot wait an hour for buses and meet the needs of my children to eat and sleep. Where is the focus on making the city safer for our children? And giving them more to do. Warminster has a new splash park, why can't Salisbury have one in one of our beautiful parks? "

Reducing parking in the city will put people off of visiting. Less spaces will lead to increased traffic and pollution as people queue for a space in the city. This will be especially hard for those with children who need the flexibility of being able to get to the car promptly to avoid any trips out feeling even more stressful than they are already. If more green space and housing are being created in order to sell the land for profit, then a large multi-storey car park needs creating to increase the parking capacity of the city centre. This needs to be open all hours, monitored by cctv, plenty of parent and child spaces (the city is currently awful for this provision) and feel bright and safe. I do not believe putting everyone



on the bus is the answer. Traffic would be hugely reduced by a ring road AROUND Salisbury and this would likely tempt more people into the city.

Please do not make the city car free, this will have a negative impact on families and people with mobility issues and detract from visitors, it will also put more strain on local parking for residents. The current car parks are dilapidated and unsafe, and the public transport is expensive and unreliable. We need a good and safe multi storey car park in the city centre to make it easier to visit.

I'm an nhs community worker & cannot lug all my work bits to the various venues I work in in Salisbury if it become pedestrianised. Also I live in Winterbourne Earls. The buses stop running here at 6pm, how will my children get to and from the town centre. Short sighted in my opinion. Also how will you make money from car parking when everyone stops coming to Salisbury due to lack of parking and any decent shops? For gods sake sort out the flyover and Southampton road. That will cut your pollution problem.

"No proposals are credible or viable without the economy of the City prospering. The very first issue is to address is the appalling state of the city centre with empty premises. Clearly the local population cannot sustain the City centre (as otherwise shop would not be closing). So this requires visitors to the city to be encouraged to come here and that means adequate car parking and access. As cars go electric pollution will significantly reduce , yet no-one even considers that and cars are reviled, when in any proposals for the future, they should be regarded as a major way of attracting visitors. The concept that all visitors must be forced onto public transport is totally wrong-headed - shoppers and visitors will simply go elsewhere. People getting around on foot and bicycle is great - to a degree - but that does not generate actual business and it does not make the City prosper. Unless the City thrives there is no finance to pay for many of the well-meaning, but frankly unviable environmental projects. Where is the money going to come from ? ?

So first matter above all else is to address and set out clear provisions for road access and car parking that will make the economy thrive as the priority for fixing the economy of the City centre. That is the critical path and only after that is clear should the other environmental issues be considered in a hard-headed practical way that can be adequately funded.

Above all else we should avoid the short-term dogma that many activists propose. Look at the utter fiasco of trying to re-route traffic out of the City centre a year or so ago. Just crass thinking without regard to what would be plainly visible knock-on effects."



Although I agree it would be nice to have a carless Salisbury Centre; there is a need for people to drive in to Salisbury centre. The park and rides are too far out of town and to make people use it will in my opinion stop people coming into Salisbury due to the inconvenience as this will add another step to their journey and add time to their journey.

-

All future money from house development must be spent on new footpath/ cycle lanes along main roads. Making the centre car free is a pipe dream public transport in Salisbury is horrendously unreliable and Mums with multiple children find the buses impossible (never enough space for buggies and wheelchairs)

-

Just wondering with a ageing population who are all these people cycling and walking everywhere?

"Adaption for climate change is good. So too is adaption linked to the technologies that respond to climate change.

Car free city centre - This is a terrible idea unless the technological conditions available to most people support it. For many in outlying villages - not just the disabled - being able to access the city centre by car is essential. It is incredibly hard for parents to herd children and buggies out of cars and onto buses to use a park and ride, and the ability to park in the city centre is thus essential. For me the use of park and ride would at least double (probably more) the time to get into Salisbury City Centre. This is great for city residents, but terrible for those who live outside the city. The city and the high street will suffer as people quite simply visit less and spend less. Please don't create a problem that didn't previously exist."

-

Traffic management is not mentioned. The A36 Southampton side through Salisbury, Southampton Road commercial sites and the College roundabout must be addressed. The subject of poor previous planning without doubt.

I believe things like shops rent need to be lowered - we have lost so many amazing shops recently in Salisbury because the rent is ridiculously high. Also, not allowing certain shops in to Salisbury because it doesn't suit the vision of Salisbury is also ridiculous, there are now more empty shops in Salisbury then ever before. If you want not foot traffic and visitors you are going to need to let all types of shops available in the high street. Blue boar row looks so run down lately.

-

Churchfields needs to be moved away to a new bypass and the site used to develop a magnificent EcoCity worthy of comparison with the vision and efforts of our 13th century predecessors.



Salisbury is already difficult to access. Reducing access for cars will make that worse. We need more and better parking options and lower charges to encourage people to come to town instead of going elsewhere. Buses need to run frequently (more than every 30 minutes) and finish later, otherwise people are forced to use cars. It's also discouraging to see empty storefronts. I would welcome efforts to encourage start ups and innovative retail hubs such as food halls, activity centres (like the Bunkhouse for teens) and studio or small retail spaces for empty stores, including big spaces like Top Shop. More independent shops and retail like in Bath will attract more people to town, creating a virtuous circle.

-

"City centre means what? eg Car access to Brown Street, Bourne Hill, Castle Street and therefore Blue Boar Row all seem essential ... we need a new Bus Station and an integrated transport system.

"

Please do not build anymore houses in the surrounding areas, or there will be no green areas
More emphasis on organisations being regulated to make climate change adaptations. A very careful consideration around expansion of Churchfields area. It is already very noisy at night time - low deep vibrations can be felt and heard across the river in Harnham and Netherhampton. And please do not build developments on flood plains!

-

"Emphasis will be placed on local wealth creation and support for enterprises which do not extract resources (financial, human, natural) from the city and its environs.

Redundant buildings and spaces will be made available for community use ensuring that the city and wider area is not blighted by empty and derelict properties.

Space in the city and surrounding area will be made available for community gardens and allotments, encouraging people to grow food and create a greener and more nature-friendly community. "

-

The police service needs to be beefed up and financially better supported for a stronger law enforcement presence in the city. I have been part of inner city decay and not doing this is the first step in the downward spiral.
Reducing road traffic in the city centre must be a key priority, along with improving cycling and walking routes into and around town. LTNs and car free streets should be encouraged. Their benefits have been proven and opposition groups usually represent a much smaller group of people than they claim.

-

These are all obvious things for a wish list. They aren't questions



The country side is wonderful and shouldn't be built on at all!

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"Restrict cars in the city centre and you restrict shoppers.

Was nothing learned from the no car zone of 2021 which was very quickly reverted.

Focus on improving infrastructure not reducing cars. There will always be reasons why cars are the first option. We're a predominately rural community outside of the city walls. South Wilts it's an area where you NEED a car to get around. We don't live in Greater London where everything is on our door steps. Public transport is far too expensive in Wiltshire. "

Some questions are loaded with too much info, I don't want salisbury to be car free I want to pop in for an hour but I do want good cycle access. Those two elements were mixed in one question.

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Cycle lanes

"Charging for parking especially for disabled people is absolutely disgusting. If you want people to come in to town to spend money and time people need to feel welcome and able to park. It unrealistic to expect people to always use public transport, walking or cycle. We have an ageing population. Please be realistic."

-

People love to cycle except the police don't seem to be able to manage cycle theft@
Eco friendly practices are super important, I'm pleased to support them.

Encouraging new shops and businesses to city?

-

The plan as it exists is unsound. Those preparing it have failed to implement the requirements in the NPPF with regard to flooding. The Churchfields site, The former Gasworks and the Former Imery's quarry site are all subject to groundwater flooding. The NPPF requires that a sequential test is carried out prior to any sites being allocated within a neighbourhood plan. This has not occurred and the plan is therefore unsound at present. If a sequential test were carried out on these sites all would be found unsustainable as there are sequentially preferable sites available outside of the City in areas that do not flood. All three of these sites therefore need to be removed from the neighbourhood plan



before more tax payer time and money is spent on a fundamentally flawed plan that inevitably will not be approved. Please read the NPPF and how flooding should have been assessed before progressing further with this plan.

A great vision for the future of our city

Er - could you have a go at putting more of this in plain English please? I have a PhD and I thought it rather densely-written, using a lot of shorthand that many respondents won't entirely understand. Too many virtue-signalling words as well.

Not got much faith in progress. Not feeling hopeful, more anxious.

"Churchfields traffic needs to avoid the city centre with a new road junction. Traffic currently going through new street is not out future vision.

Park and ride can only work if city centre parking is reduced, will this happen?"

You haven't gone nearly far enough in targets for solar panels to fulfil energy needs locally. The continued establishment of "solar farms" on greenfield sites is clear evidence that cities such as Salisbury are not ready to generate enough of their own renewable energy locally. We have so much space under concrete, tarmac and roofs that could be used. Covered walkways and covered carparks with solar panels, as are common in Europe, are a huge opportunity to increase local sustainable energy supply while protecting people from the wet in winter and from the heat in summer.

"I am a car driver and I understand that South Wiltshire is a rural community and there will always be a need for car use, deliveries by van and lorry etc. That said, a visit to the city centre will show that Salisbury is blighted by high levels of noisy and polluting motor vehicle traffic which, in the long term, will gradually destroy the city's attraction as a destination for tourists, shoppers and residents if measures are not taken that improve air quality and the ambience of the city centre. Other similar market towns and small cities are already ahead of Salisbury in implementing policies along the lines that are being proposed here and we cannot afford to be left behind, because a failure to introduce progressive changes now will cost us dearly in the long run – not least financially. I support measures to promote the use of public transport, park & ride, walking and cycling and green spaces.

-

A very misleading biased questionnaire, asking for agreement to your pre-conceived views, mostly in areas for which you have no authority.

Regarding cycling infrastructure improvements, it is no use proposing city-based improvements without firstly addressing the issues cyclists face when travelling to or from Salisbury via the A36, particularly west of Skew Bridge. The A3094 at Park Wall is another dangerous road wholly unsuitable for cyclists; further down, past the Quidhampton junction, the road is also dangerous for pedestrians. Time, and time again these matters have been identified, and acknowledged, but nothing is ever done. If the City and Wiltshire Council want to change attitudes to car use, then they need to focus upon the real issues - it's not just about Salisbury. The A36, a "strategic artery" is maintained by the Highways Authority, and that is why nothing gets done; the A3094 is Wiltshire Council's responsibility, yet nothing has ever been done to improve road safety for pedestrians and cyclists.

The City of Salisbury serves and is supported by people of all ages from a wide rural area. For many, access to the City from surrounding areas requires use of a car. Pretending that prioritising cycling and walking is an answer is elitist, impractical and will ensure the decline of shops and services. Ask, why are out of town shopping centres so successful while city centres decline? Answer, because of the availability of plentiful and cheap car parking! Salisbury needs to improve links between rail and bus and provide ample, cheap car parking accessible from all approaches to the City. That is what will maximise prosperity and use by all groups.

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Make public transport work. Follow London with Â£1.50 fee per hour anywhere in the vicinity not Â£2.80 for 10 minutes journey as Salisbury
2036 is too late, we need action now

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"Enhancement" means different things to different people. No mention of area-wide wi-fi. No mention of hydrogen fuel, insulation, or how to manage in extreme heat. How do Tesco's deliver to people who live in centre?

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"Rural areas, large developments around the edge of the city and the need for disabled provision necessitate the need for continued central car parking in the city and Brown Street carpark is well-used both by tourists and residents so it seems sensible to allow that to remain as is but the uncovered part of the Central carpark allocation could be reduced in size and the space that creates, used to develop a completely integrated transport hub, to include the Coach Park and a Bus Station making travelling to and from the city a much more welcoming and viable proposition. Buses idling around the city are not conducive to the attractiveness of the city. Culver Street carpark is easily accessible from the ring road



and so needs to be promoted heavily but improvements need to be made to improve its poor reputation and it should be priced more attractively throughout the whole day to encourage usage.

Park and Ride is a valuable service and helps to reduce some vehicle movements in the city but could be better used to make it more viable; an increase in operating hours and including Salisbury District Hospital in the Downton Road route would reduce congestion south of the city immensely for instance.

Problems occur with heavy traffic (flow and weight!) in the New Street, High Street, Mill Road intersection due primarily to access to Salisbury Cathedral and Churchfields. When Salisbury Cathedral operated a temporary one-way system (in through the High Street and out through Harnham Gate) it helped but perhaps a one-way system in that area of the city could be devised to encourage more heavy traffic onto the ring road, reducing both traffic and pollution.

My own movements in and out of the city from East Harnham are mainly on foot these days but as a driver and cyclist too, I acknowledge that provision needs to be improved in every way for Salisbury to thrive.

Development must not be allowed on our water meadows to prevent flooding. Our parks and greenfield sites must be preserved so that both residents and visitors can continue to enjoy their beauty and peace. Incentives should be offered to owners to bring into use currently unused buildings (much of Castle Street for instance) which could allow for Three Chequers Medical Practice to have their much-needed integrated relocation for instance. Supermarkets should be encouraged to build in areas with no provision i.e. south and west of the city, helping to reduce traffic movements: would the Quidhampton Quarry location be suitable for instance?

Proposed new housing developments must all have 40% affordable housing, community facilities and solar panels incorporated into their plans.

The Library needs to stay in its current location as it is accessible for all and perfectly located. Salisbury badly needs its own recognisable Police Station back again and last but not least; I completely agree that Salisbury city badly needs a centrally located Post Office...could that be in Blue Boar Row?"

What are the plans to maintain and enhance the cycle infrastructure of Salisbury? There are many who use cycling as transport into and out of the centre as can be seen by the limited number of bike security points. Reducing cars in the town center will only increase this.

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The second last question asks too much at once. I strongly believe in the last sentence and strongly disagree with the first. If the city centre were to be "largely car free", the queues on the ring road would be horrendous. Look at a map of the area. Salisbury is a star-shaped hub, with traffic from afar passing close to the city centre. Closing further roads in the centre will exacerbate this, and will do nothing to alleviate pollution, since the inner ring road is so close to the city centre. The answer is the creation of a wider, outer ring road.

Not enough has been thought about helping people go about their business. I don't think making Salisbury sustainable is the first priority. Green can come with prosperity, but it won't make us prosperous. Supporting new housing is good, but needs to be coordinated with access and services which is not evident here. Deciding that cars and parking are not needed is foolish and caters for the time-rich retired at the expense of families and the working age. A commitment to enabling easier car journeys and parking for residents, acknowledging that their lives and needs are legitimate, should stand alongside ideas for pedestrianisation in the city centre. It would make Salisbury much more liveable.

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It all sounds a lot if wishful thinking. Great if it works out -apart from banning cars from using the city centre. A much better use of funds would be to build a proper bypass and use the space of the various silly through city Churchill Ways to provide a green space.

Very pleased indeed with all vision statements, however success will be severely constrained until the UK has an improving economy and money is available for state and local authority resources and spending. Firstly the failures of Brexit, wholesale privatisation and austerity have to be accepted. Then the priority is for high quality state education, jobs and housing where the jobs are located. These are issues for local concern and not only national issues.

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Sustainability and climate change should not be the first priority. Making Salisbury more prosperous and life better for residents should be the first priority. Prosperous, fulfilled citizens will enable sustainability as a secondary aim. The anti-car measures are insulting to the many Salisbury residents trying to live busy lives. They favour the time-rich wealthy and retired over those working and raising families, trying to get that better job a bit further away or give their kids varied experiences in a narrow free-time window. The plan should get off its high horse and acknowledge the basic legitimate needs for car travel for residents. It should seek to enable neighbourhood residents to live their lives to the full, not get in their way and tell them what is good for them. The proposal to encourage car-free, no parking provision development in the city is failing every family's need for housing and favouring the already well-catered-for retired. I would be happy with better public transport, which I use as fits with my life, but not at the expense of being able to use



a car when I need to. The continued focus on the Park and Ride as a solution to anything is ridiculous for a city of Salisbury's size. The councillor(s) still pushing it need to get real, or better yet give way to someone with new ideas. The historic buildings guidance is more favourable, but given the 'Fisherton Gateway' decisions, is clearly not going to amount to anything.

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"We should stop building more houses as the infrastructure cannot cope . The Gp's, ED department and SDH are over run and there are not enough NHS dentists to support the growing number of people. We should not pedestrianise any streets without finding a solution to the ring road which is far too busy as it is.

"

Will there be reduced heavy traffic within th City soon? This should be a priority as thundering lorries and car transporters going through the junction of the High St and the entrance to the Close is dreadful and not only an eyesore and polluting but dangerous.

Please stop punishing hard working people with the over the top focus on green policies which only support the wealthy.

leading questions that don't provide enough detail to why and how

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Salisbury needs more independent shops. It has lost itâ€™s character advantage with multiple charity shops and closed businesses. If park and ride is to be improved the frequency of the service needs to get back to pre-pandemic levels. The present timetable discourages use and I have not used it for months because of the reduced service.

Don't make Salisbury even more car un friendly, reduce car parking charges and return cash parking machines. Park and Ride is a waste of money, not reliable and too expensive

I see very little on how Salisbury will attract and retain business. Without increasing employment, young people will continue to move out of Salisbury to areas where employment choices are greater. Salisbury should have a clear focus on how to attract new businesses to the area.

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I really welcome the plan and that so much thought has gone into it. My only reservation is about cycle lanes. While I agree that they are really necessary, I wonder if thought could be given to the danger they pose to pedestrians when sited so close to the wall of residential properties that they can't be seen by someone leaving the premises until he or she is in danger from a fast-coming cyclist. This is so in West Walk in The Close where really old pedestrians and people



pushing wheelchairs leave the square opposite the Cathedral through the pedestrian gate onto West Walk. As motorised traffic is meant to keep to a speed of 10 miles an hour, could the cycle lane safely be in the centre of the road rather than to either side of it, as it is near the exit gate to De Vaux Place? Cyclists often ride at considerably more than 10mph which is a danger to pedestrians leaving the Cathedral precincts as well as the flats because it is hard to see cyclists round the cars parked along the low wall which surrounds the Cathedral precincts.

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It is not enough to protect views of the spire as existing views of the Cathedral are valuable too. Developments that still show the spire but hide the rest of the Cathedral are not acceptable.

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I want to raise my very strong objections to the proposed development plans to build on both Brown St car parks. This issue was raised in the previous proposal, when it received widespread condemnation by residents in Salisbury. That consultation stage has obviously had no effect on these documents, where the same proposal appears again. My general objection concerns how important it is to retain both Brown St car parks as close and accessible means of entry into the town, particularly by people with mobility issues. Local businesses need all the help they can get to meet the current cost of living and energy crises, and removing an important customer base will be highly detrimental. My second objections are as a close resident, living in Charter Court, Gigant St (SP12LH). We are the nearest residential area and immediately to the rear of Brown St, and our quality of life is threatened by the proposals. Any buildings on these car parks will take away the only open space in an already heavily built up area of the city, with resulting increases in noise pollution and the potential for further anti-social behaviour. Parking spaces for residents, already inadequate, will be under extra pressure, and additional traffic to and from these homes will add to road congestion. An important part of the consultation document seeks to preserve cathedral views for the city. Myself and some of my neighbours are very fortunate to enjoy a view of the spire from our upper floors. The new development will completely destroy this, leading to an inevitable reduction in the value of our homes. I would be pleased to discuss my concerns with any councillor involved in the development plan and show them, from the perspective of where I live, how detrimental the impact of building on Brown St car parks would be.

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It is important to ensure all areas are safe to travel in regardless of time of day or if on foot, personal safety is often an issue when developing environmental targets with street lighti

More public transport from Villages to Salisbury e.g. to and from Shrewton to allow people to get to work and for evening entertainment - theatre and restaurants and reduce the need to use the car and spend more in the City. We



need a bus service after 1800 to accommodate this, even if it only available on a Friday and a Saturday it would be more than we have now.

"Parking charges are KILLING our city and making it uncompetitive. Shoppers do not like park and ride and would rather go elsewhere. So many other towns on a short commute have lower shoppers parking charges than Salisbury.

Higher parking charges do not force shoppers to use park and ride - they force them to shop at out of town shopping and elsewhere.

The leadership of Wiltshire Council are killing our city shopping centre and are demonstrating themselves to be clueless in the micro economy. "

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"I am happy with all of the statements, but obviously it remains to be seen how close to these statements the Council and Partners come. One thing I would highlight, the building of developments in the City centre without parking allowance. I have seen two developments of this type in Hampshire. One in Emsworth and one in Bishopstoke. The end result of them is inappropriate parking all over the place by the people who live in the developments, WHO STILL HAVE CARS. If you are making it a rule of living there that no cars are owned, OK, it will work. If not, as I said before, the people who live there with cars will just be trying to park them anywhere nearby. It's a disaster.

I love the idea of more trees and green areas. It would be lovely to have more meadow type areas in the parks. Could there be flowers along the sides of the bypass roads to brighten these areas that are difficult to enhance?

Could there be a cafe in the park near the water meadows? All proceeds to go back to the council to create an area to enjoy green spaces. I totally agree that this needs to be done with respect for the wildlife/area.

Finally, thank you for giving the residents the chance to have their say. I think Salisbury has a lot of potential, I hope it can be realised. I am happy to volunteer in ways to assist, if its planting trees/ meadows or whatever.

Could the litter be picked up more regularly, I know this isn't the fault of the Council, but it SO enhances the look and cared for feeling of the area. "

I am glad to see the proposal for new affordable housing, without this young people will move away and we will lose any potential development. That being said we do need a clear way of attracting new businesses to Salisbury to keep a range of ages and backgrounds in the area

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	<p>"Ring road through traffic needs to be sorted. "</p> <p>-1. Little can be improved without drastic action re A36. Even getting from north to south in the city is a nightmare most of the time and cycling/walking is not an option for the elderly. Buses do not necessarily go to and from your final destination particularly smaller villages and when they do they are so infrequent as to make them unusable for visitors. 2. Air quality could be improved by discouraging bonfires e.g. on allotments where proper composting provision should be provided. Charging for green bins does not encourage people to recycle green waste and much of Salisbury is in a valley which traps the bonfire particulates. Those of us living near the allotments have appreciated the recent improvements in bonfire emissions but there is still a way to go. 3. I hope the River Avon flood mitigation scheme is a great success and it is important to ensure that it becomes a meaningful wildlife corridor by ensuring it is continuous, wide enough and dark enough. Thank you.</p> <p>-</p> <p>There is always a balance between industry, business and the environment. A key part of the plan will be to stop social isolation and to remember the hidden poverty in perceived affluent parts of the city. A key question is to attract bigger industries as well as developing independent shops and supporting start ups. Keeping green space is a key. How do we make Salisbury a tourist destination where people want to stay longer and spend money? How do we keep our young people with good employment opportunities? I am pleased with prospects of partnering with different universities at the district hospital to show Salisbury is a place to study and learn beyond 18. Are there other partnerships that can be built upon?</p> <p>-</p> <p>"The rail links need to be improved. More trains at a lower cost. Sit on London road and watch the busy road with all the pollution. Now observe the empty railway line!.. it's empty, unused, 95% of the time the rail is empty. Doesn't take a genius to work out what's wrong with the picture! Salisbury need low cost trains, more links and more frequently run. The technology exists to make much better use of the rail. People will only switch to rail if it fair and frequent! Also the traffic and parking at Salisbury station is appalling. There's a large unused piece of railway land near the station. Build better road link to the station. Encourage people to come to Salisbury. Also visitors walk from the station into Salisbury is awfully ugly. More buses. Invest in electric school buses and remove parent car trips. Proper end of road pick up for kids. Like USA but use electric. The traffic in holidays drops by about 30% again doesn't take a genius to work out how to reduce traffic by removing parent rat runs. "</p> <p>-</p> <p>"We have recently moved to Salisbury with our four young children and are happy to be here. Thank you for this opportunity to provide some reflections.</p>
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I have been struck, walking around the city centre especially during the week, how few people under 50 there seem to be.

It strikes me that in order for Salisbury to attract a "diverse demographic where all age groups are represented" then a concerted effort needs to be made to make it an attractive place for young graduates and people in their twenties and thirties. Could there be a push for more rental accommodation suitable for house shares rather than couples? More affordable housing? We have friends who recently moved to Salisbury who found it very hard to find a house they could rent together not as a couple.

A better cinema seems another obvious way to attract younger people, and more going on in the city centre - pub quizzes etc. maybe?

It would be wonderful for Salisbury to aspire towards its own university in a more substantial sense than the current affiliation with Bournemouth. Are there any plans for this?"

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"Too much emphasis on discouraging use of cars will risk loss of tourism and of shopping.

You can't carry much on a cycle and be safe to pedestrians.

Older people need cars: buses really cannot serve them properly.

High quality hotel and restaurants needed in city centre. This is only way to attract high spending shoppers.

College roundabout in urgent need of attention."

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"We moved to Salisbury from west of London, Bucks, just over a year ago. We had been studying at Sarum College, in The Close and were drawn by all Salisbury had to offer. Then the Pandemic struck. Even when we moved there were little independent shops to enjoy but browsing local shops is becoming less easy to do with increased expense for small businesses and little relief or help for them to keep going. It's becoming a little sad as closure after closure is announced. A feature which attracts visitors IN, are small independents which create interest, variety, something different. I set up a conversation on the Next Door App and have copied in some of the comments below.

Not only the empty shops, but also the neglected facades that help make the city look so worn down and shabby. It's signposted as a "Mediaeval City" but with all the junky-looking shops that the planners are letting in, it sure doesn't live up to its billing. Compare with other places that ensure that the character of the town or village is preserved, no matter what the business is internally.

Local authorities should have the power to oblige absentee or negligent landlords to maintain their facades, as is the case in some other countries



...in this day an age of the cut and paste town centre, where every town has the same chains, its the local and individual businesses that make it a joy to visit

I very rarely shop in Salisbury, only if I need a certain item from a certain shop. The parking costs are expensive and only a couple of shops interest me. If I want to have a look around shops I generally go to Ringwood, Lymington (which has a better market on a Saturday, and some of the other New Forest towns. With the NFDC parking permit costing Â£30-00 a year gives you 3 hrs parking in all the NFDC controlled car parks. I am afraid that Salisbury has lost its appeal to me.

I used to often go to Salisbury on a Saturday to have a wander round, now there are so little shops to wander round in. Salisbury has died as a city, far to many shops / businesses have closed, there is nothing for visitors to come / see & do, only the Cathedral, the council need to do something about the rates, and get shops reopened? To encourage visitors to visit Salisbury & spend money here

Shopping used to be an experience, its got too expensive to be an experience now. (partially referring to the increased parking charges)

The leadership at Wiltshire Council demonstrate a clear lack of understanding that ever increasing and uncompetitive parking charges play a very big part in the ongoing viability of Salisbury City Centre.

Since 2009 the centre has declined whilst they seek greater revenue from fewer used spaces. Places such as Southampton & Poole charge much less.

It costs more per hour to park for three hours than two hours. Three hours being the optimum time to shop and get a bite to eat.

Shoppers won't use the Park & Ride which in the late 90s was built solely for commuters.

The council are clueless about the 'pile it high sell it low' phrase. If they charged a straight Â£1 per hour in all car parks for any length of stage the spaces will fill with an unlikely reduction in overall revenue.

They can't even get it right on a Sunday where you have to pay Â£1.90 all day. If you park for just an hour you still have to pay for a whole day making a short stay more expensive than any other time if the week.



The current leader of Wiltshire Council actually lives near Salisbury but appears unclear as to the ongoing viability of the City.

Constant increases in rent for companies and more expensive parking than other cities is the demise of the city.

Selling the spaces at a much lower price will over time fill them all and maintain overall income.

Wiltshire Councillors look ONLY at the parking charges rather than the impact and overall micro-economy.

Lower "competitive" parking charges will gradually bring in more people, making business for the shops and eateries better. Many of those shops are independent and profits get spent locally. Most of the shops employ local staff who also spend locally.

I'm afraid our councillors have not yet hit the reality that empty shops do nothing for the local economy apart from giving it a bad image.

We need more councillors who understand the concept of business rather than just being there to claim their over generous attendance allowances.

Wiltshire Council have the very unfortunate motto "where everybody matters" yet by far Salisbury is the most expensive place to park in the county.

Shoppers can park in Chippenham from £1 per hour and the multi story in Trowbridge is free for up to 3 hours.

Empty parking spaces bring in no income at all.

This month they stopped Free Parking for drivers with blue badges which has now pushed those drivers to the free blue badge on-street parking which is now over subscribed, pushing those who can't find a space to out of town shopping or another town/city - another own goal from this ongoing "unbusinesslike" council



We had the excellent but low profit Pennyfarthing Tools for years...couldnt afford the rent so now its another undertakers. Shame. Old george mall...lively family sweet shop had to move out but anne summers sex shop could stay.

Car parking costs a fortune, lots more than elsewhere round here.

I tried to buy sandals last week...the shops had closed and the last one is closing so had no stock. From where i stood i could however see four nail bars! Brilliant and so so useful. NOT.

Would it not be better to have a small rent than empty shops for years?"

-

This all seems good. Don't have time to read all proposals but have some thoughts. We live on Cherry Orchard Lane. In my ideal world: the Wilton Road would be a twenty mile zone with a designated separated cycle route. Churchfields would be transformed by plantings and green areas. Churchfields Road would be transformed by green redesign of or effective rewilding/park or garden creation in the scrub area and blank ugly wall belonging to the railway. All local roads would be re surfaced. (It is currently hazardous to ride a bike along a lot of them because there are so many potholes.) Salisbury would have NHS dentists. Salisbury's Victoria park would get more investment.

I can't stand these faces!! Somewhere I found the consultations for the car parks - and now I can't find them. But I have given some thought to this. The Culver Street car park would be the ideal one to get rid of - but the pollution from Churchill Way would make it a very unhealthy place to live. Central car park is enormous and I think something could be done here - the underneath car park could be expanded - thus expanding the roof parking as well. As the coach park will be remaining (I think it is?) the best place to keep some parking would be behind it in the existing car park. All along the river bank on the far side (running along from the leisure centre) would be a nice place for a flats. To keep the city centre car free, close off canal street and silver street - make access to central car park via Fisherton Street or Castle Street. I guess Brown Street is the one to get rid of - because of the 'M&S car park which provides plenty of space - and what about adding another couple of storeys to that car park?

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"How will new, higher paying employers be attracted to the city? We have a community that needs to travel to Southampton, Winchester, London or Bath for decent, well paid, professional employment. Unless reliable public transport is available car usage will increase.



Affordable rented or private housing is an essential requirement to keep the City vibrant and diverse. Unless this is provided there will be an exodus of the young and families. I don't want to see Salisbury become an OAP ghetto (although I am one myself). It is in danger of becoming such."

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"Any plans for the site where the old gas works was, near Waitrose?

The use of "green" can be confusing with what is actually meant- do you mean climate or do you actually mean traditional green areas like parks etc. I kind of feel these 2 have been possibly intentionally merged- to push people in a certain direction. Climate issues have been based on "modelling" for decades and not on actual real life data . There are countless climate experts who do not agree with the current agenda but they are intentionally ignored/ demonised by govts, policy makers etc. I do hope this council has taken the time to listen to both sides to get a balanced scientific opinion of what is happening and what needs to be done .

Having lived abroad for many decades I have seen so many fantastic schemes. The countries have way better recycling, the streets and pavements are swept very often (1-2 x month) and no uneven pavement or pot holes. Better drains that are regularly cleaned so you don't get water pooling (just thinking if the underpass from Waitrose to town) Shop keepers take better pride in their windows which are always well painted and again windows cleaned weekly. Just like you have volunteer to do the gardening at the council building, get some volunteers to help paint shop fronts. If you make the city look more attractive people will want to spend time there. Proper cycle paths , that don't suddenly stop in the middle of the road to encourage people to cycle and get them off the roads. Every new housing area should have cycle paths and a small play area for the locals. More bins for rubbish. Zero tolerance for littering and graffiti. Give talks at schools about how to be a good citizen.

Salisbury has such great potential to be a beautiful city but it's currently dirty and drab. Even outside the cathedral they have very ugly modern art pieces. It looks terrible and not in keeping.

What is the council doing with the homeless folk? There should be none. They need help, a room, good food and a mentor to help them reintegrate into society.

Really happy you are interspersed in what locals think and have given us this opportunity to comment. I do hope we see lots of great things happening in the very near future. "

"TWIMC

Churchfields Master Plan

Generally, I think the master plan design for all three sites is far too suburban. I find it hard to believe the designers have suggested 2 storey, semi-detached houses with front, side and back gardens in such a central location and so close to spectacular amenity space and the city itself. It is as if they do not want to believe Salisbury is a 'City in the Country' and instead have set out the housing for another mass produced, green field housing estate. This is particularly worrying as it is the council that has produced it. Surely it gives a very strong message to developers that the council has very little ambition for its urban design. Thinking of any other cities with such central sites, especially ones with large amenity space adjacent or nearby, there would certainly not be suburban housing proposed.

'Engine Shed'

There are semi detached houses hard up on the railway. I think this is both cruel and a waste of space. As a train user I am always disheartened at the view into the back gardens (often with rubbish tipped over the boundary) and wonder why those spaces weren't used for back service lanes or, better, screened by trees to give both the railway users and the house owners space.

There is also no relationship with the trees and it is surprising there appears no bigger idea, given the treed context, to govern the layout of the proposed housing. Why are there are there back gardens proposed when there is a wood adjacent and a river a few minutes walk away. The trees should be seen as the amenity of the site both as a buffer to the railway and a communal back garden.

Given the inevitable rumble of articulated lorries along the Lower Road the semi detached houses hard up on the highway also seem ill-considered.

The corner should be edged but still the opportunities of the site are not being exploited. Instead the western edge should be built up with housing as there is opposite and there should be much large blocks of housing (with parking and or commercial under) onto Lower Road.

Site 2 'Live Work'

This is more appropriately urban but again it seems the designers have simply filled the gardens with parking. With the river a few feet away I have to wonder why there is so much empty space on this site. Surely the live work units should be more like Fournier Street in Spitalfields (with shops on the ground floor and weaving studios on the roof) and less like a 1980's 'Office Park'.

If there is to be a central green space it should be treated much more precisely and precious (without cars taking centre stage) and some idea of orientation and community driving it.



Site 3 'Depot / Recycling Site'

These two schemes begin to address the adjacency to the industrial park on one side and the river on the other. They should, however, combine the two ideas (of larger blocks facing the industrial estate).

Again, the housing wants to be far more dense with some better relationships to the views, wooded areas and public access. The housing now looks like a ghetto of semis trapped inside a few 1950s apartment blocks. Instead the buildings facing the industrial estate want to be robust and act as blockers to protected spots behind. Maybe these are also live work. And if there are more houses along the river walk then these should address more positively the view and adjacency to the river. Is the 'pocket park' public or a park of the housing? If it is, as I suspect, private, then that idea should wrap around the south side of the site AND inform how the sites of housing either end are designed. The pocket park is a bit perverse (as it is adjacent a spectacular river walk) but surely it is the green space of the development and the mean back gardens of suburbia can be jettisoned.

A shame really that the council has set the bar so low.

I hope this helps

[REDACTED]

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Too much focus on making Salisbury car free. Park and ride sites I. Wrong places for city residents to make use of as none in city council areas

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"Rather than making the city largely car-free and thereby incurring the less desirable effects of large-scale pedestrianisation, I would suggest that cars and other motorised vehicles (excepting buses) should be firmly placed at the bottom of the city's transport hierarchy. This would make car use the less desirable choice and achieve the desired result without completely excluding vehicles.

Important to avoid harmful impact of forcing businesses away from Churchfields to greenfield sites. It seems probable that the planned demise of combustion engined vehicles should lead to a significant amount of car dealership and servicing space becoming vacant in the next decade and beyond, and this could be the catalyst for the sort of change the plan envisages."

"We moved to Salisbury just over a year ago. Until 2017, I'd never visited the City, but, after studying at Sarum College, in The Close, we fell in love with it and decided to relocate. We are saddened that, even in the short while we have been here there has been a considerable loss of many of the little businesses which added character to the City. I have already submitted comments re some of the statements here, which, largely seem right and good. The issue is more about how they are interpreted and implemented. For example, how does allowing a gambling facility like BetFred, bang in the city centre - I see they have registered an application to trade on Blue Boar Row - fit with the stated intention above of creating a high quality environment for people, including visitors? Salisbury is billed as a medieval city to attract visitors. Visitors don't want to see BetFred in a prime position opposite the Guildhall Square. It does NOTHING to enhance the area. Visitors come to a medieval town to see things which, if not medieval because some planner has disposed of them, but at least something appealing and interesting.

Secondly, is it not possible to exert some creative thinking around the many empty commercial spaces that exist?

Fisherton Mill and The Yard, coffee shop are creative spaces which buzz - take a leaf out of their books! In Frome, artists create collectives and come together to share spaces. Might it not be possible to create collectives of small businesses who could share the rent and rates of some of these empty spaces to tout their wares, even if they had to be pop ups? How about giving them a helping hand by renting out premises to them at reduced prices increasing to a more usual amount as they getting going and become more sustainable and can pay according to their earnings. Some creative thinking - including a reduction in car parking tariffs - is desperately needed. Maybe there are creative consultancies who could help?"

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Concerns over by making the city centre mainly car free, will this cause even more traffic to use back roads?

"I feel very concerned about the state of the GP surgeries in Salisbury. The idea of "modernising" seems to be turning everything into huge surgery groups that are impersonal and very difficult to access (unless you're happy to wait 2 weeks). Have we forgotten that small is beautiful AND human?? Please allow GPs to do their work, know their patients, and allow time for an appointment. We will have FEWER people and happier GPs that way.

PS I worked as a healthcare professional in the city 15 years ago, I've returned in 2020 and been very sad about what has happened to the surgeries. "

A very aspirational plan which leaves big questions unanswered. Example: Churchfields-it works as a big employment hub because of the synergy between so many different but linked businesses. Where are the ideas to support and enhance large scale employment, apart from the Hospital & Porton Down, without which Salisbury just becomes a "nice" city in which to live and attract tourists? Transport is the life blood of all successful economically successful



societies, yet the plans seem to be designed to keep people out: walking, cycling, unreliable and expensive buses with park and rides outside the areas where most people live are not suitable for a large number of people. The population data suggests the proportion of older people will increase significantly. Until the major routes and their junctions passing through the city, the A36, A338, A30 etc. are improved, remodelled (by-pass?) the city will remain gridlocked. A very aspirational plan which leaves big questions unanswered. Example: Churchfields-it works as a big employment hub because of the synergy between so many different but linked businesses. Where are the ideas to support and enhance large scale employment, apart from the Hospital & Porton Down, without which Salisbury just becomes a "nice" city in which to live and attract tourists? Transport is the life blood of all successful economically successful societies, yet the plans seem to be designed to keep people out: walking, cycling, unreliable and expensive buses with park and rides outside the areas where most people live are not suitable for a large number of people. The population data suggests the proportion of older people will increase significantly. Until the major routes and their junctions passing through the city, the A36, A338, A30 etc. are improved, remodelled (by-pass?) the city will remain gridlocked. The city needs to grow and develop, had the original rulers (as they were then) put in place some of these policies 500 years ago the city would never have evolved and there would be very little of what we see today. We became a great nation by building, we become a nation going backward. Look to cities like Singapore that celebrate their past, but place much more importance on the citizens of now and tomorrow.

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What is happening to the old gasometer site? It is a prime brownfield location ripe for development. When it is developed please sort out the road access to George street and especially please adopt marsh lane (which is a blight on the neighbourhood)

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"I have not completed the above questions because it is not clear if the reports should follow these guidelines or I think they do follow these guidelines.

In general my comments are:-

Park and Ride has been reduced because of lack of drivers and lack of buses, so it is difficult to see if it can be further improved. A car free centre must be better planned than the previous scheme. Roads and pavements in the City Centre are too narrow for cycle lanes or other provision. Local buses are so unreliable and park and ride so infrequent that car parking must be preserved and not built on. Houses should not be built on green fields - use the numerous empty buildings in the City Centre. Residential roads should not be used as main roads. The city Centre and the residential areas cannot be improved unless Churchfields is moved to Solstice Park or some distance from the City Centre and a bypass at least 10 miles outside Salisbury is built."



Stop the trucks going through the city centre by relocating businesses from Churchfields that rely on large vehicle deliveries to to the business park.

We held an informal survey as a new church plant (Trinity Church Salisbury), meeting different people in Salisbury, seeking to get to know how people felt about the city. The biggest general theme in regard to improvement was the desire for community and social activity. Among the suggestions were a better cinema, a city festival, and better options for youth. Having newly arrived in the city with a group of others, the other thing that strikes me is that if Salisbury wants to appeal to people in their 20s there needs to be easier access to shared accommodation. A number of friends found landlord's unwillingness to get an HMO license a significant stumbling block to finding accommodation. If Salisbury wants to be a genuine option for younger people, this may well need to be addressed.

Salisbury desperately needs bike routes and more green spaces, parks and children's playgrounds

"

Overall it was generally difficult to relate the above points to the specific policies in the plan, and I would have preferred questions specific to each policy.

And whilst I think that the plan has admirable objectives, I have concerns/observations in a number of areas, including:
Policy 18: Community infrastructure/pubs - If some pubs are finding it hard to survive in the current climate with reduced demand, is the policy saying that the developer should be expected to fund a new loss-making enterprise?
Policy 22: Cycling infrastructure - if this is implemented it is important that it is a genuine network, and that thought is given to also connecting the outskirts/nearby villages in order to avoid issues like the current termination of the cycleway on Southampton road which stops abruptly forcing cyclists into the road immediately before the dangerous corner at Petersfinger, and also causing traffic congestion for drivers when cyclists mix with traffic on a relatively narrow section of road. I am also not convinced of the requirement for additional refreshment areas, given the relative distances involved, and the number of new coffee shops in Salisbury itself.

With regards the Churchfields development, it's not clear how it is expected that people from surrounding districts/villages would get there without using cars, as the railway only serves a narrow corridor of places. And whilst the objective of making the centre car-free is admirable, I have a recollection that shop owners were complaining previously about decreased levels of business when the car park charging went up. So I would be concerned that we might end up with a traffic free city, but with even more empty shops, and people choosing to drive elsewhere (unless more thought is given to making it easier to access the city, rather than assuming that people will

suddenly want to use the Park and Ride where the buses always seem to be running empty - which suggests that they can't be either economically viable to operate, or financially attractive to use?)

There also doesn't appear to be any mention of trying to improve the existing road network outside of the city centre (e.g. enhance flow/avoid the frequent gridlock that occurs - as even with the proposed enhanced cycle/path networks, people will still need to use cars to access surrounding villages/nearby towns) and also ensure that the road surfaces are adequately maintained (rather than the current deteriorating state with many potholes/poor mending which makes cycling a risky business)

And with regards creating combined/larger health facilities, as others have commented, some strategy is required in order to ensure that systems are put in place to make booking easier, and any additional dentists should be required to operate as NHS dentists.

Overall I think that it's good that a plan is being developed but feel that care needs to be taken to ensure that in attempting to preserve/enhance the character of the city centre, steps are not taken which inadvertently inhibit economic growth or make it a less enjoyable/viable place to live or visit. "

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More element of Pedestrianisation like the High Street and Queen street are required to meet the needs of residents and visitors enabling a more flexed shopping/vist experience. In addition free Car parking for 1 Hour and payment on exit from all Car parks.

"I agree with all of these. They are, as they should be, aspirational, but I do not feel it when I am in Salisbury. I have lived around Salisbury most of my life but now I am not so keen to bring friends here. So many empty shops, some for years ie Catherine Street far end. All coffee shops, barbers and beauty technicians. They are all lovely, but such a lack of other shopping. Lack of independent shops for the average shopper.

The Park and Ride is now every half an hour and the office has been closed. I visited Truro recently in the poor county of Cornwall. It was a pleasure. Lots of shops, hardly any empty ones at all. A range of shopping and places to eat. I wish Salisbury was like that. I have always been proud of my city, but I am struggling now. The market is good and vibrant, so thank you to the people involved. And now i hear that a betting shop will end up in the market Square area. Pride of place. Great. Why are so many shops empty? What is Salisbury doing wrong that owners cannot keep their places? No wonder people go to Southampton and Bath, if they can afford to.

We have so much potential with many beautiful buildings and some wonderful people, but Salisbury city is not really what a tourist would expect. It is sad and I do not feel that it is getting better."



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"In general, the policies are aspirational (that's not a bad thing) and will depend so much on resourcing and the political will and determination of future councillors if they are to become reality.

Some people have a choice of transport. The plan needs to be clearer how they will be incentivised away from the use of cars, not merely by preventing car access through pedestrianisation and reduced parking. Some people lack choice in transportation (because of age, health, economics, time constraints, and location in or distance from Salisbury) and so car access needs to be provided at a sufficient level, public transport needs to cover the routes and frequencies necessary at an attractive cost, and footpath / cycleways need to provide an uninterrupted route into and around Salisbury.

Footpaths and cycle paths that keep ending and restarting dissuade people from considering such a mode of travel, not only on that particular route, but in general. And with the growth in e-bikes and e-scooters, pedestrians and cyclists need safer segregation."

Sports, health and fitness facilities

Do not agree with developing Brown Street car park. Would Culver Street car park not be a more sensible and less controversial option? Don't agree with bully boy tactics over Churchfields, I can't begin to understand how you will get this business to move out. The city centre will be largely car free! We'll bring back people friendly Salisbury, but don't call it that.

"Like the Salisbury vision very much. One issue/concern.

Parking, parking, parking.

I have to bang on about this, as it is totally frustrating & inept by you.

We have a problem with new builds being approved by you without parking.

Slyly issued parking permit options on already packed local streets is dreadful, instead of parking within the build itself.

Salisbury is beginning to feel like a ghetto at night. People need cars as so many of us don't work in Salisbury, but live in Salisbury.



New builds should NOT be approved without including parking for ALL the flats being built. If developers don't want to do this, then get someone else. Developers make thousands of pounds from each site, so get a grip please.

If you don't get on top of this, the beautiful Salisbury vision will be compromised.

Thank you. "

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I particularly support the policies in respect of The Cathedral Close, which is of world-class significance.

We must reverse the way private motor vehicles have come to dominate public space, including parking on roads and pavements.

I don't believe most of the statement will be realised. Biggest change to air quality will be change in vehicle fuels rather than reduction in cars.

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This can't be considered a serious feedback forum? Selecting one of 5 smiley faces in response to vague statements. Pathetic. Salisbury residents deserve better. Irrespective, they will push through whatever madcap schemes they want.

Affordable parking and business rents to encourage and enhance footfall to the city centre. Or much more affordable bus fares and improved cycle network and parking for bikes/hire schemes to encourage people not to bring a car into centre. The centre is no longer thriving and I think it is because it is too expensive to stay in and enjoy shops etc

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It is an admirable aspiration to see the city centre car-free, but without improvement/redesign of the existing ring-road particularly around Southampton Road and the Harnham interchange, any benefits will be severely out-weighted. Southampton Road in particular needs some serious re-consideration as to its layout - it doesn't work.

"

Proposals regarding traffic access to new housing on the quarry via Stanley Little Road need reconsideration. The following factors need to be looked at:

1. Increase in traffic for 300 to 400 homes will add to congestion and pollution in a built up area where many young children and elderly walk.
2. It's already difficult to turn right onto Wilton Road with high volume traffic.
3. Road very narrow with parked cars on pavements making it difficult for lorries, bin lorry, emergency vehicles etc.
4. How would a bus get down this road to service the new housing estate



5. there is an entrance off the a36 that was used before as access to the quarry, this may be better than increasing traffic in residential area.
6. consider access road being created from the avenue
7. where will these new residents shop? They will add to congestion as they will have to shop at waitrose or tesco's etc, adding more traffic.
8. Dangerous roads. Stanley little Rd meets western way on blind bend, often parked cars, especially on football match days. Already have to reverse and give way on the slope. more cars, more issues, potential for more accidents. Many children cross here to cut across the field on their walk through to school at sarum academy.
9. Other accidents off westernway meeting pembroke road, vehicles have gone up onto paths and into gardens on several occasions. Need traffic calming here, worse with even more vehicles."

Please no more housing. Salisbury can't cope with increase in population and traffic. It's already v difficult to move around Salisbury at busy times of day. Please, please joined up, separated from traffic cycle paths. There is no joined up thinking with our cycle paths and it's not safe enough especially for children to get across town. All schools should have continuous cycle paths to then to all areas of the city.

Make Salisbury an art destination city with street art at many venues. Convert Debenhams into an indoor market/ food court with cheap rents for artists and crafts people to take pop-up stands. Also with craft/art workshop space. Stalls for local foodstuffs.

Don't force people not to have cars (Churchfields development) they may not use them every day for trips around city, but may need them to travel further afield.

Make the grid streets one-way so that cars can park safely along one side. Improve the central carpark by making parking diagonal (much easier to get in and out. Plant trees in carpark for shade and make more attractive. Install solar panels on many roofs to power amenities. Water activities on some of many streams. "

The above are generic statements which actually say very little and leave vast scope to be abused in the future. They have obviously been written by "heads in the clouds" people with very little knowledge of practical day to day living in this city.

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Although there are some good ideas contained in the SNDP to maintain and enhance the rivers and green spaces in the city, which should have already been taken forward. However, it fails massively in the suggestions for infrastructure



and transport links. Without a proper ring-road around the city any proposal/aspiration to make the centre car free (largely or not) is farcical and pure unachievable fantasy. How are large HGVs supposed to make deliveries to the centre not to mention access to Churchfields industrial estate. It may come as a surprise to some that Salisbury largely sits in a bowl therefore any (and all) traffic congestion on the A36, A30, A345, A354, A338 and A3094 trunk roads will contribute adversely to the air quality in the centre; pollutants are heavier than air and depending on the weather will sink. I seriously recommend a complete re-think of the transport proposals in light of this and the naive notion that vehicular traffic through the centre will cease. I would suggest the vast majority of the traffic is local people trying to avoid the congestion on the trunk roads. Think again!

"Social Housing - the policy would benefit from a stronger commitment to the important provision of social housing

Public Transport - by 2036 the city should expect a comprehensive public transport strategy that would obviate the need of private vehicles, other than residents in the city centre.

EV charging points - a challenging but key issue for city centre residents, it is a difficult problem that would benefit from more thorough investigation"

In the development of cold harbour lane gasometer site, please please please adopt marsh lane. It is a complete eyesore and too narrow for modern cars

Disabled access need to be maintained and the recently introduced charging for blue badge drivers is a ridiculous and irresponsible act by able bodied councillors. They failed to use free parking for Blue Badge holders as a a USP to draw people into the city.

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"I think you want to be a bit careful about limiting access to the city centre by car. At the very least there should be drop off & pick up points.

I think we should not spend loads on the station itself, as it is a lovely building in my opinion. In these times I'm not sure how we will afford to do much with the road to Churchfields itself. I especially dislike the feeling that more elderly housing will be built or that inferior quality spaces for younger people will be all squashed into a small area. Riverside should be a Community resource.

Can we use brownfield sites for new housing please?



Iâ€™m nervous about the green infrastructure network. Not everyone can walk for a distance, nor cycle for that matter. Are you suggesting that there will be golf carts or similar running back & forth?"

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I think it is important to keep car parks in town to allow for quick visit. Buses are not regular enough and well too expensive for a one hour trip in town. **The right balance needs to be found between having cars in town and making it car free.**

I fear for those of us who do not find walking so easy. It is going to be essential that cars can still reach all parts of the city if it is to thrive for everyone. Eg carparks in Salt Lane, Culver Street and Brown Street as well as the Main carpark behind the Maltings.

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I support the aspirations in the Plan, particularly those concerned with transport and housing. Use of land for housing in the city centre makes a lot more sense than using it to park cars. Economically active residents living within the ring road without the need to travel for work, education and shopping and using existing and new businesses is an attractive proposal. It is quite clear from responses that there is considerable misunderstanding of the term "car-free city centre". People seem to assume that it either means complete pedestrianisation, or that no-one will be able to drive and park to go shopping, visit doctors and dentists or entertainment. It needs to be made clear that it is through traffic that needs to be removed, and why city centre car parks not accessible from the ring road need to be redeveloped to prevent traffic circulating and looking for a parking space within the ring road. The Health Service and the environment bear the cost of an increasingly sedentary population forced into car dependency by planning decisions that leave them living in far-flung housing areas without good walking and cycling routes or adequate public transport. This Plan looks forward to a time when transport and housing will become part of the solution to climate change instead of part of the problem. Thanks to all who spent many months working on a better future for Salisbury.

"These are all very general aims and ambitions. Some have laudable aims, e.g., re. Churchfields, but where will all the industry go? How about the Harnham to Wilton road, instead of building houses out there?"

Others are so general as to be meaningless, e.g., the 'sustainable development principles' section. One must say that, having lived here for just three years, the content and, in particular, the action of the public bodies in that time, e.g., the cycle lane in Exeter St., and the suggestions for the so-called 'Harnham gyratory' (whoever devised that title?) border on the wasteful - obviously, whoever was behind it had never ridden a bicycle.



	<p>This applies to all the general statements; nice ideas, but in reality..."</p> <p>-</p> <p>The policies are good but how they are implemented will determine whether they are fully achievable. As the older population of Salisbury will increase public transport would have to be improved and be cost effective. Park and ride services are not much use to people who live in Salisbury and there will be many people with illnesses and other problems that make walking a long distance very difficult, and maybe impossible if carrying shopping.</p>
<p>1: Tree planting for carbon capture</p>	<p>It might be useful if the Plan is adopted to then look in even greater detail at which parts of the NDP area are particularly poorly served with green planting and consider how to alleviate that.</p> <p>Proposals MUST include details of the maintenance and care of trees, shrubs and other plants. Planting should be appropriate in terms of ecological footprint and adaption to weather - drought-resistant, wildlife-friendly - see Sheffield's 'Grey to Green project, for example.</p> <p>Do not write the policy as you have done because it means that it can be easily circumvented. Please please look at it carefully. Think about it mathematically. If someone plants a tree in the each corner of their plot they can easily get the tree to canopy to cover 30% of the plot but it will still be very ugly and not achieve your goals. You need to be a lot smarter. Think about all requirements from the perspective of "how will they be tested?"</p> <p>No mention is made of native species. Cheap, potentially invasive species which are not part of the natural and historic landscape should not be allowed to take over.</p> <p>There are too many 'get outs'. "Where it is not possible...." who decides it's not possible? If it's the developers, there will never be any trees, it's not in their interest. This needs to be properly enforced.</p> <p>"There is lack of clarity about the following:- How the 18,647 existing homes will move, even partially, to carbon neutrality The provision of EV charging points within residents within the city centre "</p> <p>Trees should be promptly replaced if they die in times of drought (or flood) I think 5 years is too long to leave it.</p>



<p>2: Air quality</p>	<p>Again no consideration of future vehicles being electric. All new homes should be built to carbon neutral standards offering solar panels, heat pumps, triple glazing and car charging points as standard. This needs to commence now not in the future. What is the point in building in antiquity now?</p> <p>Developments must make it easy for people to park their car at the point of entry to the city and not require them to drive about looking for parking. The buildings must not produce combustion products that cause pollution.</p> <p>I'm not keen on the beginning negative - Development must not make the air quality worse - why not say development must contributor to making the air better?</p> <p>-</p> <p>Probably needs to be more specific, as no development is likely to actually decrease traffic movements against an existing baseline.</p> <p>Need to emphasise that improving air quality needs to tackled because of its adverse public health implications current poor levels of air quality is not good for anyone but grim for vulnerable people eg young children fully exposed to that poor air quality on a continuous basis.</p> <p>I have concerns about movement of traffic on ring road and roads leading in. We need a bypass desperately, which would improve air quality and reduce congestion. We also need a multistorey car park to provide safe access</p> <p>-</p> <p>Guys guys guys is this policy to do with air quality? Yes it is. That's its title. So let's focus on reducing the pollution. Cycling provision is much bigger thing.</p> <p>I know this section addresses air quality but I hope noise and light pollution have also been addressed elsewhere.</p> <p>Needs WC commitment to enforce</p> <p>The need for proper bypass must be acknowledged</p>
<p>3: Carbon neutral development</p>	<p>The building must have a design life that demonstrates good value over its lifetime. It must follow the nationally agreed codes.</p>



	<p>Well that would be lovely but unless the government brings in serious regulations such as the carbon neutral one from the last Labour government, little hope it will have an effect.</p> <p>-</p> <p>"National standards unfortunately does not set the bar very high. Could developments be made carbon neutral (full stop). "</p> <p>What measures are proposed for upgrading existing properties in the area which far outnumber new builds?</p> <p>Who are you trying to influence here. If you shake the developer to these kind of statements nothing will get done. It needs to be simple</p> <p>Building in itself is energy intensive. I would like to see consideration of the materials used e.g. avoidance of concrete where possible, use of renewable resources in building structures.</p> <p>I wish this were possible but in practice I think itâ€™s unlikely</p>
<p>4: Electric vehicle charging points</p>	<p>â€™Where practicableâ€™ excludes new or modified residences and offices without off-street parking. Where only on street parking is available, the developer should be made to pay for modification of street furniture to accommodate the relevant number of charging points.</p> <p>All new residential development and conversions with addition of one habitable room or more assuming that the development had provision for parking in the first place. Some development is without parking and if this is the case then no reason for a charging point. Ultimate aim is to reduce vehicles moving around in the city area .</p> <p>"Who decides what is â€™practicableâ€™?! Surely it can only be appropriate where there is a private driveway or garage or designated parking place. The additional cost to a homeowner doing a loft conversion will be significant and without govt subsidy for the electrical connection costs it seems rather excessive, especially if they do not have an electric car!</p> <p>Possibly electric charge points should be installed when a house is sold rather than modified. "</p>



If a residential property has a parking place please try to provision of a charging point to be added in the future when they are at a maturity level acceptable to the building owner.

I'm not sure whether this policy is a requirement for each new residential property to be provided with an electric vehicle charging point or whether it is one per development, however large. How will it work for flats? I'm concerned that it could be interpreted as assuming that each household continues to have at least one private motor vehicle, something that I don't think is sustainable in itself.

yes but the city should also install many more charging points.

I hope you can make this stick. At present Salisbury almost totally lacks charging points. You urgently need to provide public ones.

This may not apply where a house or flat (e.g. in the City Centre) does not have to provide a parking space.

How many parking spaces for charging will each station have? As there is one in the centre does this mean traffic can come into the centre? Or is it for residents in the Cathedral Close?

I would like to see much more emphasis by both Wiltshire and Salisbury City Councils on the promotion and provision of communal or public evcps that charge rapidly and economically and also serve as infrastructure eg for care or health service personnel. Medium and large scale developments are still going through that offer nothing in this regard. Furthermore where is the evidence that all householders want or need individual evcps in which case this infrastructure could be or become an expensive redundant feature.

As long as it doesn't reduce parking, like at the leisure centre. I'm not convinced the electric cars are the way forward or a greenwashing fad, so I'm reluctant about making huge expensive modifications.

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Let me thinkâ€¦. Salisbury council has a vehicle charging point in brown street car park that has been broken for months and maybe years. If the city canâ€™t provide a power point then how is it realistic to ask an individual to add one?

There seems to be an expectation that every car in the future will be an EV of some sort and that every residence will have a vehicle. There are other car technologies, such as hydrogen, that may become more common and we should also



	<p>be trying to wean ourselves off our addiction to cars. We should encourage walking, cycling and use of public transport. Requiring EV charging as described might be excessive, with money being better spent on green landscaping.</p> <p>When not practically possible for EV charging point on site contribution should be required towards public EV points for use by all.</p> <p>Not a suggestion, just a comment. I'm not convinced electric is the way forward, but until alternatives such as hydrogen become viable, I guess it's the least worst option.</p> <p>EV is not the whole answer - we need modal shift too</p> <p>More thought is needed re how electric car charging points might be provided for residents in the City Centre. Electric cables trailing across the pavement present a trip hazard and a hindrance to wheelchairs and buggies however the cables are protected. There should be a policy to put car charging points for residents in some of the City Centre car parks, e.g. Culver Street. This has the added benefits of (a) giving more space in city centre streets for pedestrians, cyclists etc and (b) encouraging those who live in the City Centre with good accessibility to consider other means of transport - e.g. Car Share.</p> <p>All well and good emphasizing new developments BUT what about existing residential areas and the total lack of any sensible provision of electric charging facilities or points - street lamps etc.</p>
5: Habitats Regulations	<p>Houses need to be built to the current approved codes. We need bins to be off the street. Each house needs an allocated parking place.</p> <p>-</p> <p>It's important that phosphate and nitrate pollution is properly prevented, we are seeing a catastrophic deterioration in our famous rivers.</p> <p>The implication seems to centre on the notion that we should have better wildlife habitats within the parish of Salisbury, so that people need not travel to the New Forest! So why not say this in a much more 'explicite' way.</p>



	<p>-</p> <p>We need a ring road. I wouldn't want additional legislation to make further stumbling blocks for one, as I think it's actually an eco solution to our air quality and traffic problems</p> <p>What are you trying to influence here? This is nonsense. It's easy. You must not allow a new house to be built unless there is an allocation made (by whoever you things should carry the burden) to build more dentists, more schools and more recreational facilities. This can't be something you ask the developer to do. It's your decision.</p> <p>Much tougher planning regulations. If we stopped the mass coverage of our countryside with lego-land fast build houses we wouldn't have to save habitats.</p> <p>Habitat protection is important, but policy should not hinder necessary development</p> <p>I'm sorry I found a lot of this very difficult to get to grips with. I think it means that sites need to be rested/allowed to regenerate at times??</p>
<p>6: Design in the built environment</p>	<p>"To have regard is not strong enough . The strategic objectives of the policy should be split into 'must haves' and 'desirables' particularly in relation to new builds with specific requirements spelt out and referenced to other policies such as climate change.</p> <p>A lot of conversions will be permitted development weakening any input from the neighbourhood plan but with new builds there is an opportunity to make a difference. With large controversial developments in Harnham coming forward (which evaded scrutiny by SCC owing to boundary issues) there is an opportunity to achieve something more site sensitive and which addresses climate change better than the recent standard developer products at St Peter's Place and Harnham Park. "</p> <p>I feel that high quality non traditional buildings should be actively encouraged not just permitted in 'some instances'!! Our City will be much improved by not constantly living in the past. Our Cathedral probably would never have been built if these restrictive rules were in place then! We need new modern buildings not pastiche.</p> <p>"Policy 6: 'have regard to' can that be strengthened.</p>



Should be more positive about modern buildings, provided they are of appropriate scale.

"

What other suggestions do you have ? - {62b18ea40bb3b10012c387ff} - Built Environment

New buildings should have character and be special which have an artistic element and are more than utilitarian.

-

Will attract visitors

"Set out specific requirements to address climate change and active travel in a design code.
Rather than ask developers to provide screeds of text written to justify how their standard product addresses such matters be more specific about what is expected in the design code.
Development on the edge of town needs to be more spacious and leafy than that within the urban area.
Planning evolved from public health measures. All residential properties should have outside space. This means balconies for flats and adequate garden sizes for houses to allow for biodiversity, trees and more sustainable living. (e.g. outdoor drying of laundry uses less energy than a tumble drier, space to grow a few veg gives cheaper access to fresh food)
Reports supporting a planning application are written to justify the developers approach . Remember he that pays the piper calls the tune. "

A positive approach to change and modernity.

The most important element of our built environment policy must be concern for its impact on the natural environment. This means that the highest consideration must be given to making sure that everything, from design, to materials, causes as little harm to the natural environment as possible. This could include measures such as using recycled materials, reducing plastic use, incorporating swift boxes, hedgehog runs, solar panels, etc, etc.

"Salisbury is not a theme park or outdoor museum. New, high quality buildings would enhance the city's built environment more than 'retro' and 'pastiche' design.

Cheap and nasty commercial-to-residential conversions are a blight and should be banned."



	<p>This may already be in the document, but it's a lot to read so apologies if I've missed it. I would suggest that any existing building undergoing a refurb (eg if being taken over by another company which needs to rebrand it) complies with the requirements and should not be allowed to use the existing facade as a precedent. Eg The Debenhams site. It'd be dreadful if it was allowed to look like the Boots building. It should be easy to reflect the era of the building authentically in the design without increasing the cost.</p> <p>You need to influence properly. Take a look at the city. Which bits need knocking down. Please look at places like Düsseldorf. They recognised that they had a beautiful river frontage that could not be used because of terrible infrastructure. We need to knock down that terrible building between the Masonic hall and the Kings Head and build something that works with the riverfront. Don't build on the central car park until you sort out the rubbish we currently have. Simple.</p> <p>"Recognise the historical value of the site of the Blackfriars Friary on Fisherton Street that played an important role in the city's life for 250 years. Rename Priory Square as Blackfriars Square. Commission public art to illustrate their story. Introduce information boards around the parts Sainsbury's supermarket building that refer to the Blackfriars Friary. Give part of the Maltings (itself a reference to structures long demolished) a new identity. A new sense of place for a forgotten part of Fisherton. David Richards"</p> <p>There's a problem clearly with finding suitable re-use for large buildings, such as the old Post Office and Debenhams. High quality property / development advice needed to inform active marketing rather than just waiting to see what turns up.</p> <p>The forty foot/four storey rule must be safeguarded -</p>
7: The Close and its Liberty	Remove point 2 as it is completely incorrect!!! This point is simply in there to keep the Close NIMBYS happy. See below.



	<p>Like many other towns and cities Salisbury has a problem with the historic brick houses and buildings being painted with garish white or cream. Buildings in the Close offer particularly horrid examples. Creeping cream will turn us into Custard Town.</p> <p>"I feel that there is a significant amount of commercial activity in the Close which should be acknowledged . The Cathedral school is fee paying and operates as a form of business, as does Mompesson House, at least 4 cafes, Arundels, Museum, Cathedral shop!!!! Yet no mention above of this.</p> <p>I would like to see the Leaden Hall site developed into a 5* hotel. That would attract \$\$\$ to our City. It can easily be accommodated in a respectful way. Other sympathetic businesses should be able to operate within the Close more easily. We should not be restricting opportunities for our City by creating a no go area in this way. The Close needs to open up more not less. "</p> <p>Put the natural environment first, ensure all building is environmentally friendly. Any new housing should include a social element, as this is currently an extremely exclusive area, socio-economically.</p> <p>Some of the artworks installed are completely at odds with the mediaeval character and I think they spoil it. Is there no better place for modern art to be displayed?</p> <p>The close is already protected by law. You donâ€™t need to influence this. You could on the other hand make it accessible only by disabled cars and residents. Why on earth do you allow traffic in and out of the high street. Thatâ€™s just ridiculous. This needs a big think but it can be improved immediately. How was is possible for them to build a traffic control box that has a step to get into it? Thatâ€™s a place of work. The previous guy who worked there for years was on crutches. I always thought what a brave guy he was to be working with his disability. He did a good job collecting money and checking folks. Why are you allowing these things to happen? There are employment codes that demand disable access which have clearly been broken in this case.</p> <p>-</p>
8: The Chequers	<p>"Make the policy more positively worded. : I.e. Any development within the chequers shouldâ€™.and then list the criteria.</p> <p>At present it is confusing and looks as though development which produces a break in the street frontage would be supported when I expect the opposite to be the case. "</p>



	<p>I'm happy with the intention of the policy but the wording is very unclear. If you intend to support proposals to "avoid the erosion of the traditional back of pavement line ..." then say so clearly.</p> <p>Valuable proposal that needs to be enforced if it goes through.</p> <p>I'm assuming this doesn't change salt Lane car park, which I wouldn't want.</p> <p>For residential properties a slight set back of the frontage behind a wall which follows back of the pavement is advantageous in terms of privacy for the occupants and for somewhere to store the bins as the pavements are generally very narrow. It would also better facilitate the addition of street trees mentioned elsewhere in the plan.</p> <p>Are you kidding me? Look what material was used on the market square. How was that allowed? In the mean time who cares about the street pattern(?). People need a surface on the roads and pavements that works for wheelchairs and buggies. Simple</p> <ul style="list-style-type: none"> - culture and heritage are a key part of Salisbury's identity -
<p>9: Protecting views of Salisbury cathedral spire</p>	<p>Existing taller buildings will never be redeveloped as owners would not want to have to reduce height / lose space. I think height issues must be balanced with the City's need for housing / parking etc and I'm not sure that protecting views of the Cathedral should be placed as more important than providing affordable housing.</p> <p>Planning permission will only be granted for development that does not exceed 12.2 metres (40 feet) in height, and only pitched roofs clad in traditional materials will be permitted. In some cases building may be required to be of less height.</p> <p>If you do a policy as written you will be "played"•</p> <p>Version of this policy has served Salisbury well over many years</p>



<p>10: Enhancing blue and green infrastructure and biodiversity</p>	<p>The end of this policy statement reads like an offset scheme. I believe there would be little local enthusiasm for schemes which impact green and blue infra directly. However the policy allows the Council to take revenue to offset issues elsewhere in their budget because it somehow calculates a cash equivalent value for biodiversity (which is already hard to measure). A better policy would be to disallow, by default, development in these zones except where explicitly part of climate adaptation needs - I.e. no residential or commercial permissions. This part of the policy as worded does not enhance, it enables erosion at a price.</p> <p>What is meant by 'biodiversity gain'? Number of species? Plants? Animals? Fungi? Area? Type of Habitat? 10% is too low a target. The net gain will not be monitored over time so a higher target of 20%, as other councils have set, needs to be set. Setting a higher target of 20% in reality will mean 10% will be achieved.</p>
<p>11: Habitat improvement and restoration schemes</p>	<p>These are already sites of 'enhanced biodiversity'; they should be the sites from where biodiversity will spread into the rest of the neighbourhood around and near them!</p> <p>This policy does not align with the ambitions for the natural environment set out by the wider relevant policies or strategy for the City or Wiltshire Council. Delivering off-site BNG must look at the whole green and blue infrastructure network of the City, not just those identified in Appendix 3. The bigger the area that is set aside for nature, the bigger the gains on offer. Environmental NGO's and wider partner organisations can support Salisbury City Council identify BNG opportunities locally.</p> <p>It's importance to keep habitats, we need to avoid over tidying areas. Sometimes there seems to be too much clearance of undergrowth, maybe to satisfy a need to "garden" by the volunteer. It can spoil an area, they should be left wild with just small walkways through.</p>
<p>12: Open Space Provision</p>	<p>The more connectivity between Green spaces the better, pedestrian /cycling priority for crossing roads between areas should be a priority</p> <p>It's fair that these new developments should help funds for maintenance but what about the existing and seemingly minimal funds that are already provided at the moment - they need to be increased!</p>



<p>13: Local green spaces</p>	<p>A concerted effort to improve Churchfields could incorporate this. I was so pleased that the character of the Town Path is not going to be altered</p>
<p>14: Construction and development management for projects affecting the River Avon SAC</p>	<p>Development near the River Avon, such as Site 5 : Land north of Downton road, should be avoided, and does not align with the ambitions for the natural environment set out by the wider relevant policies or strategy for the City or Wiltshire Council. Further development along the course of the river valley will only add to risks associated with water quality, water quantity, and habitat loss.</p> <p>I don't think this is working in current circumstances, just an observation</p>
<p>15: Housing mix and affordable housing</p>	<p>If this is the one to build on Brown Street Car Park I don't agree at all with losing the car park.</p> <p>It's very important that this policy is enforced. Salisbury will be a miserable and unsuccessful city if the growth in proportion of elderly people continues to be facilitated. So many retirement homes are currently advertised. Developers must be compelled to provide affordable homes for younger people.</p> <p>-</p> <p>"For new developments of more than 5 homes there must be a minimum of 40% affordable homes or first homes. First Homes, for sale or rent, are 30% discounted from market rate in perpetuity. For sites allocated by this plan, affordable flats will be encouraged in sustainable locations. In addition, the council will discourage developments of housing where age restrictions or stipulations for residents exist. Furthermore, the council will adopt a policy to actively promote and create local authority owned residential property available for rent at affordable rents, discounted at 30% below market rate in perpetuity.</p> <p>"An agreement to upgrade Churchfields in a flexible manner incorporating Live Work and other housing would give much needed diversity to what has been promoted for development in recent years</p> <p>I would like to see some sort of measures put in place that prevent private landlords from buying new build flats, affordable housing or market rate housing, so that renters are not subjected to potential huge rent increases and substandard housing. This provision could be built into the rules alongside limits on increase in market value.</p>



	<p>Change of use applications from commercial to residential property should be allowed to meet housing needs and empty properties which are often allowed to fall into disrepair should be investigated by the Council. There are many such properties in the city centre which again could provide homes.</p> <p>Accommodation in all housing should be built to Parker Morris standards or higher - never lower.</p> <p>--</p>
<p>16: Churchfields and Engine Shed</p>	<p>"â€œimproving Churchfields such that it integrates better within the city, particularly for non-vehicular access, and presents a more accessible and attractive location to a greater diversity of businessesâ€•. Sounds good. Access for HGV vehicles is certainly poor. Agree pedestrian access to the green spaces around Churchfields could be much better.</p> <p>Not sure about creating lots of housing / residential use; isnâ€™t there something to be said for a concentration of industry etc? I prefer Framework Development Scenario 2.</p> <p>The policy doesnâ€™t specify which scenario should be supported? "</p> <p>Not given</p> <p>I would close down Churchfields as a commercial area</p> <p>-</p> <p>What other suggestions do you have? - {62b1a32514580d001255141f} - Living</p> <p>This is up with the Maltings/Central Park as a key area that needs to move from a long term blot on the brownfield landscape</p> <p>Just not sure where it's all going to go and how it's not going to simply move the issue elsewhere. It is prime real estate and is horrible as is.</p>



	<p>This policy may kick start the redevelopment of Churchfields where there has been many plans but no action over years and years</p> <p>HGVs should be stopped accessing Churchfields through the city centre. This would require a road to dip significantly under the railway.</p> <p>This is an observation. I personally found it really difficult to understand exactly what is being recommended here. The supporting document is very aspirational but is very low on specific detail as to a Salisbury specific plan. I also think the proposal to mix housing into this development is madness. Churchfields should be relocated outside of the city and the land used for dedicated housing.</p> <p>Build housing there</p> <p>Whilst fully supportive of moving traffic intensive business away from Churchfields, it is vital that they are successfully relocated within the Salisbury area, are easily accessible and supported by public transport links</p>
<p>17: Healthcare facilities</p>	<p>We will support and actively promote the development and increase of health care facilities in the central area commensurate to the population of the these facilities service. This will including populations outside of the central area. NHS Population Health Management data will be used to support all plans. The co-location of health and social care would be welcomed on single sites. We will resist the loss of exiting health care facilities, unless suitable alternatives are identified and available for use before the closure of existing provision. Community Infrastructure Levy funding will be sought to support new facilities from all appropriate residential developments locally.</p> <p>I'd prefer more facilities outside of town that I can drive to when kids and I are sick. Drive through pharmacy PLEASE!!!</p> <p>The beehive would be convenient for a SMP Wilton road style medical facility</p> <p>Healthcare facilities in Salisbury are desperate and new housing developments only make shortages worse. Adding more services and GPs, dentists etc should be a critical priority. Surely should be a condition of any development review that it includes funding and space for healthcare (as well as additional sewage etc capacity).</p> <p>-</p>
<p>18: Community infrastructure</p>	<p>We will resist loss of any community infrastructure (e.g. community rooms, pubs) unless alternative provision can be made, preferably in the same ward. Where loss is unavoidable, the developer must fund the replacement. All major new residential developments must provide new community infrastructure on site, or offsite through developer contributions, to enhance the ward to meet the needs of the new residents. Furthermore, Community Infrastructure Levy funds should also contribute to secondary care provision.</p>



	<p>New developments in the City must provide adequate off road parking. The presence or otherwise of a Pub in a community cannot be mandated for, particularly in the current economic climate.</p> <p>-</p> <p>CIP funds continue to overlook the dire need for additional secondary care provision as local populations grow. Additional funding to increase the size of local hospitals does not automatically follow increased local population numbers and this can be witnessed in the pressures experienced by all three acute hospitals within integrated care system serving our local community. Whilst other services are just as important, the complete omission of secondary care is wrong.</p>
<p>19: Allotments</p>	<p>Developers should allow for new allotment land</p> <p>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. Omit 'wherever feasible'</p> <p>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. OMIT 'wherever feasible'</p> <p>I would suggest that all new developments have a green communal garden area for local residents, especially where private gardens are so small or people live in flats and have no garden.</p> <p>There is a waiting list for allotments so there is the need</p>
<p>20: Provision for Play and Sport</p>	<p>Care needs to be taken that play areas on larger schemes are not in the most polluting or polluted location on a site as has happened on at least one development in believe in Downton.</p> <p>Please make sure that play spaces are not just designed for toddlers but for a mics of ages and abilities. Equipment should be well thought out and easy to use</p>



	<p>We will actively campaign for an promote the creation of new or enhanced sports and play provision in Salisbury. All major residential developments must provide for play (play areas or informal adventure play spaces), which must include sports pitches for very large schemes, and their landscapes schemes should give opportunities for informal play. We will strongly resist the loss of play and sporting facilities in the City.</p> <p>There is a dire need for additional indoor sporting facilities of a suitable scale and size to allow multi use. The plan should actively seek to develop more of these facilities. Similarly the provision of outdoor facilities available for football training at an affordable costs is very poor. This is particularly the case during the summer months when overstretched council owned facilities are closed to allow them to rejuvenate ready for the next season. This means that clubs are unable to find locations to train during the summer without travelling long distances outside of the area. Larger new developments must be compelled to provide suitable sporting facilities.</p>
<p>21: Sustainable transport</p>	<p>"The policy assumes that modal shift will come through residential or commercial development, not as a need of itself. This means there is a risk that the LWCIP and the SNDP may not align or be positively incoherent. Simply stating that the SNDP assumes an LWCIP exists isnâ€™t strong enough. There must be evidence of close coupling. Further, the SNDP needs to be explicit about HOW it will bring about modal change through core investment in cycling and walking, not just relying on developers complying with policy clauses which all contain a get-out clause. For example, St Peterâ€™s Place should not have been approved without the council and developer committing to a funded and timely plan to put active travel solutions in place. The fact this hasnâ€™t happened is indicative of incoherence and/or weak planning and approval leadership.</p> <p>The SNDP is also weak on HOW it will work with Highways Agency and County Council to reduce and better manage arterial traffic and better integrate local active travel along those routes. Wilton Rd, Devizes Rd, London Rd, etc."</p> <p>Travel plans are not worth the paper they are written on. Active travel should be addressed through design , including blue/green infrastructure and street works.</p> <p>In theory, Hydrogen will replace electric vehicles. Tree planting for carbon capture is very temporary and no solution. The carbon involved here is already in the carbon cycle. It is "fossil" carbon which we need to keep out of the carbon cycle.</p> <p>It may be necessary give their is a neighbourhood plan, but itâ€™s a pity the only reference is to developments. Policy, pricing (road and parking), speed limits, public and private investment, enforcement and all other influencers should explicitly and progressively reverse the current dominance of vehicular traffic that blights the whole of Salisbury and the</p>



	<p>lives of its residents. Policy should also refer clearly to the health harms that traffic inflicts on the community and the urgent need for cleaner air.</p> <p>"Wiltshire Council and our MP have buried their heads on this and missed an opportunity. The failed ridiculous tunnel past Stonehenge should have been counter offered with a surface by pass further South relieving both the A303 and A36. The A36 issue is only going to get worse unless Glen & Clewer address it with Highways England.</p> <p>Clewer has taken the Anti disabled stance discouraging Blue Badge holders from our car parks and damaging our city centre. "</p> <p>Must be done in a way that doesn't make driving in more difficult. Only achieved with free buses into Centre or multistorey at Central car park.</p> <p>"We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future.</p> <p>Either run a tram/shuttle to the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential.</p> <p>Add a 3 story car park for shoppers & tourists, subsidised (free?) by business taxes on account of the facility. Price makes a difference - Southampton Road shops are used less when city parking is affordable/free, by me at least.</p> <p>Whatever might be thought about the desirability of motor cars, plentiful and cheap parking is THE key to keeping visitors and shoppers coming. This is a tourist spot and an overgrown market town after all.</p> <p>Move the bus, coach, taxi depots here, shopmobility, tourist information etc, 24 hour free toilets & medical health centre. Cycle stands etc. Electric vehicle charging points. You know the list.</p> <p>There are jammed narrow streets, crazy bus service since closing the previous 'bus station, coach drop-off inconvenience, closing shops (don't need any more). This is a rare opportunity to fix most of this.</p>
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Access from the ring road keeps traffic out of the medieval streets which are easy to access on foot.

The existing shops & market are the natural shopping area, there's no need to move the centre, and no need for more shops either large or small.

Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services. The Maltings development cannot be viewed in isolation, it has effects on the transport arrangements throughout the City and the region.

Short & medium term money concerns are no way to decide this, which affects a major historic city for all future time. There are deeper heritage issues.

By all means include youth hostel and hotel accommodation along with residential flats above shops, but keep Sainsbury's as is.

Do not move the Library. It's position serves its function. It's function serves its position. It is a free public service, in public ownership. Do not change this. Commercial considerations have no bearing in these matters. The library will die if moved with reduced footfall, do you want that? The art galleries need to be in the same building of course.

Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury. "

City Centre needs to be traffic free to meeting government legal requirements for air quality for those who live and work in the City. The Central Area Framework consultation agreed this should be implemented, but it was not given a fair trial.

The People Friendly Streets proposals were very poorly dealt with and were an opportunity missed. The implementation of a sustainable integrated transport plan for Salisbury should be considered by a deliberative democratic group of Salisbury citizens in the form of a Citizens' Jury or Assembly to ensure that the views of a range of stakeholders are considered and that the recommendations have the support of residents.



"Within the city itself reduction in car use can be achieved through design . The concept of a ring road is for the car parks to be accessed from it e.g. Culver Street so as not to have to drive through the city. The entrances to the Central car park should be restricted to enable pay on exit . Pay and display is a disincentive for visitors to stay longer as is the current charging structure and lack of ability to pay by card.

Park and ride should be better promoted . That It is free to bus pass holders may not be widely known.

On street parking within the city centre should be removed during the day. Loading hours should be restricted. This would enable some pavements to be widened.

People who live in the city centre often still need a car owing to Salisbury's main employers lying outside the city, e.g. Hospital, Porton Down . Also to visit relatives or to other towns where public transport links are inadequate .Even city centre employees may need to undertake site visits by car e.g. estate agents. "

"What is Coldharbour Lane contraflow? On this document, it is difficult to see which streets ie streetnames are actually involved. What is ""Quiet street?"". Re cyclists near the allotments of Fisherton Farm, there is already an issue there as several cyclists need to be reminded that pedestrians have rights too. I think the cyclists need to see signs telling them that this is the case. Also I would be inclined to use public transport more if it was reasonably priced and more reliable timewise. We really do need a relief road to remove the current logjam by the Wiltshire College roundabout. It is not solely at peak times.

"

car use must be kept out of the city by creating cycle lanes and not ripping them out at the first sign of upsetting car drivers

To encourage walking, pavements need to be maintained and improved.

Public transport is not an option as it is rarely goes where and when you need to go and is terrifically expensive. It can make sense, as an option, if travelling on your own but a family or group paying multiple fares to the same destination is prohibitively expensive.

Address the empty spaces in our car parks. Low prices for shoppers free blue badge parking and higher all day charges. 3 hours is the optimum time to shop and get a bite to eat.

"There was no way to comment on the Ring Road, I presume this is Wiltshire Council's remit. No suggestions as I can't envisage what is being suggested.



	<p>But it does sound as if locals aren't the priority."</p>
<p>22: Cycling and walking infrastructure</p>	<p>It implies that the council would prefer to develop new routes to enhancing existing ones. Improving safety on key desire routes from residential centres to the city must be a major focus and priority, irrespective of new developments. Hoverboards, electric scooters, roller blades, mobility scooters, and many other forms of personal transport are appearing. There is not just cycling or walking.</p> <p>Not happy with prioritising green link routes over on-road facilities. The green routes are lovely and have their place - I use them quite a bit - but a) by definition, they often don't actually pass through or beside the destinations you want to cycle to; b) they may feel less safe than streets, especially for female cyclists, because they are quieter, less frequented and less well lit (and we don't want to ruin their beauty and environmental quality by putting street lighting along them where it's currently dark); c) as a cyclist and pedestrian I find shared use, which is common if not ubiquitous on green routes, is both unpleasant and inconvenient (it makes cycling far slower, more uncertain and therefore less attractive); and d) for serious modal shift to happen it's really important that road space is taken away from private cars and given to cyclists, pedestrians and public transport.</p> <p>If this goes through a future phase of policy development might usefully look at specifics eg connectivity from Netherhampton Road to Odstock (Hospital).</p> <p>"We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future.</p> <p>Either run a tram/shuttle to the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential.</p> <p>Add a 3 story car park for shoppers & tourists, subsidised (free?) by business taxes on account of the facility. Price makes a difference - Southampton Road shops are used less when city parking is affordable/free, by me at least.</p> <p>Whatever might be thought about the desirability of motor cars, plentiful and cheap parking is THE key to keeping visitors and shoppers coming. This is a tourist spot and an overgrown market town after all.</p>



Move the bus, coach, taxi depots here, shopmobility, tourist information etc, 24 hour free toilets & medical health centre. Cycle stands etc. Electric vehicle charging points. You know the list.

There are jammed narrow streets, crazy bus service since closing the previous 'bus station, coach drop-off inconvenience, closing shops (don't need any more). This is a rare opportunity to fix most of this.

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Short & medium term money concerns are no way to decide this, which affects a major historic city for all future time. There are deeper heritage issues.

By all means include youth hostel and hotel accommodation along with residential flats above shops, but keep Sainsbury's as is.

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Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury. "

Walking and cycling infrastructure for new developments needs to be in place before occupation not as an add-on after new residents have developed car-dependent habits.



	<p>I think this is very important. I can't see any developer achieving the modal shift they are supposed to achieve in the previous item without actually improving the network and building more infrastructure for cycling and walking into the city centre.</p> <p>Fantastic idea about 30 years too late. Cycle ways are great right up to the point you have to go on a road, then you are in the lap of the gods. Narrow roads, inconsiderate and poorly educated drivers and no policing makes this hazardous</p> <p>I think cycling is very dangerous with our present Road infrastructure, both for drivers & cyclists. Worse still when cycling takes over footpaths. Especially as the state of both the roads & pavements are poor.</p>
<p>23: Cycle parking</p>	<p>There are many more forms of personal transport besides cycles.</p> <p>This might also apply to greenfield sites/and out of the city centre.</p> <p>I'm not sure parking is the problem. Having lived in the Netherlands, the issue is more the safety of the roads than availability of parking.</p> <p>-</p> <p>Great idea but requires SECURITY otherwise people will not use it. A cheap bike now is Â£500 plus and bike thieves seem to be immune as bike theft is not a priority to the police.</p> <p>I haven't. We aren't a big city. It will look awful & will be easily damaged, graffiti will appear etc</p>
<p>24: Cycling for pleasure</p>	<p>Safer crossing points are just as vital for non-leisure cycling. The obstacle course every cyclist has to run just to cross the ring road almost anywhere in the city is scandalous: steep hairpin ramps, blind right-angle corners, random bollards in the way, dazzling floodlights in your eyes, stagnant puddles after heavy rain, low bridges that could take your head off, dead-end cycle paths that either bring you to a row of railings or eject you onto a busy road! The list is long and depressing.</p> <p>Pie in the sky thinking again. Until it is safe to cycle in this city, amenities are a waste of time as you won't have the number of cyclists to use them.</p>



	<p>My safety concerns would need to be addressed. Just for reference my son is a cyclist, and my grandchildren cycle</p>
<p>25: Residential car parking</p>	<p>I'm not convinced this changes the problem in the short to medium term. Allowing residential development without parking in the city centre is a good goal but in practice simply lifts the number of vehicles with or without resident permits looking for parking.</p> <p>'Planning applications for residential developments without allocated parking spaces within Salisbury, particularly in the central area, will be supported' - we agree with this statement only as long as such developments are not given any on-street parking permits as there is already insufficient parking for city centre residents.</p> <p>"Delete the first part. Even if the resident does not need a car. - and many will as there is a lack of employment opportunities within the city itself , they are likely to have visitors. Such a policy leads to inappropriate parking which causes obstruction and damages the structure of the pavements. "</p> <p>I would like to see residential parking removed from on-street wherever possible. This is often on the narrow streets of the Chequers where pavement width is inadequate for pedestrians, especially wheelchair users and the streets too narrow for safe cycling.</p> <p>Planning applications for residential developments without allocated parking spaces within Salisbury, particularly in the central area, will NOT be supported</p> <p>Strongly support car-free (and car club) housing and employment development. But baffled by emphasis on on-plot parking. Surely if precious space is to be devoted to car parking it should always be on-street? This is far more efficient use of space, regulated by use of residents' parking permits and other measures where necessary. It's also likely to lead to better urban design than trying to include parking on plot.</p> <p>I am not sure what type of person will be living in a place where there aren't any spaces for parking. What about visitors? Dropping off parcels? So are these accommodations aimed at??</p>



Bearing in mind the decreasing numbers of younger people taking up driving for whatever reason this would support their potential priorities for developers costs/priorities to sit elsewhere!

I don't understand. You'll support developments without parking but new developments should have parking and not rely on street parking? I'm confused. The fact is, most people want parking, which is why Salisbury is expanding into former green spaces. Even if you live in town, you probably want to leave from time to time, so will have a car. We're not London. We need more parking options. Build up, not out.

How about pushing the parking for vehicles from these developments further away from front doors? For example, repurpose a floor of Culver St car park as residents parking for those who have a car or need occasional use but have nowhere else to park it. Ultimately we want the number of vehicles to decrease and the number of commercial buildings repurposed as residential to increase but without structural and central investment in coherent active travel solutions, we're just playing one policy objective off against another because new owners/tenants won't be attracted on the basis of active travel which doesn't exist!
Residents parking permits within the ring road should be 24hr.

I would suggest using part of Brown Street, Salt Lane and Culver Street Car Parks for off-road residential parking. This could be in designated areas with CCTV and electric charging points. This would give residents secure parking and enable them to switch to electric cars if they wish which is not practicable when parking on-street. It would not prevent the remainder of Brown Street and Salt Lane car parks being re-developed for housing, commercial uses and greenspace.

" I would like to see residential parking provided off-street wherever possible such as allocated areas of the ground floor of Culver Street car park and a dedicated section of Brown Street and Salt Lane car parks retained for this purpose. These areas would have CCTV and electric charging points. Removal of on-street parking would improve the street scene, allow pavements to be widened for motorised mobility scooters and the provision of safe cycling. It would also provide secure parking for residents.

I would also support more car-free developments in the city centre and reduced minimum parking standards for new developments."

Use of upper floor of Culver Street car park for residents only together with designated bays for charging of electric vehicles



	<p>As a city centre resident, past planning decisions on out of town shopping means that having a car is essential in order to buy bulky items that cannot be transported on public transport or things that can't be physically carried. Visiting relatives and friends who are not served by public transport would also be impossible. A car parking space is therefore essential. We only have one small car used for these purposes and use it only when strictly necessary, walking whenever possible, but I think that most households have these needs from time to time and to deprive residents from owning a vehicle is Draconian.</p> <p>I think the policy could be more positive about car-free developments or part developments and the pleasure of living somewhere where the outside space is there for everyone to enjoy, replacing tarmac with more greenery and play spaces, improving air quality etc. As someone who doesn't own a car I would love to live in a car-free area in Salisbury. Limited parking spaces e.g. for visitors and/or community cars could be provided on the outside of the development.</p> <p>Ridiculous..... Short sighted money grabbing foolishness by the council. We need better, affordable public transport before this is a practical suggestion. In the mean time these developments just mean more on street parking battles. Who is thinking up this stuff???</p>
26: Working from home and live-work units	<p>I'm not sure this is required now. People either work at home or their work provides them a space to work outside the office. That said, the library should have a facility for people to access good WiFi and work comfortably, which it doesn't.</p> <p>Greater efforts should be made to attract highly paid jobs to the City. Most of the vacancies are for minimum wage jobs.</p> <p>Making provision for about 1% of the working population.... Really??</p> <p>I have put off joining in this consultation because I don't know enough. My instinct says that Community work hubs are a good idea, not sure about home schooling. In fact I'm not keen in it as I believe most children benefit from the social aspects of school. Is it all going to be residential?</p>



<p>27: Visitor accommodation</p>	<p>So needed</p> <p>The growth of Air B&B has taken more accommodation off the market for renters/buyers and has acted to the detriment of existing Bed and Breakfast accommodation and hotels. Could a licensing arrangement for Air B & B be introduced and a quota set?</p> <p>Again about 30 years too late....</p> <p>I think we have enough visitor accommodation. Unless you are talking about hostel accommodation but that wouldn't be in Salisbury Centre??</p>
<p>28: Post offices</p>	<p>Yes, this is very important. The post office does many useful things besides dealing with mail. The ones in town are totally inconvenient and I don't miss them at all. I like the small neighbourhood ones, like bishopdown and bemerton.</p> <p>Too late again.... Main Post Office has gone.....never to return. Oh Dear</p> <p>It would be nice to have a proper 'Central Post Office' within the City Centre!</p>
<p>29: Major food retail</p>	<p>"It is important to recognise that there is a conflict between the consultation question of "We want to even up the distribution of supermarkets across the city, so we will support large supermarkets where there is currently poor provision" and the proposed policy wording. The former takes a positive approach to proposals in such locations, whilst the policy wording takes the opposite restrictive approach to proposals elsewhere. A policy which instead states "We will support large supermarkets where there is currently poor provision" would be supported on this basis.</p> <p>It should also be recognised that sites for "major food retailing" may not exist in such locations, nor the surrounding transport infrastructure to support such proposals, particularly where they might draw custom from a wider area beyond that with a "deficiency" in provision, which may further restrict the ability to deliver larger stores in such locations.</p>



	<p>"</p> <p>Creating smaller units for local food sellers rather than corporate monopolies which take money out of the city is preferable.</p> <p>For which you will need a car to get to but will be unable to park said car anywhere under many of the other ideas here....</p> <p>"</p> <p>Notwithstanding the above, the policy does not take into account smaller scale convenience goods provision. Those areas that are "deficient" may also be equally well served by the provision of new smaller scale convenience stores, or may already be well served by smaller stores. As such, it is recommended that the policy be widened to cover all convenience goods retailing (whether large or small scale) and the policy reworded entirely to set out that:</p> <p>"Proposals to provide additional convenience goods retailing will be supported in those areas where there is currently poor provision"</p> <p>Representations submitted on behalf of Asda Stores Ltd"</p>
<p>30: Quidhampton Quarry</p>	<p>An impact assessment will be required regarding the increase of traffic exiting and entering Pembroke Road to gain access to the housing development.</p> <p>"Unhappy with the proposed site allocations. Allocating the Quarry for housing increases its land value and removes any hope of relocating Churchfields HGV users to facilitate mixed use development. . The quarry site would be an ideal employment site and Salisbury lacks employment opportunities within the city.</p> <p>"</p> <p>"(g) Individual buildings may be up to six stories in height and will be carbon neutral. Priority will be given to designs which are durable, use well-tested design principles, and would be adaptable to future changes in climate or living patterns.</p>



At the moment this is a recipe for buildings which will look dated in thirty years, have too many glass sheets at odd angles, and won't adapt well to changes in living patterns. Victorian terraces or brick mansion blocks are hardly 'imaginative' but they make much better places to actually live in than the sort of architectural trendiness apparently aimed at here. They also last well and are easy to reconfigure when lifestyles change, both of which are good for the environment in the long run.

"

Salisbury traffic system would not cope

"Proposals regarding traffic access to new housing on the quarry via Stanley Little Road need reconsideration. The following factors need to be looked at:

1. Increase in traffic for 300 to 400 homes will add to congestion and pollution in a built up area where many young children and elderly walk.
2. It's already difficult to turn right onto Wilton Road with high volume traffic.
3. Road very narrow with parked cars on pavements making it difficult for lorries, bin lorry, emergency vehicles etc.
4. How would a bus get down this road to service the new housing estate?
5. There is an entrance off the A36 that was used before as access to the quarry, this may be better than increasing traffic in residential area.
6. Consider access road being created from the Avenue.
7. Where will these new residents shop? They will add to congestion as they will have to shop at Waitrose or Tesco's etc, adding more traffic.
8. Dangerous roads. Stanley Little Rd meets Western Way on blind bend, often parked cars, especially on football match days. Already have to reverse and give way on the slope. More cars, more issues, potential for more accidents. Many children cross here to cut across the field on their walk through to school at Sarum Academy.
9. Other accidents off Western Way meeting Pembroke Road, vehicles have gone up onto paths and into gardens on several occasions. Need traffic calming here, worse with even more vehicles."

Needs to be reference to the investigation of other options - e.g. rail or light rail, see below.

Six stories would only be allowed if compatible with the forty foot rule.

"An impact assessment will be required regarding the increase of traffic exiting and entering Pembroke Road to gain access to the housing development. The initial entry and exit is mentioned but not the impact and potential of more than 300 car movements every day. There is a small roundabout at the bottom of Pembroke Road and Roman road and a junction onto Wilton Road which creates a traffic jam at busy times already. As all the traffic will be funneled onto the Wilton Road A36, it makes far more sense for National Highways to agree an exit onto the A36 where the original quarry vehicles entered and exited. This may cost more however the air pollution and noise pollution would be reduced for the residents of Pembroke Road and the surrounding areas.

The traffic should be monitored now to ascertain the usage of Pembroke Road for a minimum of one week to one month over the 24hour day. The air quality could also be measured as well as the noise levels to ascertain whether the additional car journeys from the proposed estate would bring this to unacceptable levels for a residential road. "

"Sites near existing park and ride locations, the problem is these nearly all lie outside the city boundary .
A more proactive policy toward reuse of vacant upper floors within the city."

"I see that the Churchfields Master Plan indicates that the Household Recycling Centre and other Council owned buildings will be removed and replaced by housing. I think this is a good idea but I can't find anywhere in the NP where there are any suggestions as to where this facility will be moved to. it is more than likely to be to a greenfield site outside the city adding industrial sprawl into the countryside.

For many years the Quidhampton Quarry has been considered as a possible site for recycling and waste storage. It is well hidden and large enough to provide a full turning circle for vehicles without queuing on the approach road. It has also been suggested in the past that because the quarry is close to the railway and had it's own branch line that it could be possible to transfer waste by rail rather than road in future. I know there are concerns form Highways England about access off the A 36 but this could be overcome. This is a visionary approach but we need to get freight onto rail and with increasing population there will be more and more waste and recycling to be transferred around the country. If this site is used for housing this will remove any possibility of its use for this purpose. The NP needs to be visionary so that sites are safeguarded for future need. Please can this idea be seriously considered."

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(h) is a very good stipulation but you might want to put minimum dimensions (2m x 2m?), because it's the sort of thing builders will cheat or cut corners on. The architect Christopher Alexander studied how people use balconies and terraces, and concluded that unless they were at least 6ft deep they weren't actually used.

"Proposals regarding traffic access to new housing on the quarry via Stanley Little Road need reconsideration. The following factors need to be looked at:



	<ol style="list-style-type: none"> 1. Increase in traffic for 300 to 400 homes will add to congestion and pollution in a built up area where many young children and elderly walk. 2. Its already difficult to turn right onto wilton Road with high volume traffic. 3.road very narrow with parked cars on pavements making it difficult for lorries, bin lorry, emergency vehicles etc. 4.how would a bus get down this road to service the new housing estate 5.there is an entrance off the a36 that was used before as access to the quarry, this may be better than increasing traffic in residential area. 6.consider access road being created from the avenue 7.where will these new residents shop? They will add to congestion as they will have to shop at waitrose or tescos etc, adding more traffic. 8. Dangerous roads. Stanley little Rd meets western way on blind bend, often parked cars, especially on football match days. Already have to reverse and give way on the slope.more cars, more issues, potential for more accidents. Many children cross here to cut across the field on their walk through to school at sarum academy. 9. Other accidents off westernway meeting pembroke road, vehicles have gone up onto paths and into gardens on several occasions. Need traffic calming here, worse with even more vehicles." <p>Transport is the key issue at the Quidhampton Quarry site. It would make sense to develop the site as largely car free (except for deliveries/disabled) and to provide e.g. a driverless shuttle (along the lines of the Dockland Light Railway) along the existing railway lines to Salisbury station (& maybe beyond).</p> <p>I looked at this in detail and thought it was well thought through, except for the high rise element -6 stories is too high. I think people are happier in low rise flats if you want a community spirit.</p>
<p>31: Coldharbour Lane</p>	<p>"Unhappy with proposed allocation. The site lies within an area of flood risk and is likely to have a high water table and will be contaminated from its past uses and expensive to remediate. There is a surplus of sheltered housing in Salisbury.</p> <p>-</p> <p>"As long as it's possible to keep the accommodation genuinely affordable, what about the right to buy? Will that mean flats simply get sold off?</p> <p>Also Salisbury has an oversupply of accommodation for the elderly, as noted in other policy documents."</p> <p>There already is a bridge across the river and perhaps this could be compulsorily purchased to provide access to the site (if necessary).</p>



	<p>What other suggestions do you have? - {62b1d2d315c6d0001352025b} - Site Allocations</p> <p>For affordable sheltered housing why not look at reconfiguring some of the elderly persons housing within existing estates such as W Harnham and Bishopdown where there is potential for additional units.</p> <p>When you say parking is provided- do you really mean that you will give them a parking permits for the near by roads. This of course would be a disaster</p> <p>Car parking for residents should be reduced/restricted - in this highly accessible location they should be encouraged to use other modes of travel (and there already is a Co-Cars car share vehicle in York Road, perhaps another could be paid for by the developer to be located on this site?)</p> <p>A question- how long does it take to decontaminate such a site? It seems like such a good idea though</p>
<p>32: Brown Street Car Park</p>	<p>Only the car park on the eastern side of Brown Street should be redeveloped. The western car park is close to shops and the cinema and is beneficial to the city's economy.</p> <p>Unless this policy is removed entirely I will be voting against the whole plan. Brown St car park is permanently busy because it's so well-located (any study that purports to say otherwise was clearly conducted at 2am!), and there's no good reason for removing it as a public amenity.</p> <p>-</p> <p>It's a good scheme - although situated between two busy roads does very little to contribute towards healthy living. I wouldn't recommend a flat with a balcony for that reason. In fact I don't think it's really suitable for flats at all.</p> <p>-</p> <p>The preservation and modernisation of NHS services in the City Centre should be a priority in any development. It is good to see that this is part of the vision and it will be very interesting to see how this develops as the plan moves forwards.</p>



I'm concerned about the loss of car parking. Although it would be lovely to have a car free or fewer cars in the city centre Salisbury is in a very rural setting and despite aspirations, public transport isn't good. Even the railway service is poor due to government investment in roads at the expense of railways.

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I disagree with the whole proposal

Brown Street should remain a car park. It is essential to the businesses that are within walking distance of the car park. Reducing the car park will result in more empty premises. The car park should be enhanced to include two coach parking bays. Free wi-fi should be provided across the area.

I'm doubtful about losing parking close to shops and businesses. It would be lovely to have fewer cars in the centre but is it realistic in view of inadequate public transport in such a rural area?

This consultation is unsound because this online survey is far too complicated for the average resident to access. It simply gives planners carte blanche to override local opinion.

In an ideal world something similar needs to be done for the Maltings/Central Car park which other than the Riverside Park seems to be settling in for another decade or two letting down the city and its residents AND visitors.

Brown Street car park is one of the only decent car parks. Culver Street is far and dangerous for people with children and women. No one will shop in town if it's just all residential and no car parking. Bad idea.

Brown Street car park is an essential car park in Salisbury, close to the shops and Businesses on that side of the city. It is also the only place to park if you are visiting or staying at the Red Lion hotel.

"No, we still have a need for this carpark in the city centre. I think the push to get more housing is getting out of hand. Was the carpark at Salt Lane a possible alternative? The Quarry plan is an excellent idea and one which is worthy of pursuit. Is there any way of preventing Wiltshire Council from pushing forward with more plans for yet additional housing without the necessary infrastructure eg roads, schools and doctors etc, being in place
"

Reduce the numbers to the amount that can be accommodated on the eastern site only



-
"I agree that Brown Street Car Park should be redeveloped as Salisbury City Centre has an oversupply of parking spaces. However some parking should be retained on the west side of Brown Street for disabled drivers so that they have easy access to Catherine Street. The housing development could be car-free as it is an ideal location for walking and cycling with good access to public transport .
With careful consideration the building need not obscure views of the Cathedral, as mentioned by another respondent, or add to traffic if car-free occupancy is mandated.
On the east side of Brown Street I would suggest residential parking provision in order to remove on-street parking from surrounding streets. This would be secure with CCTV and electric charging points enabling city centre residents to switch to electric cars. The removal of on-street parking would allow widening of pavements and the provision of cycleways and greatly improve the street scene in this area of the Chequers."
-
Find some other land to put this on (not a well-used car park), drop the needless 'imaginative design' stipulation which will only add more jarring modern architecture to a fairly harmonious city centre, and I would otherwise have no problem.

Culver street car park would need to be staffed 24 hours per day to make it feel safe for females to use.
-
Use land on the central car park
I think you must provide adequate parking for the health centre - and also for the flats. In fact I don't think you should have too many flat there Because of air pollution from the two roads, I don't think it's a suitable place for flats/housing. I think one really good health care centre would be excellent with good parking facilities, the electric vehicle charging point and perhaps some adequate parking for disabled shoppers,
This would be a great use for the site, and much better than the current car park, which contributes to the air quality issues in the centre of Salisbury. Accessible health care in the city centre is very much needed.

It would be nice for there to be some kind of community growing space; particularly in conjunction with the healthcare facilities. There are examples of community planting projects aimed at people who are struggling with the mental health. This would also fit into any "green" aims of the development plan.
-



	<p>Leave Brown Street car park as it is but offer at least 30 minutes parking. Improve signage, meters and layout. If finance is available have pay on exit. The city had/has medical centre at Millstream. Wait until river project is completed to reassess.</p> <p>Brown Street should remain a car park. It is essential to the businesses that are within walking distance of the car park. Reducing the car park will result in more empty premises. The car park should be enhanced to include two coach parking bays. Free wi-fi should be provided across the area.</p> <p>-</p> <p>Brown Street car park is vital to support local businesses. It MUST remain!</p> <p>Underground parking should be part of the mix.</p> <p>Could Culver Street multi storey car park be turned over to private residential use only, with perhaps an annual charge to cover running costs. This could then be used for the new dwellings in Brown Street, which in turn could help reduce traffic in the city centre. Although a drop off point to allow people to deliver and collect from houses in Brown Street wouldn't be required</p> <p>"To be honest I don't think the centre of Salisbury should be taken over entirely by housing. You could have a quiet area with more trees if you don't want to keep car parking. And have a few spaces for car charging adjacent to existing housing near the back of the pub.</p>
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Other comments

<p>Churchfields Masterplan</p>	<p>"Just to reiterate importance of:</p> <p>1) the opportunity to make the park around Churchfields/the river more accessible. At present the main points of access are poor. In the east of the site it is unwelcoming/underwhelming/has no natural surveillance/feels unsafe. The main entrance to the west is better but is still accessed through Churchfields and the treatment is generally poor quality (single bar gate, chain link fence, kayak club building etc. in poor condition). There is an informal access in the north western corner of Churchfields that is where (as I understand/through experience of living locally) is where most people access the park and it has not benefitted from any form of path work to formalise it/improve access. Speaking generally</p>
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	<p>about access to the park around Churchfields/the river - this needs to be more prominent and accessible directly from Churchfields Rd ... good connections to/from the station and city - and to/from Bemerton, etc.</p> <p>2) where possible, a greener/21st century face to Churchfields Rd ... trees, planting ... SuDS - and generous footpaths, cycle lanes, and pedestrian/cycle priority for crossings</p> <p>From scanning through the document it seems the proposals are appropriate and I welcome them."</p> <p>The proposal assumes that the site can be cleared for the "future vision" but it is likely to be decades before it can start to be dealt with as the ownerships are so complex and so many businesses have to be relocated without any feasible alternative. If it can go ahead with some of the existing businesses staying in situ there is still a fundamental issue about access to Churchfields through the city by large vehicles which is so detrimental to it.</p> <p>I don't at all mind regarding the wording of this document. I mind a great deal about what it proposes. I live just off Cherry Orchard lane and am shocked to discover a plan to turn the Churchfields Estate into a housing scheme. Where will the businesses go? Where will the traffic entering the estate go?! Along the Wilton Road which is already a nightmare, down Cherry Orchard Lane which is a traffic jam every morning and evening? Through the quiet village of Lower Bemerton?!!!!!!! Have you even walked or cycled this area at all?!!!!! It is bad enough as it is. This will have a direct impact in terms of air pollution, noise pollution, footfall all of it on the lives of myself and my neighbours. There is a lovely nature reserve around Churchfields - what will happen to all the wildlife there and to the water. Yes the Churchfields estate is already an eyesore, but why make it even more built up? Where will all the cars from the estate go in order to get into town? Round Elizabeth Gardens?!?! Unless you dictate that no-one living on the estate can own a car you are just going to create one hellish, polluting, noisy grid lock of a monster housing development - for what? What a totally ridiculous idea... I thought this was about sustainability, greening the city and so on. Not about more development, more concrete, more building!?!? I'm horrified.</p> <p>Make it into a park....or a massive market garden, or an orchard... re-wild the whole lot</p>
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The work you've put into this and the suggestions for how the site might be developed if it were to become residential are excellent. But you're going about it in the wrong order. Churchfields is daftly sited and produces way too much HGV traffic through the centre, but it's a vital economic resource for the city, and there's no sensible plan for where all those businesses (or the recycling centre) are feasibly going to go. The only other place in Salisbury where one can find these sorts of commercial facilities (builders merchants of all kind, car services & retail etc) is the Southampton Road, which is a nightmare and can't take any more traffic. Most of them are too big and have too much bulky stock to stack as suggested in the document. Then there are all the small businesses making things whose suppliers are conveniently nearby.

Instead of trying to gentrify a vital part of Salisbury's economy, could the Plan identify some sites these shops and industries could move to and develop those first? At the consultation event online, High Post was suggested, but most of the retail outlets wouldn't survive that far out. There seems to be no reason the council depot or the factories in the south-west corner need to be here specifically. But most of the rest of Churchfields supplies the western, northern and central parts of Salisbury with goods and services which need to be easily accessible, not stuck on the other side of a permanent traffic jam on the Southampton Road or half-way to Amesbury.

If you could start by trying to meet the needs of the businesses and the local economy for a better and more convenient site, and develop the spaces which are left after some of them have moved, the rest is very good and I would support it. Until then, I don't think the redevelopment of Churchfields is something to aim for.

I love the vision for Churchfields but I think this document is full of good general design principles and suggestions without a realistic plan of how an industrial estate that is currently dependent on dozens of HGV deliveries every day is to be transformed to a low carbon, sustainable, mixed residential and workplace area accessed largely by cycle or on foot. I live in Lower Bemerton and risk my life on a bicycle



on Churchfields Road every day. Not surprisingly most residents of my village are not prepared to do this and I can't see this changing until most or all of the HGVs have gone or there is a separate, dedicated cycle path right through to Fisherton Street and/or the High Street. The walk into town along Churchfields Road is also very unappealing. This will also apply to any future residents of Churchfields. The other glaring omission with all the plans for Churchfields redevelopment is where all the existing businesses and the Council depots are going to relocate to, somewhere where they are still accessible to city residents, including those without a car. This is fundamental to giving this plan any credibility.

Where is the employment going to be?? Does the council realize people need to actually work to be able to afford to live here. Where are businesses going to go??

Key suggestions are these:

1) The possibility of a footbridge/cycleway link across the River Nadder into Churchfields needs to be fully explored. With the current developments already underway or planned for Harnham and with the sub-standard nature of Town Path it would seem essential that an additional link be provided in order to allow for sustainable travel to/from Churchfields and the City/Harnham. E.g. a link from Middle Street Meadow (in SCC ownership).

2) HGVs accessing Churchfields blight not just the industrial estate, which is not built for them (particularly given the size of current HGVs) but also the access routes under Fisherton Bridge and (for overheight HGVs) through the heart of the city (New Street, Mill Road etc). Suggestions such as a decant centre on Wilton Road have come to naught due to lack of a suitable site. It is time to give due notice to businesses that they will need to consider (over a suitable period - e.g. 10 years) how or if they can manage with smaller lorries. Maybe a few under Fisherton Bridge will be acceptable (although note Air Quality exceedances on South Western Road), but overheight HGVs in the heart of the city are not. If businesses wish to stay in Churchfields they should be required to make alternative arrangements.



	<p>Salisbury & particularly Churchfields is not London. It looked like generic housing to me to be honest. I didn't like it really, sorry.</p> <p>It would be useful to know if there is a minimum and maximum number of houses that are required to be built, and the same for the industrial workshops. For each design there should be provided the number of houses and industrial workshops that they include.</p> <p>Where are the sites for the existing industrial units to move to. Will they be accessible by public transport to reduce car use?</p>
Shop front design guide	<p>Town centre can't just be housing or no one will want to go. It should have great meeting spaces and parking and green areas, such as the river fronts should be attractive with places to sit, etc.</p> <p>I think it is unrealistic to keep "retail" as the desired mainstay of our city in a world which is definitely moving towards "experience" being the paramount consideration for successful cities. It maybe what the policy writers desire but being open to a much wider mix will create a better opportunity for Salisbury to be successful and have that is based in reality not the past!</p> <p>This is a good plan. I would also like to see something done about the colours chosen for shop fronts. The Pound Shop in the High Street painted a bright and hideous green and the sweet shop painted an equally hideous purple, also in the high street, are not in keeping with the look of a medieval city. The High Street is an attractive street - spoiled by bright paintwork and large plate glass windows.</p> <p>I think it would be a start to have everything cleaned & painted & shop bins removed from sight, not sure of a solution, maybe more frequent collections. How does that work with no vehicular access??</p> <p>Items 34/35 Paint Colours. Would a specific paint chart for Salisbury be a useful guideline for retailers?</p>



<p>Transport comment</p>	<p>"We need a proper transport interchange in Salisbury's central car park (Maltings), with a big 'bus station, like at Bath. If it's not done at The maltings, it could be done at Waitrose's site, but that's further from the attractions, and for the future.</p> <p>Either run a tram/shuttle to the station platform 6, or set aside space to move the railway station (easy in this case) to The Maltings for a comprehensive interchange. One or other is essential.</p> <p>Add a 3 story car park for shoppers & tourists, subsidised (free?) by business taxes on account of the facility. Price makes a difference - Southampton Road shops are used less when city parking is affordable/free, by me at least.</p> <p>Whatever might be thought about the desirability of motor cars, plentiful and cheap parking is THE key to keeping visitors and shoppers coming. This is a tourist spot and an overgrown market town after all.</p> <p>Move the bus, coach, taxi depots here, shopmobility, tourist information etc, 24 hour free toilets & medical health centre. Cycle stands etc. Electric vehicle charging points. You know the list.</p> <p>There are jammed narrow streets, crazy bus service since closing the previous 'bus station, coach drop-off inconvenience, closing shops (don't need any more). This is a rare opportunity to fix most of this.</p> <p>Access from the ring road keeps traffic out of the medieval streets which are easy to access on foot.</p> <p>The existing shops & market are the natural shopping area, there's no need to move the centre, and no need for more shops either large or small.</p> <p>Developing a transport interchange at the existing railway station is not a solution, and could not have all the necessary services. The Maltings development cannot be viewed in isolation, it has effects on the transport arrangements throughout the City and the region.</p> <p>Short & medium term money concerns are no way to decide this, which affects a major historic city for all future time. There are deeper heritage issues.</p>
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	<p>By all means include youth hostel and hotel accommodation along with residential flats above shops, but keep Sainsbury's as is.</p> <p>Do not move the Library. It's position serves its function. It's function serves its position. It is a free public service, in public ownership. Do not change this. Commercial considerations have no bearing in these matters. The library will die if moved with reduced footfall, do you want that? The art galleries need to be in the same building of course.</p> <p>Nationally, container traffic could be largely transferred to rail if there were a transfer depot near each town, so only the last mile is by road. This could be at the disused rail yard behind Salisbury station, likewise at Wilton and Solstice Park Amesbury. "</p> <p>The proposal assumes that the site can be cleared for the "future vision" but it is likely to be decades before it can start to be dealt with as the ownerships are so complex and so many businesses have to be relocated without any feasible alternative. If it can go ahead with some of the existing businesses staying in situ there is still a fundamental issue about access to Churchfields through the city by large vehicles which is so detrimental to it.</p>
<p>Comment on Biodiversity Net Gain</p>	<p>"Biodiversity net gain: Page 13, Item 54 states: ""Development proposals should aim to protect and enhance the area of development for protected species, for instance by providing bat boxes, barn owl boxes, swift nesting bricks or boxes etc., as appropriate""</p> <p>Replace the above with the following wording: Development proposals should aim to protect and enhance the area of development for protected species, for instance by providing bat boxes, hedgehog highways and barn owl boxes. Provision for swifts should be provided at a rate of one swift nesting brick or box per residential unit (see 2nd Edition of Design for Biodiversity from RIBA Publications, British Standards Institute BS42021 endorsed by NHBC NF89).</p> <p>Page 15, Item 63: ""Development will also aim to enhance the area for protected species, e.g. by providing bat boxes, barn owl boxes, swift nesting bricks as appropriate.""</p>



	<p>Replace the above with the following wording: Development will also aim to enhance the area for protected species, e.g. by providing bat boxes, hedgehog highways and barn owl boxes. Provision for swifts should be provided at a rate of one swift nesting brick or box per residential unit (see 2nd Edition of Design for Biodiversity from RIBA Publications, British Standards Institute BS42021 endorsed by NHBC NF89).</p> <p>The current wording will effectively be meaningless in a developer's eyes. Unless the wording is completely unambiguous it can be easily ignored.</p> <p>The wording "as appropriate" needs removing from both entries as it makes the guidance too weak and easy to disregard."</p>
Design Guide	<p>We need to attract people to our city and make it easy for them to visit. Do you agree? Yeah? I hope so. That's what the design guide is about, yeah? But making the buildings pretty is only a tiny bit of it. The problem we have is the infrastructure. Its all very well legislating private building owners to make the new building pretty but if when visitors stand back to look at the building they get run over, that's no good is it? Think about how it is when we visit a city in the Netherlands or Germany? The council make the pavements wide they plant trees, they put in cooling water features. Then the private building owners make their buildings pretty because they want to!!! So I suggest we, as a society, need can fix the infrastructure. More specifically you need to make pavements wider, think about pedestrian routes, build more city center car parks. Oh I hear you say "but but but but we are a medieval city!". Please, please go and visit Germany. They have lots of medieval cities. They have hundreds of carparking places in the city center. I assure you they are NOT visible. They do not detract the appearance of the city. Please stop spending money on these parochial reports about brickwork. Please spend the money getting the real work done. Fix the pavements, fix the potholes, stop allowing Virgin Media to obstruct electric wheelchairs with their huge green junction boxes. What world are we in? Why are these not miniaturizes? I hope you understand. Sorry for knocking your nice document but frankly that document applies to every old city. We need local stuff done please. Its not even expensive stuff, its pavements and paint. And stop the traffic wardens giving coaches parking tickets for overstaying their 20 mins in Exeter street oppose the white hart. Best regards *****</p>



	<p>I would like to see Butchers Row turned into a proper medieval street ... get rid of large glass fronts, open up the water channel in the middle of the street .. this needs to be a flowing gutter rather than a stream which children might fall into! What a bout a medieval styled fountain at the far end?</p>
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Annex 5 Full response from Wiltshire Council

Wiltshire Council

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Salisbury City Council

Fao: Annie Child

Via email: achild@salisburycitycouncil.gov.uk

13 October 2022

Dear Annie

Salisbury Neighbourhood Development Plan (Regulation 14) Consultation

Wiltshire Council consultation response

Thank you for providing Wiltshire Council with the opportunity to comment on the draft Salisbury Neighbourhood Development Plan, pre-submission, referred to henceforth as 'NDP'.

We welcome the publication of the draft NDP and the significant progress this represents.

Wiltshire Council has been advising Salisbury City Council and its Steering Group about the Neighbourhood Development Planning process. Advice and comments have been offered as ongoing dialogue throughout the process.

The Salisbury Neighbourhood Area, on which the Plan is based, was designated on 18 July 2019.

The comments that follow are made in the interests of helping to ensure that the draft NDP is in general conformity with the strategic policies set out in the Wiltshire Core Strategy and can be effectively interpreted by the Council in determining planning applications.

The representations received through the consultation will provide you with the opportunity to review the Plan and make any appropriate changes. At this point it is also worth reviewing the Basic Conditions, which a qualifying body should consider throughout the process of developing a Neighbourhood Development Plan if it is to be successful at the independent examination.

The Basic Conditions

For context, the independent examiner must assess whether a Neighbourhood Development Plan meets the basic conditions and other matters set out in paragraph 8 of Schedule 4B of the Town and Country Planning Act 1990 (as amended). The basic conditions¹ are:

¹ Set out in paragraph 8 (2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended)

Wiltshire Council

- **Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Neighbourhood Development Plan**

This means that the Neighbourhood Development Plan must be in accordance with national policy objectives, such as the National Planning Policy Framework (NPPF)

- **The making of the Neighbourhood Development Plan contributes to the achievement of sustainable development**

This means that the Neighbourhood Development Plan must demonstrate how it will contribute to improvements in environmental, economic and social conditions or that consideration has been given to how any potential adverse effects arising from the proposals may be prevented, reduced or offset (referred to as 'mitigation measures'). To demonstrate that a Neighbourhood Development Plan contributes to sustainable development, sufficient and proportionate evidence should be presented on how the plan guides development to sustainable solutions. This can be set out within the Neighbourhood Development Plan itself, or in the Basic Conditions Statement that will also be submitted alongside the Neighbourhood Development Plan.

- **The making of the Neighbourhood Development Plan is in general conformity with the strategic policies contained in the development plan for the area**

This means that the Neighbourhood Development Plan must not create a conflict with the strategic aims and policies of the development plan (see '2' below).

- **The making of the Neighbourhood Development Plan does not breach, and is otherwise compatible with, European Union (EU) obligations**
- **Prescribed conditions are met in relation to the Neighbourhood Development Plan and prescribed matters have been complied with in connection with the proposal for the Neighbourhood Development Plan.**

Regulations 32 and 33 of the Neighbourhood Development Planning (General) Regulations 2012 (as amended) set out two additional basic conditions to those set out in primary legislation and referred to in the paragraph above. Only one is applicable to Neighbourhood Development Plans and was brought into effect on 28 December 2018. It states that:

- The making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

The examiner is also required to check² whether the Neighbourhood Development Plan:

- Has been prepared and submitted for examination by a qualifying body.
- Has been prepared for an area that has been properly designated for such plan preparation.
- Meets the requirements to i) specify the period to which it has effect; ii) not include provision about excluded development; and iii) not relate to more than one neighbourhood area.
- Its policies relate to the development and use of land for a designated neighbourhood area.

² Set out in sections 38A and 38B of the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act

Wiltshire Council

The examiner must also consider whether the draft neighbourhood development plan is compatible with human rights³.

The comments that follow identify areas that should be addressed when considering appropriate changes to be made to the draft plan following the consultation period. These comments also take into consideration the views of specialist officers in the Council. We would welcome the opportunity to discuss the contents of this letter when you are able to do so.

1. Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and other EU obligations

It is a requirement under the Basic Conditions that Neighbourhood Development Plans must be subject to a screening in respect of Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA). The relevant screenings have been carried out and are appended to this response (Appendix 1 SEA and Appendix 2 – HRA).

SEA screening (January 2022)

Wiltshire Council's SEA opinion in January 2022 concluded that the proposals within the NDP were likely to have significant environmental effects - hence requiring a SEA. Such a determination was made for the following reasons:

- I. It is considered that significant environmental effects are likely on the natural, built and historic environment from the allocation of sites for housing, and from other types of development. Salisbury lies within the River Avon Special Area of Conservation (SAC) catchment and must therefore demonstrate phosphorus neutrality. Salisbury is also within the zones of recreational influence for the New Forest protected sites (Special Protection Area, SPA / SAC and Ramsar site). Growth in/around Salisbury could notably impact upon many varied heritage assets, including Salisbury Cathedral and its setting, Old Sarum scheduled monument and its setting and the city's conservation areas and settings. Outward development could also compromise the separate identities of surrounding historic settlements.
- II. The NDP, when screened in respect of the Habitats Regulations, has been identified as requiring appropriate assessment (AA) as a result of the potential for a likely significant effect on the River Avon SAC, and potentially on the New Forest protected sites (SPA / SAC and Ramsar site). Such assessment has implications for the SEA.

HRA screening (February 2022)

Wiltshire Council's HRA screening opinion concluded that the NDP has the potential to lead to likely significant effects on two international sites alone and / or in-combination with other plans and projects. This is due to proposed allocated sites and policies, owing to the potential for increased phosphorus pollution, recreational pressure and air quality impacts on the River Avon SAC and recreational impacts on the New Forest SPA / SAC.

It has therefore been necessary for the policies in the NDP to be taken forward to appropriate assessment (AA) under Regulation 105 of the Habitats Regulations. The AA is conducted by the competent authority, namely Wiltshire Council.

³ The combined effect of the Town and Country Planning Act Schedule 4B para 8(6) and para 10 (3)(b) and the Human Rights Act 1998

Appropriate Assessment (August 2022)

Whilst the AA has concluded beyond reasonable scientific doubt that the NDP will have no adverse effects on the integrity of the New Forest SPA/SAC, either alone or in-combination with other plans and projects, it *cannot however conclude* beyond reasonable scientific doubt that, as a result of Policy 30 (Quidhampton Quarry) the NDP will not have adverse effects on the integrity of the River Avon SAC, either alone or in-combination with other plans and projects. This opinion has been confirmed by Natural England.

Where strategic mitigation coordinated by Wiltshire Council cannot be relied upon, it will be necessary for suitable strategies to be proposed to ensure that any application that comes forward for residential development in respect of allocations or policies in the NDP does not result in significant adverse effects. Any such mitigation measures need to be discussed and agreed with Wiltshire Council.

Regulation 5 of the SEA Regulations requires an environmental assessment of plans which *'in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC)*.

2. Policy Context

The policy context for the NDP is as follows:

Development Plan

Wiltshire Core Strategy (WCS, 2015), incorporating policies 'saved' from the Salisbury District Local Plan (SDLP), as shown in appendix D of the WCS
Wiltshire Housing Site Allocations Plan (WHSAP, 2020)
Swindon and Wiltshire Minerals Core Strategy (2009)
Swindon and Wiltshire Minerals Development Control Policies (2009)
Swindon and Wiltshire Waste Core Strategy (2009)
Swindon and Wiltshire Waste Development Control Policies (2009)
Swindon and Wiltshire Minerals Site Allocations (2013)
Swindon and Wiltshire Waste Site Allocations (2013)

Emerging Plans

Wiltshire Local Plan Review (Regulation 18)

Other relevant policy

National Planning Policy Framework (NPPF, 2021)
Planning Practice Guidance (PPG)

The draft NDP plans to cover the period 2020 - 2036 and is being prepared alongside the review of the Wiltshire Core Strategy (known as the Wiltshire Local Plan Review, LPR), which plans until 2036 at least. It therefore takes into consideration not only the adopted Wiltshire Core Strategy (WCS) but also work undertaken thus far on the emerging LPR, which is at draft Regulation 18 stage. It is worth noting that, in response to updates to the evidence base on housing and employment needs, the Local Plan period may be updated prior to adoption.

Neighbourhood Development Plans must be in general conformity with the strategic policies of the Development Plan (see above).

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3. The Salisbury Draft Neighbourhood Development Plan

The draft NDP represents a considerable amount of work, involving many interests in the local community, and encompasses several issues, pulling them together in a coherent way. The plan has been prepared positively with a proactive attitude to achieving the desired outcomes for the city.

The Neighbourhood Development Plan includes policies that will give added protection and enhancement to environmental and cultural features within the city, in addition to the policies already contained within local and national planning policy.

Overall, it is considered that the Neighbourhood Development Plan is clearly laid out and well written and is a credit to the efforts of the Neighbourhood Development Plan steering group to date. The purpose of this consultation is to identify areas that would benefit from improvement, in the interests of clarity, to inform the preparation of the Regulation 16 submission draft plan. With this borne in mind, the table below sets out Wiltshire Council's response to the draft plan. The views of specialist officers of the Council have been incorporated herewith.

NDP Reg14 reference	WC Reg 14 consideration
General	It is evident that thorough community engagement has been undertaken in the lead up to this regulation 14 consultation on the NDP. It is therefore considered that the steering group have provided sufficient opportunity for the local community to give their views on what the Neighbourhood Development Plan for Salisbury should contain.
Neighbourhood Development Orders	If NDOs are to be submitted be aware of the process for these.
Policies	<p>If the Qualifying Body feels that repetition of strategic policy is necessary, the plan should simply and succinctly reference these instead of repeating them.</p> <p>The Salisbury Central Area Framework (CAF) made a series of recommendations for policy; the NDP could do more to promote measures aimed at positive change within the central area i.e. there appear to be opportunities for the NDP that have not been leveraged.</p> <p>The CAF is divided thematically:</p> <ul style="list-style-type: none"> - Vibrancy - Open Space & The Environment - Maximising Salisbury's Qualities - People-friendly Streets <p>The following appear to be evidence-based land-use initiatives for Salisbury city centre that could be transformed into policy at a local, as opposed to strategic, level:</p> <p><u>Vibrancy</u></p> <ol style="list-style-type: none"> I. City Centre Resilience: this is about considering how planning policy can help to promote a flexible approach to enabling suitable alternatives uses to be supported to ensure that vacant premises do not remain empty II. Vacant / Under-utilised Space: this focuses on engaging with owners and landlords to identify, encourage and support the realisation of commercial and residential units (particularly for young people) within vacant / under-utilised upper floors of city centre premises

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	<p>III. Evening Economy: develop a vision and strategy to protect and improve the vitality and viability of the city's evening economy</p> <p><u>Maximising Salisbury's Qualities</u></p> <p>I. Update the city's Public Realm Strategy</p> <p>It is noted that the NDP is progressing one of the CAF's recommendations, on updating the city's <i>Shopfront Design Guide</i>.</p>
Flood risk	<p>It is timely, at Regulation 14 of a NDP, to remind the Qualifying Body that the evidence base for the NDP should include the SFRA Level1 Study⁴</p> <p>SFRA Level 1 needs to be employed to inform development proposals. A sequential approach will direct development to areas with the lowest risk of flooding and the NDP process should look to see if there are reasonably available sites appropriate for the proposed development. This might also take account of the type of flood risks that operate and the sensitivity of uses under consideration.</p> <p>Where proposals involve the regeneration of a previously developed site in Flood Zones 2 or 3, and proposed uses for that site cannot be relocated, wider sustainable development objectives (NPPF #163) can outweigh the aim of a sequential approach (NPPF #162). The efficacy of such a course nevertheless needs to be proven through the exception test (NPPF #164). The NDP evidence base should demonstrate how, for each site, this test has been met.</p>
Climate change	<p>Prominence given to climate change in the neighbourhood plan welcomed. The wider range of objectives has the potential to interlink with and support delivery of the climate and sustainability objectives. This is clearly a top priority for Salisbury residents, and for SCC, as shown by the survey statistics on page 20, and the note of the city council's climate emergency declaration on page 26 respectively.</p>
Noise	<p>Planning for noise control is an important part of any neighbourhood plan as the unintended consequences of development proposals often involve amenity impacts such as noise - and also odour, vibration, smoke and fumes. Support for development that is sympathetic to prevailing noise climates and receptors.</p>
Archaeology	<p>Archaeology is notable by its absence from the document, there being only a single mention in the whole text (in Appendix 1). As the chapter on the historic built environment notes, Salisbury has an exceptional historic built environment through both the internationally important Cathedral and The Close, but also within the historic city, which largely retains its medieval chequer board street plan. The survival of the medieval street plan and a high number of medieval and early post-medieval buildings, along with limited large scale development and an absence of widespread cellaring, has ensured that the historic City retains a high archaeological potential and it is archaeologically the most important medieval settlement in Wiltshire. The City has a long history of archaeological investigations that have revealed its medieval past, thereby enhancing the overall significance of the City's historic environment. The significance of the City's archaeological heritage should be incorporated into the document and it is noted that any development with below ground impacts of any substance within the historic City is likely to be subject to some form of archaeological investigation, while this may apply to even very minor works within the Cathedral Close.</p>

⁴https://www.wiltshire.gov.uk/media/9760/Wiltshire-Council-Level-1-SFRA-2019/default/Wiltshire_Council_Level_1_SFRA_v5.0_Redacted.odt?m=637969475746970000

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	<p>The document rightly focuses on the need to protect views of the internationally important Salisbury Cathedral. There is also a need to protect the setting of and views to the nationally important Scheduled Monument of Old Sarum. The two monuments are inextricably bound, epitomising the old and new settlements of Salisbury. There are dominant views over the new City from Old Sarum, while important views of Old Sarum can be glimpsed from around the city. Where appropriate, major developments should consider and be sympathetic to potential impacts on the setting of this monument which is so important to Salisbury's history and heritage.</p>
Community-led Housing	<p>The acknowledgment of aspirations for the delivery of new affordable housing is noted and site identification looks like a good way forward to help meet the needs of the city, our team would be able to help to meet the housing need and work up a viable scheme in partnership with the local community to explore options.</p> <p>Wiltshire Council's Housing department is currently in the process of developing a strategy to deliver 1000 new affordable council houses across Wiltshire. If you would like to discuss proposals for any sites in the future, we would be keen to see how we could potentially work with you to deliver a range of affordable housing (including shared ownership/part buy part rent) to meet the growing local housing need and meet climate change priorities through innovative solutions for more energy efficient homes, our team also works with communities to deliver housing through Community Led Housing.</p> <p>Community Led Housing is a way in which Affordable Housing can be developed and secured for local people in perpetuity, together with other defined community benefits. This can be led by a group, such as a community land trust or with developer-community partnerships, where a developer may initiate a project, but they carry out meaningful community engagement and seek to provide permanent public benefits that the community would like to see or need from the development. If your Neighbourhood Plan group would like to discuss Community Led Housing in more detail, please contact communityledhousing@wiltshire.gov.uk.</p>
Para 11	<p>The way the NDP is written, they seem to make these documents part of the NDP. They should either be part of the NDP and examined as such, or should be displayed as evidence. There appears to be a mix of evidence and documents such as masterplans that the NDP is trying to get approved.</p>
Para 17	<p>The context of Salisbury doesn't feel quite right. Salisbury isn't really that close to Salisbury plain. It is a similar distance to the New Forest for example. It may be better to say close to the Hampshire / Dorset border, or similar, to give context. When the para talks about a travel interchange, the plan should say where the train services go so that it again gives more local context. The plan could pull more on the landmarks that fall close to the Neighbourhood Plan Area such as the Cathedral and Old Sarum scheduled monument.</p>
Paras 21-24	<p>This isn't vision, it is background and should be in a background document not the Neighbourhood Plan.</p>
Vision & Objectives (Figure 3)	<p>The Vision and Objectives need to provide a clear framework for the Neighbourhood Development Plan.</p> <p>The Vision feels like it has forgotten about the economy of the city. The Vision should also mention the importance of tourism and Wiltshire Creative to Salisbury.</p> <p>The para on water management is unclear as to how is it going to be achieved, maybe a reference to the River Park would be useful here – 'through the delivery of future phases of the Salisbury River Park project'.</p>

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	It is important when reading a Plan that its underpinning objectives can be easily identified. Proportionate, robust evidence should support the choices made and the approach taken. The evidence should be drawn to explain succinctly the intention and rationale of the policies in the draft NDP.
Para 26	'Excluded development' in Neighbourhood Plans extends to incorporate 'County Matters', this concept is articulated in Schedule 1(1) of the 1990 (Town and Country Planning) Act ⁵ .
Para 27	If weight is to be ascribed to Neighbourhood Planning Guidance paragraph ID 41-036-20190509 also states that <i>A neighbourhood plan must be in general conformity with, and plan positively to support, the strategic policies of the development plan.</i>
Para 33	Please update, as the Wiltshire Council Climate Strategy 2022-2027 was adopted in February 2022.
Para 35	Page 26 ends by stating that "Resilience to climate change is a focus of the strategy underpinning this plan." Apart from mentioning resilience in relation to the Wiltshire Green and Blue Infrastructure Strategy this introduction doesn't really explain what is meant by resilience. If it is a focus of the plan, it might be worth setting out what this means for the neighbourhood plan, in terms of resilience and adaptation to the effects of climate change, including overheating, extreme weather events, drought etc.
Policy 1	<p>It is well to consider measures to mitigate the consequences of climate change through tree-planting. Aside from the fact that trees and woodland have multiple benefits, strategic measures on Trees, Hedgerows and Woodland will feature in policy in the Wiltshire Local Plan.</p> <p>It will be worth checking if 30% tree canopy cover is achievable on a typical development site, or whether it might be appropriate to ask for a contribution for tree planting elsewhere?</p> <p>You may wish to consider adjusting the wording so that it allows for an appropriate amount of trees depending on the location, and the surroundings. It may be helpful to say in supporting text that a Tree Planting Strategy is being developed by the city council, and consider whether that will help to clarify areas that are suitable for a high or lower proportion of tree planting within new development. In addition, any new significant development should be required to retain or provide green infrastructure including tree planting on site, that will integrate with and enhance the existing Green & Blue Infrastructure GBI network, and new development should be designed with this in mind – it should be about the outcomes the measures are intended to achieve rather than perhaps a specific number.</p>
Para 37	The Task Group has been renamed to "Climate Emergency Task Group"
Para 39	The quote from the GBI strategy should be "...carbon emissions we create through burning fossil fuels must be balanced out ..." (not "lanced out") and "...such as planting trees ..." (not planning). GBI Strategy full version Green and blue infrastructure - Wiltshire Council
Policy 2	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 55) that already exist in respect of air quality and will be reviewed in the Local Plan. If such a local policy such as this is to be retained, clarity is required about how this will complement strategic provisions.
Para 56	Please amend to say that Wiltshire Council acknowledged the climate emergency. The pledge to achieve carbon neutrality applies to Wiltshire Council operations only. Instead of a

⁵ NP cannot include development defined in [section 61K of the Town and Country Planning Act 1990 \(as amended\)](#). This includes: development normally dealt with by a county planning authority, for example minerals and waste related development

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	<p>'pledging' the council committed to "seek to make the county of Wiltshire carbon neutral by the same date". The reasons given were not those stated in the neighbourhood plan. Please refer to the council resolution for the accurate record https://cms.wiltshire.gov.uk/documents/g11678/Public%20minutes%2026th-Feb-2019%2010.30%20Council.pdf?T=11</p> <p>The explanation of climate change is somewhat confused, mixing the concepts of global warming, with the functions of the ozone layer. Manmade global warming is attributed to an increase of greenhouse gases in the earth's atmosphere, due to human activities. Whilst ozone (O₃) is a greenhouse gas, it is not the main culprit, and in fact has a helpful function in the troposphere as it protects us from excessive UV radiation (this is the ozone layer). At ground level, ozone can form when sunlight reacts with air pollution, and can be problematic for wildlife and humans. Neither of these ozone effects are the cause of global warming and climate change. Please refer to the Met Office for a useful explanation What is climate change? - Met Office</p>
Policy 3	<p>Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 41) that already exist in respect of Sustainable Construction and will be reviewed in the Local Plan. If a local policy such as this is to be retained, clarity is required about how this will complement strategic provisions.</p> <p>The installation of solar panels on the roofs of unlisted dwellings (including within a CA) does not require planning permission, although many buildings within the city are not single-dwellinghouses and therefore it would require permission.</p> <p>'All planning applications' could mean sheds and garages. In any case government policy is that the planning system may not duplicate or demand more than is provided for by planning regulations.</p>
Policy 4	<p>Policy on EV has been subsumed within (new) Part S of Building Regs. The trigger of an extra bedroom is unreasonable: why would a 4th or 5th bedroom on an existing house need an EV charger?</p> <p>We suggest considering provisions from a recently 'made' NDP in Wiltshire, that of Colerne (2022):</p> <p>Policy SE2: Electrical charging points</p> <p><i>a. All new residential development where dedicated parking is provided should have an appropriately located charging point. Where general parking areas are included in residential developments, there should be an appropriate ratio of charging points available for general use.</i></p> <p><i>b. Proposals for non-residential developments which provide electric charging points for staff and/or other users will be supported.</i></p> <p><i>c. The installation of electric car charging areas at public buildings with vehicular access and public parking areas will be supported.</i></p>
Policy 5	<p>It is well to consider measures to mitigate the recreational consequences of development in Salisbury that can affect the New Forest SPA / SAC. Such provision however, being strategic in nature, will feature in the Local Plan as a review of Core Policy 24 (WCS).</p>
Para 85	<p>Suburbs are both Victorian and Edwardian; trees are not a significant feature of the streetscape of The Chequers (there are none).</p>
Para 89	<p>1904 isn't 'Victorian'</p>
Policy 6	<p>Given that this policy is based upon the Design Guide for Salisbury it appears to complement strategic provisions, notably WCS core policies 57 and 58 (both mentioned in supporting text).</p>

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	Moreover, given that class E uses are PD, they are not bound by any local plan policy. Important – please note – WC does not offer free advice to applicants and will not be advising re prior approval applications for C3 or MA conversions, etc.
Para 108	The illustration does not show missing sections of wall along the east side of the river; nothing suggests they ever existed.
Para 110	Figure 12 depicts green circles - these are trees, not listed buildings. The figure for grade II* buildings is remarkable (47 in The Close) plus a further 61 entries at grade II. It might be simpler to stress that very nearly every building (other than the modern school buildings of Bishop Wordsworth's School) is listed.
Para 111	Determining the extent of curtilage is a matter for the LPA.
Para 114	Which 'opportunities' does the NDP provide? This perhaps needs better articulation
Para 115	The water meadows do not finish at de Vaux and extend further east, to Britford and beyond. Nearly every alteration to existing or new structure will need permission. The protection provided by PLBCA Act 1990 and WCS CP58 is certainly adequate.
Policy 7	Re-cast of policy is suggested: such measures should not apply to <i>all</i> development. The NDP cannot require anything as regards LBC; it can merely encourage. There appears to be an old footnote (8) in the text in the final paragraph of this policy.
Para 118	More than four meeting rooms. There are also museums, the cathedral archives, Arundells and Mompesson open to the public, several performance / entertainment spaces and two schools.
Para 122	Repeats content of para 120
Para 123	'Butcher' Row not 'Butchers'
Para 124	Reference to 'old swimming pool' not very helpful as there has been no remaining evidence of it for about 15 years. Marsh Chequer is not the only one with an open centre - White Hart, Griffin and Black Horse, for instance. Many had significant development in the C17-C19, behind the principal frontages. The open space where the name seems uncertain is called 'Wyndham Park Open Space'.
Policy 8	The middle of Marsh Chequer is not in the public realm and is not very open, with lots of small, fenced plots.
Para 125	Text is a mix between the Salisbury District Local Plan (deleted text and policies) and the Wiltshire Core Strategy. This should be referenced. The section seems to draw heavily on the 2008 Chris Blandford evidence document that was used to inform the policy within the South Wiltshire Core Strategy and Wiltshire Core Strategy. The NDP seems to use this evidence to make the policy less flexible but not using any new evidence.
Policy 9	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 22) that already exist in respect of Salisbury Skyline and will be reviewed in the Local Plan. The NDP policy can perhaps refer to traditional roofs and materials. The majority of pre-C19 roofs in the city have clay tiles of a red-orange hue; Welsh slate is used elsewhere, and a smattering of lead and zinc, but the dominant character is of the tiles. It is important to strive to retain this. The success of this longstanding policy has been widely acknowledged: The Sustainable Growth of Cathedral Cities and Historic Towns Historic England
Section: Green & Blue Infrastructure.	In the section on habitat restoration there are several references to native trees in areas which might involve tree planting on-street. The plan recognises the need to develop a species-specific planting strategy. There is concern about the maintenance and adaptability of any new street trees. As part of the development of a planting strategy, specialist advice might be



	sought by the Qualifying Body on whether native trees can survive without high maintenance levels in a warming climate and whether 'near-native' trees should be used which are more likely to survive in urban environments.
Para 140	The phrasing regarding the 10% biodiversity net gain needs to be re-considered as this is a requirement of the NPPF and the environment bill and needs to be in accordance with it.
Para 154	Implication of there being several SACs and SSSIs. The Avon, Wylye, Nadder and Bourne are components of the River Avon SAC and the River Avon System SSSI.
Para 164	<p>The recently published Salisbury Local Cycling and Walking Infrastructure Plan (LCWIP) does include upgrading broken bridges to an LTN 1/20 compliant walking and cycling route, which would include improving existing bridges.</p> <p>A bridge across the Avon south of Southampton Road is not proposed in the LCWIP due to ecological issues and the lack of propensity to cycle here (with improvements to existing routes in this area being a higher priority i.e. along New Bridge Rd / Downton Rd). No objections to a bridge here, but it should not divert any funding away from the priority routes in the LCWIP.</p> <p>The LCWIP also include widening of Town Path which would require replacing existing bridges with wider ones, and either building a platform over the river (which may not be feasible / acceptable) or finding a new route around the Old Mill area. Further feasibility work is required here.</p> <p>The NDP also refers to footbridges providing access for cyclists: by definition, they provide access for pedestrians not cyclists.</p>
Figure 21	Does not note whether the greenways shown are existing or aspirational.
Para 166	<p>Minimum width of 10m for greenways – assumption that this refers to land for planting as well as for the path. The absolute minimum width for any path will be 4m (3m bound surface with a 0.5m low level verge either side), but for locations with higher usage such as town path, LTN 1/20 would require at least 6m (2m footway plus 3m cycleway bound surface with a 0.5m low level verge either side – a green verge or kerb may segregate the walking from the cycling route). Routes that do not meet these standards are not transport routes and may not be accessible for disabled people. Planting trees along any of the LCWIP potential routes may be detrimental to our ability to deliver the Salisbury LCWIP. Such planting should only take place when we can be sure of the exact path alignment, and when we can ensure appropriate species are selected and positioned so as not to damage the pathways. Unsure whether an LTN 1/20 route on the bridleway along Harnham Slope would be supported for example.</p> <p>Some of the greenways are Rights of Way which desperately need funding, but others are routes we have ruled out. This needs to be better aligned with the Salisbury LCWIP (Walking and Cycling Infrastructure Routes (arcgis.com) Local Cycling and Walking Infrastructure Plans (LCWIPs) - Wiltshire Council) although even the LCWIP routes are somewhat indicative). Many of the routes they show have been rejected from the LWCIP for reasons such as ecology, floodplain issues, lack of propensity to cycle or lack of parish council support (i.e. routes crossing into Laverstock). Such proposals should not divert funding away from the LCWIP routes. You cannot increase planting in these areas on the same space that is needed to create adequate walking/cycle infrastructure that would be approved and funded by Active Travel England for example, along Harnham Road or Southampton Road.</p> <p>Some of these routes do align with our proposals and we would want them delivered to LTN 1/20 standards e.g. through site 1 Avon Valley Nature Reserve that is shown in the Salisbury LCWIP and the Greenways map. the route between Stratford Sub Castle and Devizes Road over the River Avon (this is likely to require a 3m shared path plus verges). Any routes</p>

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	<p>necessitated by development of sites between Devizes Rd and the River (see site specific comments below) may also need to link to this route.</p> <p>We do not support the delivery of an LTN 1/20 compliant route along the river parallel to Devizes Road. Any route here cannot be LTN 1/20 compliant due to the gradient, unsafe turning movements from Devizes Road to access the path, and difficulties with lighting or putting a bound surface here due to ecological considerations. No amount of money will make this a route accessible for disabled people, and funding from the Transport department of Wiltshire Council or Active Travel England should not be expected for such a route. We have no objection to an unsurfaced or semi-surfaced route being delivered here (and have shown this on the Salisbury LCWIP as a dashed green line) but it will not be the main access route to St Peter's Place (which will be predominantly on existing highway – a route alignment has not yet been determined but it may utilise existing quieter roads through Bemerton Heath).</p>
Policy 10	<p>It is well to consider measures to secure 10% biodiversity net gain. Such provision however, being strategic in nature, will feature in the Wiltshire Local Plan ('Enhancing Biodiversity and Geodiversity'). It is meanwhile uncertain whether policy can apply a presumption against development in respect of green infrastructure; it may be more feasible to seek reprovisioning of any GI lost.</p> <p>It may be sensible to consider separate policies for GBI and Biodiversity (provided that these complement Wiltshire's strategic provisions)</p> <p>Development which consists solely of cycling and/or walking improvements e.g. a new path, should be exempt from this requirement and be allowed to provide no net loss, with compensation measures provided either on-site or off-site. This will otherwise severely hamper Wiltshire Council's ability to deliver infrastructure. Potentially this exemption could be applied to walking and cycling routes which are brought forward by the Local Transport Authority, the city council or a local community organisation (or 'publicly funded' schemes), since Wiltshire Council is already funding biodiversity improvements separately to active travel schemes.</p>
Policy 11	<p>It is well to consider habitat improvement and restoration. Such provision however, being strategic in nature, will feature in the Wiltshire Local Plan ('Enhancing Biodiversity and Geodiversity').</p> <p>It may be sensible to consider separate policies for GBI and biodiversity (provided that these complement Wiltshire's strategic provisions).</p>
Policy 12	<p>Strategic provisions for Open Space will feature in new policy in the Wiltshire Local Plan.</p>
Policy 13	<p>If an area is already protected it is worthwhile considering the merits of an additional layer of designation. Existing designations include: AONB; SPA/SAC; SSSI; local nature reserve; Ramsar site; registered historic park & garden. Process-wise a suggested and simple methodology is as follows:</p> <ol style="list-style-type: none"> 1. Assess area 2. Evidence why areas need to be LGS 3. Contact the landowner
Policy 14	<p>Being strategic in nature, the recreational consequences of development in Salisbury that can affect the River Avon SAC will feature in the Local Plan as a review of Core Policy 69.</p>
Paras 202-204	<p>The incorporation of an email communication by the Council is deemed to be unhelpful as supporting text within a draft NDP. This can be referenced and form part of the consultation report.</p>

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	Throughout the twin-track plan process (Local Plan and Neighbourhood Plan) Wiltshire Council has encouraged the Qualifying Body to seek to bring forward brownfield development.
Para 211 + Table	The Housing Enabling Team provided the information in this table, having undertaken further analysis on the units which had been declared on the LAHS returns as having been granted 'final planning permission'. Paragraph 211 implies that the figures in the table were reported in the LAHS return. However, this is not accurate as we only submit a County-wide figure in the LAHS return which is not broken down by bedroom number. It would be more accurate to say: <i>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. The table below gives a breakdown of these units by tenure and bedroom number.</i>
Para 225	Paragraph 225 suggests that new development should focus on mid-sized homes and that there is 'little need for more one bed accommodation'. For information, the need for 1 bed units currently represents 52% of households on the Housing Register for Salisbury. Since many households will only be eligible to bid for 1 bed properties, it is essential that 1 bed flats form part of the Affordable Rented mix in order to meet need. Once factors such as demonstrable need, current stock and management issues have been considered, the Housing Enabling Team currently seeks to negotiate between 25% and 30% of the Affordable rented units as 1 bed units.
Para 237	The 25% First Homes requirement only applies to developers' Affordable Housing contributions.
Policy 15	<p>Provision on affordable housing, however, being strategic in nature, will be feature in the Wiltshire Local Plan as a review of Core Policy 43.</p> <p>Paragraph 64 of the NPPF requires Affordable Housing contributions for residential developments that are considered to be 'major' development. Major development is defined in Annex 2 of the NPPF as: 'Development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more'.</p> <p>The Affordable Household threshold is therefore:</p> <ul style="list-style-type: none"> • 10 residential units; or • Site area of 0.5 hectares. <p>This should be corrected in paragraphs 236, 245(a), Policy 15 and the Housing Needs Assessment report, which refer to a threshold of 11 units and does not mention site area.</p> <p>On housing mix, meanwhile, Wiltshire Council is aware of the Qualifying Body's evidence on housing need in Salisbury, and it is reasonable that a local approach to this can be provided, complementary to strategic measures provided for in Core Policy 45</p> <p>The tenure mix specified requires 25% of the Affordable Housing units to be delivered as Affordable Rented housing (possibly rising to 40% if the 15% which is unallocated tenure is delivered as Affordable Rented accommodation). This is extremely low and will compromise the ability of Wiltshire Council to meet the needs of Salisbury residents on the Housing Register. Such a split of tenure will be difficult to deliver, especially on smaller scale sites with no guide on the preference when considering different scales of provision: it therefore cannot be supported.</p> <p>Affordable Rent is influenced by the LHA, rather than a flat percentage of market rent. If proposed evidence is provided which shows the relationship between LHA and 30% lower than market rent, it should state 'LHA or 30% of market rent, whichever is the lower'. For</p>

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	<p>information: currently 60% of Affordable Housing units are delivered as Affordable Rented units in accordance with current demonstrable need. Nevertheless, the number of households on the Housing Register in immediate need of rented affordable housing has continued to grow from 574 (August 2020) to 587 (August 2021) to 719 (August 2022).</p> <p>Rent to Buy units are not delivered 'in perpetuity' as the intention is that on purchase, they will become market units. They are therefore not considered to be a suitable tenure to be delivered through developers' contributions or on Rural Exception Sites. They could however form part of the Affordable Housing mix on some 100% Affordable Housing sites (other than Rural Exception Sites) in order to assist in the creation of mixed and balanced communities. These sites are delivered by Registered Providers. Inclusion of Rent to Buy units on 100% Affordable Housing sites would therefore be dependent on the Registered Provider being supportive of this tenure.</p> <p>Finally, the policy states that the provision of flats, either market rate or affordable, will be supported. However, it should be noted that evidence demonstrates that Affordable Rented 2 bed flats above ground floor level are difficult to let. This is possibly because most of the households with a 2-bed need include children and therefore favour 2 bed houses with gardens, ground floor access and easily accessible parking. Due to the lack of demand, the Housing Enabling Team does not generally support 2 bed flats above ground floor level for Affordable Rented accommodation.</p>
Policy 16 Churchfields	<p>As outlined in previous communications, the NDP needs to take account of strategic provisions (WCS core policy 20) that already exist in respect of the Churchfields site, which will be reviewed in the Wiltshire Local Plan.</p> <p>The Council has explained this in letters to Salisbury City Council, the last of which concerning Churchfields was dated 21/2/22, and objects to the draft NDP provisions.</p>
Para 253	<p>Agree with the document that Salisbury Hospital is outside the Neighbourhood Plan area, therefore unnecessary to incorporate.</p>
Policy 17	<p>This policy needs to ensure that it retains a Salisbury focus; in general, infrastructure provision to support development is captured by strategic measures in Core Policy 3.</p>
Policy 18	<p>It is not reasonable to expect every 'major' development to be providing all the community infrastructure since the definition is as small as 10 residential units, for example, and would make schemes unviable. The policy needs to be amended to be flexible and more reasonable.</p>
Policy 19	<p>Allotments are already protected through other legislation and this element should be amended accordingly.</p>
Paras 286-289	<p>Point 286: The Wiltshire Playing Pitch Strategy (WPPS) is due to be renewed, not refreshed (target date end 2023)</p> <p>Point 287: WPPS will put forward strategic sporting / playing pitch & ancillary infrastructure projects aligned to known and predicted future housing growth. The current WPPS has identified the need for a second artificial, all-weather pitch within the Salisbury Community Area</p> <p>Point 289: S106 contributions for youth and adult recreation are sought through Wiltshire Council referring to the Wiltshire PPS (WPPS) priority action plan, National Governing Bodies (NGBs) of sport, NDPs and conversations with Parish/Town Councils. We do not advocate developers contacting local clubs, this will be achieved as part of the strategic process of looking at the contributions</p>

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	Surprised not to see the development and upgrade of Churchill Gardens youth and adult recreation listed as a Salisbury CC priority
Policy 20	General infrastructure provision to support development is captured by strategic measures in Core Policy 3. If a local policy such as this is to be retained within the NDP, clarity is required about how it will complement relevant Wiltshire Council strategic policy.
Section: Sustainable Transport	It would be helpful for the NDP to provide some support for: improvements to Salisbury Rail Station; for the A360 bus lane to be improved; for a bus route between Britford Park & Ride and Salisbury District Hospital to be delivered; for all major sites to provide bus shelters with seating and RTPI; and for the provision of frequent bus services (at least 4 per hour) from all major development sites into the city centre.
Policy 21	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 60) that already exist in respect of sustainable transport and will be reviewed in the Local Plan. If a local policy such as this is to be retained, clarity is required about how it can complement strategic provisions.
Policy 22	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 61) that already exist in respect of Transport and Development and will be reviewed in the Local Plan. If a local policy such as this is to be retained, clarity is required about how this will complement strategic provisions WC opposes that radial and peripheral routes in Figs 36 and 37 will be prioritised over on-road facilities. Those routes identified in the Salisbury LCWIP as primary routes are the ones that should be prioritised. This includes quiet streets, shared paths, segregated facilities and semi-segregated cycle lanes. Policy implies relation to (Figure 36) LTN 1/20 cycle and walking routes, but also says they are routes for increased planting - in many places this will not be achievable.
Cycling parking / storage	Cycle parking standards were published in July 2022, in Wiltshire Council's Active Travel Infrastructure Standards
Para 328	This can be strengthened by stating that all major developments must deliver Travel Plans in accordance with Wiltshire Council's Travel Plan guidance, and this includes purchasing and distributing the relevant walking and cycling maps as set out in that guidance which may include The Salisbury Walking Map, Salisbury Cycling Map, Salisbury Bus Walks Map, Salisbury to Stonehenge bus and cycle map, and the Salisbury to New Forest Map.
Policy 25	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 64) that already exist in respect of Demand Management and will be reviewed in the Local Plan.
Policy 27	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policies 39 and 40) that already exist in respect of visitor accommodation and will be reviewed in the Local Plan. If a local policy such as this is to be retained, clarity is required about how this will complement strategic provisions.
Policy 28	It is unclear whether this policy can have effect in decision-making on planning.
Policy 29	Basic Condition on general conformity: the NDP needs to take account of strategic provisions (WCS core policy 38) that already exist in respect of retail and leisure and will be reviewed in the Local Plan. If a local policy such as this is to be retained, clarity is required about how it will complement strategic provisions.
Policy 30 Quidhampton Quarry	As outlined in previous communications, the NDP needs to take account of strategic provisions (WCS core policy 20) that already exist in respect of the Quidhampton Quarry site, which will be reviewed in the Wiltshire Local Plan.

Wiltshire Council

	The Council has explained this in letters to Salisbury City Council, the last of which concerning the Quarry was dated 22/11/21, and objects to the draft NDP provisions.
Para 380	The incorporation in the draft NDP of an email communication by the Council is deemed to be unhelpful as supporting text to a given policy. This can be referenced and form part of the consultation report.
Para 385	Remove specific reference to team within Wiltshire Council
Policy 31 Coldharbour Lane	<p>The Coldharbour Lane site is not identified for any particular use in the Wiltshire Core Strategy but is within the defined limits of development for Salisbury where there is a general presumption in favour of sustainable development in line with Core Policy 2 'Delivery Strategy'.</p> <p>From flood mapping it appears that the entirety of the site is situated within Flood Zone 2 and parts of it in are in Flood Zone 3. There is a possibility that the flood-risk situation will change with the creation of the Salisbury River Park and associated flood defence work. This matter would need to be resolved before the site is progressed further.</p> <p>The policy is missing a few areas such as design, number of units, ecology, connections, transport movements, community infrastructure, especially given this is a sheltered scheme, a view on height / landscape given the level of buildings around it and the height of the gasometer historically, protection of River Avon SAC during construction.</p> <p>If the site is capable of allocation, it may provide the opportunity to support the development of accommodation for older people and facilitate relocation from other sites in the City, which could themselves be redeveloped for general housing.</p> <p>It is essential that the site provide at least one electric car club vehicle and that it does not create additional parking demand on highway.</p>
Para 397	What does evidence 'funded by Locality' say about parking?
Para 402	Remove specific reference to team within Wiltshire Council and use, as not and not formally approved / deliverable. Equally WC are not the only housing provided that would consider the scheme, therefore inappropriate to specifically reference them.
Policy 32 Brown Street car park	<p>Paragraph 5.117 of the Wiltshire Core Strategy identifies Brown Street car park as one of a number of central area regeneration sites in Salisbury and Appendix D recognises that policies of the former Salisbury District Local Plan that promote the site for mixed use development continue to be 'saved'.</p> <p>More recently the Salisbury Central Area Framework (CAF) has been prepared, which continues to identify the potential of the site for regeneration (mixed use including residential) <i>subject to</i> car parking studies being undertaken due to its operational use as a car park. WC has provided the Qualifying Body advice on what a car-parking study might involve. NDP provisions in respect of Brown Street car park can be formulated, but are conditional on a long-term parking strategy for Salisbury. Such a strategy will form part of the forthcoming Local Transport Plan, currently due for completion by March 2024.</p> <p>In the pre-Regulation 14 version of the NDP the site was allocated for up to 15 dwellings. The Regulation 14 version of the NDP allocates the site for up to 50 dwellings. The HRA has assessed the site based on up to 50 dwellings however it is highlighted here in case it is an error in the Regulation 14 version of the NDP.</p>

Wiltshire Council

	Otherwise, this policy is highly prescriptive and proposes details (especially the balconies) that are uncharacteristic of Salisbury; the walking route through the car park would need to be maintained and improved.
Figure 66, p160	The designation of Local Green Space within Neighbourhood Plans requires underpinning evidence and justification, which needs to be a little more rigorous than that appended within the Regulation 14 iteration.
9: Appendices for Part 2	These appear to be evidence documents, but not the only evidence documents. They should be detached from the actual plan and presented separately.

Wiltshire Council as Landowner

- General** (Landowner response to call for sites) – Objection – There is a presumption that, as sites are put forward, they will be available, but in the case of WC it was only in capacity as landowner for long term view and *not as corporate body*. The document needs to reflect this.
- Figure 21** (GBI Plan / Pembroke School) – Objection – The plan shows a Greenway running through the school site. Whilst we understand this to be indicative it could have an impact on the school's ability to expand in the future.
- Policy 12** (Open Space Provision) – If the policy is retained it assumes that the open space will be owned by the City Council, but this may not be the case, and enhancement of an existing open space may also be in ownership other than the City Council, with the commuted sum being provided to the landowner (if retained) or the future owner as defined in the s106.
- Pol 13/Fig 23** (LGS designation) – Objection – There has been no landowner engagement over the allocation as LGS, plus there is no indication to the landowner to determine if it may affect them. WC, in its capacity as landowner, therefore objects to this as a matter of principle. Much of the green space owned by the Council could be used for estate regeneration purposes and is held for statutory housing purposes. The lack of landowner engagement means there should not be a default acceptance as LGS, as other opportunities may be missed that generate gains for the local areas.
- Para 385** (Coldharbour Lane allocation) – Remove specific reference to “2 to 3” developments as land dependant, and not formally approved / deliverable
- Para 401** (Brown St Car Park allocation) – Objection / Amendment – The WC submission in Call of Sites should state the caveat applied in our submission: *You will note that the majority of these are current city centre car parks. We are at a very early stage in the consideration of the future use of Council assets in the city and this is clearly linked with the wider master planning and city regeneration strategies which is, of course, to the model of parking provision within Salisbury; use of Park and Ride etc. These applications do not seek to pre-judge those processes but put a marker in the sand in terms of the potential for these sites being available for alternative uses over the course of the plan period.*

The statement should therefore read:

“The site was proposed by Wiltshire Council, in its capacity as landowner only, in the 2020 Call for Sites, subject to wider master planning and city regeneration strategies including parking provision within the city centre.”

- Policy 32 (Brown St Car Park allocation) – Objection – unless amendments are made to availability and conditions of its release, together with availability for and viability of development.
- App 6/S13 (Pembroke School development suitability) – Objection – Allocation may have implications on ability to develop further as education facility.
- App 6/S10 (Salt Lane Car Park development suitability) – Objection / Amendment – Site discounted in preference to Site 11, albeit with same ability to deliver and could be included, subject to conditions regarding availability.

NDP Design Guide

General: this is the Creating Places document with minor changes. It was written for the whole of South Wiltshire, and so includes some details that do not apply within the city.

General: Green roofs on bus stops: a bus stop infrastructure design guide will seek to specify green roofs within an AQMA (i.e. Salisbury City Centre) and solar panel roofs on bus stops outside the city centre (we're flexible if green roofs in other locations outside the centre are specified). It would be helpful for this to go into the NDP since the bus stop design guide hasn't been written yet.

Para 59: traditional timber cladding would be barred by this requirement. There is relatively little within the city, it being a more common feature of rural agricultural buildings than dwellings. Battens for tile hanging and mathematical tiles are also timber.

Para 60: the only thatched buildings are in Stratford-sub-Castle and Harnham, rather than the city itself.

Para 66: not convinced that requiring peer review is possible. It only seems reasonable to require full details where the potential impact of a scheme is unclear. Outline applications (and related prior notifications) are subject to the expectations of sections 66 and 72 of the PLBCA Act 1990 to protect the character and setting of listed buildings and conservation areas, and NPPF paras 194,195 so more details will usually be required. It is rare for an outline app to be submitted in the City CA, but for sites not within a CA or adjacent to a LB it would usually be appropriate to establish the principle and deal with details later.

Para 70: this assertion that buildings of flats should have balconies is inappropriate, these are not a feature of any streetscene in Salisbury.

Para 73. This is already Wiltshire Council policy.

Para 74. The screening can be more of a streetscene issue than the bins (which are certainly unsightly). Bins should be accommodated within buildings (or rear yards) wherever physically possible.

Para 88: Please clarify: 'Planting around new buildings and within access routes to wider boundaries is sought as an essential component of good design'.

Para 94. If solar panels are required on all new developments, does this mean they're considered to have no visual impact?

Wiltshire Council

Para 96. This seems wholly unachievable through the planning process. Would timber windows not be deemed 'difficult to maintain'?

LBs&CAs section. This does emphasise the value of heritage but introduces no policies or guidance not already available from Wiltshire Council and Historic England.

Para 120. Reference to replacement windows must be accompanied with a warning that they will always require Listed Building Consent.

Para 121. This is already covered by the NPPF.

Para 129. Entries on the RPG are not normally referred to as 'listed landscapes'. There are other scheduled monuments.

Para 134. Is already a national requirement.

Para 135. Depends what 'poor and generic' mean... it is suggested to delete both, and start from 'Designs which take'.

Illustration bottom p31. It can be argued that this particular building does not reflect the historic pattern of development at all – the frontage here was historically continuous, without the gaping hole for the vehicular access.

P33 lower illustrations (and many others through the document) – no explanatory captions, not obviously related to nearby text.

Para 144. It isn't necessarily appropriate to 'green the urban landscape' of the city, the streets are mostly historically devoid of all greenery.

Para 150. Conservatories rarely need planning permission on unlisted buildings. This seems unnecessarily prescriptive, given the very limited impact on the public realm.

P38 illustration. What is this intended to illustrate? Obviously, the top-hung upvc windows to the left are untraditional; the others appear also to be upvc but closer to the original appearance.

Para 151/152. Replacement of windows in unlisted dwellings does not need permission.

Para 156. Upper floor windows are often *shorter* in traditional buildings.

Para 158. Traditional glazing bars are not carved into ornate shapes externally.

Para 159. The normal position for C18/C19 windows is about 100mm back from the face, but older windows (of which there are many in Salisbury) are usually flush with the face. Window position should be appropriate to the architectural style.

Para 160. Has reference to 'the district' (i.e. SDC).

Para 163. Not all suburbs are created equal – the upvc replacements in Belle Vue (not in CA, no LBs) have detracted from its near-uniform character.

Para 164. The link does not work.

Para 165. This is incorrect and must be changed or it could be problematic. The first sentence should read: *Listed Building Consent is always required for window modifications for a listed building*. This is to prevent unjustified loss of historic windows.

Wiltshire Council

Para 168. Dormers feature on many traditional buildings in Salisbury. Modern building regs and insulation expectations make it very difficult to achieve a similar appearance.

Para 169. The dormers need to be set back from and above the eaves, and below the ridge. Dormers in traditional buildings are primarily for light, whereas most modern dormers seek to provide headroom in an attic conversion. Traditional dormers usually have no rainwater goods.

Para 182. Most porches do not require planning permission (but clearly there is no harm in saying what's preferable for those that do).

Para 191. Satellite dishes on walls/chimneys facing a highway require planning permission. Broadband and cable TV options are now widely available in the city: satellite dishes and aerials are increasingly no longer in use and should be removed. Satellite dishes and some aerials on listed buildings require LBC.

Para 191. The guidance re solar panels should have been cross-referenced in para 94 and policy 3. Policy 3 appears to be expected to apply to LBC as well as planning applications. This isn't technically possible through a NDP.

Para 200. Might be worth referring to 'up-and-over' doors being unacceptable. At the back of the pavement, they also pose a hazard to pedestrians. Vertical roller-shutter doors are becoming popular, they are also rarely appropriate for historic buildings or settings, although can work well in a modern context.

NDP Shopfront Design Guide

It might not be appropriate to mix the design of shopfronts / advertising with guidance for residential conversions. There is very little relationship between the two and readers are likely only to be interested in one or other subject. If someone is converting commercial to residential, they will not be looking for shopfront guidance.

The introduction is unhelpful and intermingles observations about shopfronts and Class MA development. Clarity needed about how Class MA prior approval works: it does not grant PD for external changes to the building, as these will still require planning permission. Does this not belong in the Design Guide?

Very nearly all of the shopfront part of the document is taken verbatim from a Salisbury District Council publication, currently adopted by Wiltshire Council. This should be acknowledged and merely referenced. The shopfront part is not from Creating Places. There are several inherited spelling mistakes ('facia' most frequently).

Figure 1. What purpose does the picture serve: to comment on the unfortunate CCTV installation, junction boxes, rubbish management and the A-board?

Figure 4. This is in Mere, not Salisbury.

Para 45: I think they should be 'required' rather than 'asked'

Para 56: A-boards...it needs to be clear whether all are unacceptable, or whether the Qualifying Body wishes to define what would be tolerable (a guidance/design note covering size, materials and form, for instance). At present, Ox Row is barely passable, more than 50% of its width taken up with tables, bins and huge A-boards.

Wiltshire Council

Para 70. This does not belong in the shopfront section.

Para 71. CAC no longer exists. Planning permission would be required for demolition of a building in the CA – what is the relevance to shopfronts / signage?

New signage issues have arisen since the SDC document was written in 2004/5.

- Signage installed on the stall-riser. No, never.
- Photographic illustration of signs – fascias, hanging signs and window vinyls. I would advocate a presumption against their use. Mostly they appear as vinyls of oversized products – 1m apples or of hair styles for instance and are visually intrusive.
- LED panel signs behind shopwindows. Any illuminated signage within 1m of a window requires advertisement consent. In the spirit of the earlier guidance, these are deemed completely unacceptable.
- Flimsy 'barbers' poles' – these are proliferating and do not add character or quality. They require permission and we have not granted any, but, like the LED panels, if it's in the guidance it won't do any harm.
- Projecting signs. Signs for the online order service, Just Eat, have been installed with no consideration for the need for consent. On an unlisted building, ONE hanging sign (subject to criteria) may be PD, but a second will always require advertisement consent. These signs are not hanging, but a fixed panel, and are not compatible with the historic character of the City CA. Some premises have more than one Just Eat sign.
- Fixed projecting signs. These were formerly a rare proposal, with signs swinging from a bracket being the norm. Fixed signs are untraditional and provide no animation to the streetscene.
- Vertical banners. Whilst these have become more widely available and fashionable, they are almost never appropriate in historic settings. We have had several unauthorised banners removed, but failed with others.

Use of vinyl to obscure whole windows. This is only very rarely acceptable and requires planning permission.

- Installation of CCTV cameras on shopfronts/elevations. These are not universally acceptable, and contribute to the clutter of junction boxes, wires, alarm boxes and other signs. Discreet, preferably colour-matched, cameras are more likely to be approved.

The Council will be glad to discuss further with the Qualifying Body any matter relating to the NDP.

Wiltshire Council
13 October 2022

Salisbury Neighbourhood Development Plan Regulation 14 Public Consultation Responses

Yaro Pustarnakov
Salisbury City Council
The Guildhall
Market Place
Salisbury
SP1 1JH

3.10.2022

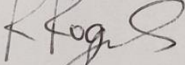
Dear Yaro

Re: Salisbury City Council Neighbourhood Development Plan
350 New Homes, The Quarry, Wilton Road

I am returning opinion slips from 96 Local Residents expressing opposition to Western Way/Stanley Little Road/Pembroke Road being used as the access to the proposed housing development of The Quarry Wilton Road.

Please ensure this opposition is recorded in the consultation process.

Sincerely



CLr Ricky Rogers
Wiltshire Council & Salisbury City Council
Fisherton & Bemerton Ward
Tel: 01722 332498 email ricky.rogers@wiltshire.gov.uk

Salisbury City Council Neighbourhood Development Plan 1

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]

Address [REDACTED] PEMBROKE ROAD SALISBURY

Date 26TH SEPT 2022

Salisbury City Council Neighbourhood Development Plan 2

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names Mr + Mrs [REDACTED]

Address [REDACTED] Stanley Little Rd

Date 24-9-22

Salisbury City Council Neighbourhood Development Plan 3

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]

Address [REDACTED] PULMAN DRIVE

Date 28/9/2022

4

Salisbury City Council Neighbourhood Development Plan

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] WESTERN WAY, SALISBURY SP2 9DR.

Date

25-09-2022.

5

Salisbury City Council Neighbourhood Development Plan

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] WESTERN WAY, SALISBURY, SP2 9DR

Date

23rd September 2022

6

Salisbury City Council Neighbourhood Development Plan

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] PEMBROKE ROAD, SP2 9DY

Date

28/09/22

It is already dangerous, with too many vehicles racing along Pembroke Rd & failing to stop at the corner with Q. Alexandra Road!

It is already dangerous with too many vehicles rally above Pembroke Rd and fail to stop at the corner with Q Alexandria Road!

Salisbury City Council Neighbourhood Development Plan 7

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

STANLEY LITTLE ROAD, SALISBURY

Date

24/09/2022

Salisbury City Council Neighbourhood Development Plan 8

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

Stanley Little Rd, Salisbury

Date

23.9.2022

Salisbury City Council Neighbourhood Development Plan 9

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

Western Way Salisbury

Date

25/09/22

[Handwritten signatures]

Salisbury City Council Neighbourhood Development Plan

10

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted]

Western way

Date

25.9.2022

Salisbury City Council Neighbourhood Development Plan

//

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted]

CHESTER CLOSE SALISBURY SP2 9JT

Date

24/9/2022

Salisbury City Council Neighbourhood Development Plan

12

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted]

STANLEY LITTLE RD, SALISBURY SP2 9DS

Date

24/09/22

Salisbury City Council Neighbourhood Development Plan

13

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] MACKIN ROAD SP2 7HD
Date 24/9/22

Salisbury City Council Neighbourhood Development Plan

14

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] WESTERN WAY, SALISBURY
Date 24/09/22

Salisbury City Council Neighbourhood Development Plan

15

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] RAMLEAZE DRIVE, SALISBURY SP1
Date 23/9/22

Salisbury City Council Neighbourhood Development Plan

16

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] Lapham Vale, St Peters Place, Salisbury
Date 23/9/22 SP2

Salisbury City Council Neighbourhood Development Plan

17

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] Ramlease Drive Salisbury
Date 21-09-22

Salisbury City Council Neighbourhood Development Plan

18

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] Pinewood way
Date 25.9.22.

Salisbury City Council Neighbourhood Development Plan

19

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [redacted]
Address [redacted] Stanley Little Rd
Date 23-9-2022.

Salisbury City Council Neighbourhood Development Plan

20

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] Pinewood way

Date

25.9.22

Salisbury City Council Neighbourhood Development Plan

21

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] WESTWOOD RD

Date

23/9/22

Salisbury City Council Neighbourhood Development Plan

22

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] TOURNAMENT RD SP2 9LQ

Date

25/9/22

Salisbury City Council Neighbourhood Development Plan

23

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] Pinewood close, Benetton Heath

Date

25.9.22

Salisbury City Council Neighbourhood Development Plan

~~23~~ 24

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] HAZEL CLOSE, SALISBURY.

Date

25TH SEPTEMBER 2022

ANY ACCESS SHOULD AND MAKES SENSE TO COME FROM THE AVENUE SIDE OF THE QUARRY.

Any access should make sense to come from the Avenue side of the quarry.

Salisbury City Council Neighbourhood Development Plan

25

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] PINWOOD CLOSE

Date

25-9-22

Salisbury City Council Neighbourhood Development Plan

26

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]
Address [REDACTED] RAMBRIDGE CRESCENT, SALISBURY WILTS.
Date 25-9-22.

Salisbury City Council Neighbourhood Development Plan

27

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]
Address [REDACTED] MAELLEN RD
Date 25/9/22.

Salisbury City Council Neighbourhood Development Plan

28

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]
Address [REDACTED] LINNWAY SALISBURY
Date SPI 3EP

Salisbury City Council Neighbourhood Development Plan

29

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]
Address [REDACTED] WESTERN WAY, SALISBURY, SP2 9DP
Date 23/09/22

Salisbury City Council Neighbourhood Development Plan

30

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted] Old Dairy Close

25/9/22

Salisbury City Council Neighbourhood Development Plan

31

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted] Pullman Drive Salisbury SP2 9DR,

25/09/22,

Salisbury City Council Neighbourhood Development Plan

32

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted] Pinewood Close

25.9.22

Salisbury City Council Neighbourhood Development Plan

33

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted] Dunford Close SP4 7FW

25 September 22

Salisbury City Council Neighbourhood Development Plan

34

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted] NA262 CLOSE SALISBURY

25/9/22

Salisbury City Council Neighbourhood Development Plan

35

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted] Salisbury

25/9/22

Salisbury City Council Neighbourhood Development Plan 36

totally
We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road
Using narrow estate quality roads for this large development is just barmy!

Names [Redacted]

Address [Redacted] Stanley Little Rd Salisbury SP2 9DS

Date 23rd September 2022

Using narrow estate quality roads for the large development is just barmy!

Salisbury City Council Neighbourhood Development Plan 37

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [Redacted]



Address [Redacted] WESTERN WAY

Date 22 Sept 2022

Salisbury City Council Neighbourhood Development Plan

3

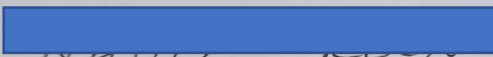

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names 
Address  Cosmes Road Lechliff.
Date 20/9/22

Salisbury City Council Neighbourhood Development Plan

39



We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names 
Address  SP29HZ
Date 25, 9, 2022

Salisbury City Council Neighbourhood Development Plan

40

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names 
Address  SP29HZ 4
Date 25, 9, 22.

Salisbury City Council Neighbourhood Development Plan

41

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] Lopham vale Salisbury wilts SP2 9FJ

Date

25/9/22

Salisbury City Council Neighbourhood Development Plan

42

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] RAILGATE DRIVE

Date

21-09-22

Salisbury City Council Neighbourhood Development Plan

43

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] Stanley Little Road

Date

24/09/2022

Salisbury City Council Neighbourhood Development Plan

44

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

B.H.F.C WESTERN WAY, SALISBURY SP2 9DR

Date

25/9/22

Salisbury City Council Neighbourhood Development Plan

45

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Western Way

Date

24/9/2022

Salisbury City Council Neighbourhood Development Plan

46

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Pembroke Road

Date

24.9.22

Salisbury City Council Neighbourhood Development Plan

47

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Pembroke Road

Date

24th September 2022

Salisbury City Council Neighbourhood Development Plan

48

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

BHHS, SC WESTERN WAY, SALISBURY SP2 9DR

Date

26.9.22

Salisbury City Council Neighbourhood Development Plan

49

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] STANLEY LITTLE RD.

Date

26.9.22

Salisbury City Council Neighbourhood Development Plan

50

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] Pinewood way

Date

25/9/22

Salisbury City Council Neighbourhood Development Plan

51

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

BHHSqSC WESTERN WAY, SALISBURY SP2 9DR

Date

25/9/2022

Salisbury City Council Neighbourhood Development Plan

52

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

[Redacted] STANLEY LITTLE ROAD

Date

23-09-2022

Salisbury City Council Neighbourhood Development Plan

53

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

[Redacted]

Address

BHHSqSC WESTERN WAY, SALISBURY SP2 9DR

Date

26-9-22

Salisbury City Council Neighbourhood Development Plan

54

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]
Address [REDACTED] STANLEY LITTLE ROAD
Date 23.9.2022

Salisbury City Council Neighbourhood Development Plan

55

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names [REDACTED]
Address BHHF.C WESTERN WAY SALISBURY SP2 9DR
Date 25.9.2022

Salisbury City Council Neighbourhood Development Plan

56

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted]

Western Way SP2 9DP

25.9.22

Salisbury City Council Neighbourhood Development Plan

57

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted]

Stanley Little RD

23/9/22

Salisbury City Council Neighbourhood Development Plan

58

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

Names

Address

Date

[Redacted]

[Redacted]

WESTERN WAY SP29DP

26/9/22

• TAKEN FROM OPINION & BOTH ENDS
58
IT WOULD BE A TRAGEDY
IF ALLOWED TO HAPPEN.
NO! NO! NO!

It would be a tragedy if allowed to happen. No! No! No!

Salisbury City Council Neighbourhood Development Plan 59
We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road
Names [REDACTED]
Address [REDACTED] Madelin Road, Salisbury, Wiltshire SP2 7HS
Date 01/10/2022

Salisbury City Council Neighbourhood Development Plan

~~A~~

We are opposed to Western Way / Stanley Little Road / Pembroke Road being used as the access to the Proposed Housing Development of The Quarry, Wilton Road

60

Names

[Redacted]

Address

Western Way, Salisbury

Date

25/09/2022

P.T.O

60

if this road was to go ahead would this mean more houses being placed on the recreation land in time, meaning more and more cars 'etc' trying to pull out onto the wilton rd at skaw bridge

BP

If this road was to go ahead would this mean more houses being placed on te recreation land in time, meaning more and more cars 'etc' trying to out onto the wilton rd at skaw bridge



Annex 8: Report to the SNDP Steering Group meeting 10 January 2023 containing letters sent to various stakeholders

Actions following December 2022 meeting

10 January 2023



This report sets out proposed responses to the actions agreed in the steering group meeting of 13 December 2022. Where letters are required, draft responses are provided in the Appendixes to this report for the steering group to agree. This report also suggests how to progress more complex policy issues and topics.

It is very likely that other changes and actions will be required as these matters are pursued and resolved. This cannot therefore be considered a definitive list of actions, but rather “current” or “early” actions.

Many changes have already been provided to the steering group to consider in the Part 4 Consultation Statement at the 13 December 2022 meeting.

Changes to be made to the text of the NDP and supporting documents

Response to changed LPR timetable

AP to rewrite Introduction chapter to update in line with WC decision to delay LPR. Explain new strategy to withdraw site allocations in this version, continue to progress site allocations in parallel to the NDP and to progress NDOs, submit the NDP with no site allocations, review NDP once LPR has completed and new Local Plan is adopted and include site allocations at that time.

The neighbourhood plan period needs to be changed to 2038 because of the changes to the LPR.

Update section on Development Plan in line with revised Local Development Scheme.

AP to set out clearly in text the technical planning definition of a “strategic” vs. a “local” policy to address some of the WC comments on the whole NDP.

Salisbury Vision

SP to update the Vision, particularly references to “car free” and replace with more moderate expectations such as “fewer cars”.

AP to create a table that shows how elements of the Vision are delivered through individual NDP policies.

Structure of appendixes

AP to review and reorganise appendixes and separate these from supporting evidence documents.

Appendixes:

- 1: Environment base data maps
- 2: Habitat improvement and restoration schemes
- 3: Open Space Provision
- 4: Local Green Spaces
- 5: Health Facilities by Ward
- 6: Community Infrastructure by Ward
- 7: Historic Environment Record for Salisbury
- 8: Salisbury Design Guide
- 9: Churchfields Master Plan

Supporting Evidence:

- 1: Basic Conditions Statement
- 2: Consultation Statement
- 3: Strategic Environmental Assessment Environment Report
- 4: Habitats Regulations Assessment

- 5: Salisbury Housing Needs Assessment
- 6: SNDP Community Survey Report
- 7: SNDP Community Infrastructure Report
- 8: Let's Talk about Housing
- 9: Salisbury Profile

Archaeology

A new policy is required, or an addition to the text and policy for historic built environment. This will include reference to a new appendix on Historic Environment Record data.

Figure 21 and supporting text

This figure and supporting text must be modified and updated to reflect concerns from consultees and to meet basic conditions. The map should have all designations outside the neighbourhood area removed and the title, supporting text and policy reference. Changes to be agreed with NL.

BNG and GBI

Split this into two policies by redistributing the text as much as possible and refining policies. AP to prepare first draft for SG to agree.

Local Green Spaces

AP should have advised that it was necessary to inform landowners according to regulations/PPG. This must now be done retrospectively and AP will provide draft letters to this end. Also, WC raised concerns about the evidence and presentation of evidence and AP will need to refine all aspects of this section. It may be that the result will be fewer LGS designations than currently proposed.

YP/SCC will need to research the land owners to provide addresses for notifications. City Council to send letters.

Design Guides

DS and AP will be meeting to agree how to make changes to the guides by consolidating them into a single document, taking account of consultation responses, inclusion of new photos, and bringing design guides in line with overall intentions and vision of the NDP. DS and AP will prepare a full revision in draft for the SG to agree. This should then be subject to consultation with key stakeholders such as WC Urban Designer and the Civic Society before it is finalised.

Draft letters

The following letters are set out in the Appendixes to this report for the steering group's agreement.

<i>Recipient</i>	<i>Appendix number</i>
Wiltshire Council	1
Landowners of Local Green Spaces (standard letter for all recipients)	2
AECOM	3
Tim Wheeler	4
National Grid	5
Wessex Water	6
Locality	7

Other work

There remains funding for the progression of the NDOs. Significant work has been completed or is in process:

Coldharbour Lane

- Initial architects' drawings
- Pre-application advice
- Sequential test for flooding (in preparation)

Brown Street

- Initial work by Powell Dobson Architects
- Parking study by Abley Letchford Partnership

In addition, the team supporting the Quidhampton Quarry allocation have done considerable work but will need to do more to address concerns raised in the consultation.

All these sites will need to be progressed through either the NDOs or privately in the case of QQ in anticipation of the 2025 review of the NDP.

Annex 8: Letter to Michael Kilmister on behalf of Salisbury City Council

Dear Michael

Thank you for providing extensive and helpful comments to the Salisbury Neighbourhood Plan (Regulation 14) Consultation dated 13 October.

This letter explains how Salisbury City Council have considered Wiltshire Council's views. We also have a number of queries that we would be grateful to receive your further views upon.

The steering group have now considered the full responses to the Regulation 14 consultation which included a good response from our Commonplace website (4061 visitors, 336 respondents and 783 contributions), individual letters from 33 individuals and organisations, and a petition of around 100 residents from the Bemerton Heath area. A draft consultation statement has been prepared which amounts to 600 pages.

Overall, the responses were positive and our Vision for Salisbury was overwhelmingly welcomed. The site allocations were the most contentious but even they all received majority positive responses.

Since the Regulation 14 Consultation has ended and the steering group have considered how to progress the NDP to Regulation 15 submission, WC have issued a revised Local Development Scheme that now anticipates that the new Local Plan will not be adopted before the end of 2024. When the NDP process was started, it was the intention for the NDP and LPR timetables would be aligned so that the NDP could be made against and up to date Local Plan policy context. In order to do this now, the NDP would need to halt and await what we expect will either be a new Regulation 18 draft LPR or a significantly modified set of policies and approaches in a very much revised Regulation 19 draft towards the end of next year.

The steering group is further concerned by very recent announcements by the Government that the revised NPPF will take a different approach toward housing land supply and the reliance on the forthcoming 2023 census data as the basis of the standard method. These changes, as yet only proposals and therefore uncertain in their final form, may lead the LPR to adopt a significantly different approach towards housing requirements and delivery. This will necessarily have an impact on the NDP.

The responses to the Reg. 14 NDP, including those from WC, raised some significant matters that require further consideration regarding the site allocations. To resolve these matters will take some time. However, the other policies had very few adverse comments and are therefore easy to bring forward to Regulation 15.

Accordingly, at its 13 December 2022 steering group which was attended by a number of City Councillors, it was agreed that that NDP would be progressed as quickly as possible but that this would NOT include the site allocations for Quidhampton Quarry, Coldharbour Lane and Brown Street. A provisional timetable has been prepared which anticipates submission of the NDP in June or July of 2023.

In the meantime and in parallel to the NDP process, the steering group will continue to progress the NDOs for Coldharbour Lane and Brown Street and will continue to engage with the landowners of Quidhampton Quarry.

When the LPR concludes and a new development plan policy framework emerges, the City Council will consider whether to review the NDP to update the policies to align with the new Local Plan. Site allocations may/will be included that that time. This will allow the details of the allocations, including such matters as flood management, nitrate/phosphate loads and viability to be considered without compromising the City Council's ability to have refined local planning policies.

This significant change in approach implies that some of the concerns raised by WC in its response to the Reg. 14 consultation are not relevant for the current NDP but will be relevant for the NDP review. This letter should therefore be read in the context that the NDP will not allocate sites in this iteration.

The remainder of this letter sets out specific matters that the City Council wishes to have clarified by WC regarding what needs to be done next to demonstrate that basic conditions have been met. It may be the case that further clarification will be required in subsequent communication between the City Council and WC.

Strategic Environmental Assessment

WC provided an SEA screening opinion in February 2022 that SEA was required. However, this was on the basis that sites would be allocated and now they will not. Natural England had a few minor comments on the environment report. We propose to ask AECOM to update the SEA as best as possible with a new preface setting out that the site allocations will not be progressed at this time. The SEA will then be submitted at Reg. 15. This will enable the City Council to progress the NDOs with an "active" SEA on the assumption that the NDOs will also require SEA or EA. It is possible that the government may change the requirements on SEA and EA as part of its proposals to do away with legislation based on European law. There are so many uncertainties that the steering group consider that submission of the SEA at Reg. 15 is the most prudent course of action even though the sites are not progressing as allocations at this time.

Does WC agree with this approach?

Habitats Regulations Assessment

WC provided a HRA in February 2022 on the basis that the NDP was allocating sites. For the same reasons as given above, the City Council proposes to include the HRA in the Regulation 15 submission so that an "active" HRA is available during the preparation of the NDOs and site allocations.

Does the HRA need to be updated to reflect the new position, and does WC agree with this approach to include the HRA in the Reg. 15 submission?

Central Area Framework

The NDP makes reference to the CAF in many places but it does not repeat the policies in the CAF because these already exist as a material consideration to decision-making. The WC response questions the need to repeat policy through its response but also in section 3/policies suggests that the NDP could do more to address the CAF themes. The City Council does not feel that this is necessary or appropriate since the CAF is already adopted and since many of the CAF recommendations are not material to planning and therefore should not be included in the NDP.

In addition, some matters in the CAF such as People Friendly Streets have been abandoned by WC. Other suggestions such as that the NDP should engage with owners of vacant properties is not a matter for the NDP or the City Council but should be dealt with by WC.

Likewise, the evening economy is not something that can obviously be addressed in the NDP, though the City Council would be happy to work with the LPA to consider how this might be progressed in the NDP review. This would need to be initiated by the LPA however since the CAF it a WC policy.

Finally, it was the original intention to have a public realm strategy and funding for this was pursued. However, the rules for the funding changed, and the grant was provided for new bins and not a public realm strategy. By the time that this had been resolved, the NDP draft was almost agreed and there was no time left to pursue this. Again, this might be something that could be addressed in the NDP review. In the meantime, there are extensive design policies in the design guide.

By the way, the two design guides will be rewritten and put into a single document. There will also be better and more appropriate photos and a greater emphasis on the NDP's main themes.

Flood Risk

The WC response states that the NDP should include a SFRA Level 1 Study. Though the NDP will not allocate sites, it intends to in the future so this point remains relevant. The need for this study is unclear. Both Coldharbour Lane and Brown Street Car Park are located within the City limits and should therefore, we consider, be included in the SFRA for the Core Strategy.

In addition, as you may be aware and on the advice of WC, a sequential test is currently being prepared for Coldharbour Lane. The parameters of the site search were agreed with WC in December 2022. This is progressing on the basis of the existing SFRA as far as we are aware.

Can WC please provide greater clarity why a SFRA Level 1 Study would be required for the NDP (and the NDP review) in addition to the SFRA that WC has prepared for the Core Strategy and will prepare for the LPR?

Archaeology

The WC identified that there was no consideration of archaeology in the NDP and this omission is accepted. The Reg. 15 draft will be amended to account for archaeology.

To this end, could you please arrange for the full Historic Environment Record for Salisbury Parish to be provided to the City Council.

The HER will be appended to the NDP and the text and policies will be updated accordingly.

Local Green Space evidence

The WC response pointed out in a few places that as the landowner, WC had not been informed of the designation and an objection “in principle” was made by WC as the landowner.

We have now consulted PPG and also explored the matter with Locality. We agree that WC should have been formally notified and for this failure to formally send a letter to WC, we apologise. However, technically, WC have been made aware of the LGS designation as evidenced in the 13 October response. No substantive comments were made by WC regarding the individual sites.

Does WC have any additional comments to make on the LGS proposals?

Conclusion

The City Council will progress these matters as quickly as possible in order to submit the NDP in June or July 2023 and a swift response from WC to these outstanding matters would be greatly appreciated.

Thank you again for the detailed and helpful response to the Regulation 14 draft Salisbury NDP.

Yours sincerely,

Annie Child

City Clerk

Salisbury City Council

Appendix 2: Letters to landowners for Local Green Spaces

Dear XXX

Salisbury City Council is in the process of preparing a Neighbourhood Development Plan (NDP) for the city which, when made (adopted) will provide locally relevant planning policy for the City, in addition to national and Wiltshire Council planning policies.

One of the policies in the current draft NDP is “Local Green Spaces” where individual tracts of land in the City are being proposed as Local Green Spaces. You are receiving this letter because you own land that is proposed for this designation.

The Local Green Spaces proposed designation is provided for in national planning policy in the National Planning Policy Framework 2021 in paragraphs 101 – 103:

101. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other

essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

102. The Local Green Space designation should only be used where the green space is:

(a) in reasonably close proximity to the community it serves;

(b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

(c) local in character and is not an extensive tract of land.

103. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

This should have been brought to your attention earlier this year before the NDP was subject to public consultation over the summer of 2022. The City Council apologises for this oversight but is willing to consider your views as a landowner before submitting the NDP to Wiltshire Council as the Local Planning Authority. The normal consultation period for such consultations is 6 week but in this instance, we shall be allowing a longer period to compensate for the fact that we failed to notify you earlier.

Please submit any comments you wish to make to XXXXXXXX no later than 10 March 2023.

The attached map shows which sites are being proposed.

You can see a copy of the entire suite of NDP documents on this link: XXXXXXXX

Yours faithfully

Annie Child

City Clerk

Consultation Statement Part 2

Salisbury Neighbourhood Development Plan 2020 – 2038

Annex 8: Report to the SNDP Steering Group meeting 10 January 2023 containing letters sent to various stakeholders



Salisbury City Council

Appendix 3: AECOM (Nick Chisholm-Batten)

Dear Nick

As you may recall, the Salisbury NDP went to Reg. 14 consultation over the summer of 2022 and since then, the steering group and I have been considering the very large level of responses we received.

Overall, the responses were very positive with a few matters raised that we still need to pursue.

We have a comment from Natural England about the SEA which I will get to later in this letter. First, I need to update you on the NDP and the site allocations.

As you may also recall, we were progressing 3 site allocations based on the SEA ER that you produced. Each of these are on difficult sites and for the two sites where we are also progressing a neighbourhood development order, we have two reluctant landowners plus a host of issues around flooding, strategic parking policy and design that need to be sorted out. As it stands, two landowners are either objecting or stating that they will not cooperate in the proposed development of our sites. It will take us a while to sort this out.

In the meantime, Wiltshire Council have further delayed the production of their Local Plan Review which will probably not be adopted until the end of 2024 (at the earliest!) I have advised the steering group that they should not wait until the policy situation was sorted out (there is no 5 year housing land supply which will persist as a problem despite the recently proposed revisions to the NPPF) and most of the policies are almost ready for Reg. 15. I have advised that they should progress against the adopted Core Strategy and then plan for an immediate review to update policies for the Local Plan in 2025.

The steering group have decided therefore to progress with the NDP immediately but to exclude the 3 site allocations which will be progressed in the background through the NDOs and then will be allocated in the 2025 revision of the NDP.

We are sending a letter to the LPA asking if they agree with us that we should include the SEA in this year's submission under Reg. 15 even though we are not allocating sites. Our reasoning is that if we continue to progress the allocations through the NDOs and eventual site allocations, SEA will still be required and it will be better to have it "active" so that we can progress using good practice.

To that end, we will need to update the SEA to:

- Take account of stakeholder comments (Natural England – appended below)
- Add a preface setting out why the site allocations are delayed but putting down a marker that they will be pursued in the 2025 review of the NDP. I can write this text for you.

Can you please confirm that you agree with this approach, that you can do this minor alteration under your existing contract with Locality, and if not, what we need to do to update the SEA?

Comment from Wessex Team, Natural England:

Strategic Environmental Assessment.

We note that the site selection process does not seem to fully consider negative impacts on the GI network. E.g. Site 7: Land East of Devizes Road (Cowslip Farm) does not consider that developing this site will place the currently rural public right of way adjoining it into an urban setting, which is typically of less appeal than a rural one.

We note that some conclusions do not appear to be well supported by the text. For example, the central car park scores poorly for climate change for no clear reason.

It is not clear how the SEA was used to inform the ultimate choice of sites.

Thanks very much and best wishes.

Yours sincerely

Dr Andrea Pellegram MRTPI

Appendix 4: Letter to Tim Wheeler (cc Jac Mulliner)

Dear Tim

As you know, the Salisbury Neighbourhood Development Plan (NDP) consultation closed in September 2022. Since then, we have been working hard to consider the many responses (around 900!)

You will probably not be surprised to learn that there were some concerns raised regarding the proposed allocation at Quidhampton Quarry. I attach all comments at the end of this letter. In addition, we received around 100 personal objections from people living in the vicinity of the proposed development who will be directly affected by traffic. I am not including these in this letter because they are not specific, merely a number of “slips” that amount to a petition of sorts.

Since the consultation closed, the policy context for the NDP has changed significantly. In December, Wiltshire Council issued a new Local Development Scheme which introduces another delay in the preparation of the Local Plan. We now expect that we will not have an adopted Local Plan before the end of 2024 or in 2025. The overall response for the NDP at Reg. 14 was largely positive with the exception of the site allocations and since there is no 5 year housing land supply, the City Council is concerned that NDP policies should be in place as quickly as possible. The steering group has therefore decided to drop the site allocations in the NDP so that the final draft can be submitted under Reg. 15 in June or July and based only on the Core Strategy. This will then make it necessary to review and update the NDP in 2025 to modify the 2023 NDP to be in conformity with the new Local Plan.

In addition, the steering group has agreed to continue to pursue the site allocations in parallel with the NDP process so that robust and defensible site allocation policies can be included in the 2025 NDP review. This will allow the steering group to fully work out its proposals for site allocations and neighbourhood development orders so that the proposed allocations will be less subject to challenge. As the landowner of Quidhampton Quarry, you are invited to do the same and to continue to refine your proposal in the light of the 2022 Reg. 14 consultation.

We would be grateful to learn of your response to this suggestion and for confirmation of whether you wish to continue to pursue the allocation. If so, you will need to continue to work closely with the NDP steering group, its consultant, and ultimately, the City Council.

Best wishes

Yours sincerely

Annie Child

City Clerk

Salisbury City Council

CONSULTATION RESPONSES TO POLICY 30: QUIDHAMPTON QUARRY

Respondent name	
Wiltshire Council	
Respondent comment	
Policy 30 Quidhampton Quarry	As outlined in previous communications, the NDP needs to take account of strategic provisions (WCS core policy 20) that already exist in respect of the Quidhampton Quarry site, which will be reviewed in the Wiltshire Local Plan.
	The Council has explained this in letters to Salisbury City Council, the last of which concerning the Quarry was dated 22/11/21, and objects to the draft NDP provisions.
Para 380	The incorporation in the draft NDP of an email communication by the Council is deemed to be unhelpful as supporting text to a given policy. This can be referenced and form part of the consultation report.
Para 385	Remove specific reference to team within Wiltshire Council
NDP response	
Comments on para 380: Quote has been replaced with a summary statement. Comments on Policy 30: The steering group notes the LPA's concerns but disagrees. This will be discussed in the Basic Conditions statement.	

Respondent name	
Terence O Rourke on behalf of Quidhampton Quarry	
Respondent comment	
We write to register our full support for the Reg 14 Neighbourhood Plan and can hereby confirm the availability and deliverability of the Quidhampton Quarry Site. We fully support the policy.	
NDP response	
Noted.	

Respondent name
Wessex Area Team, Natural England.
Respondent comment
<p>Policy 30 Quidhampton Quarry</p> <p>We advise that the correct baseline to use for assessing impact on biodiversity and Biodiversity Net Gain is the biodiversity value of the site that would have resulted from successful restoration as per the approved restoration plan, <u>not</u> the current biodiversity value of the site.</p> <p>Non-vehicular connections between this site and nearby housing developments should be sought.</p>
NDP response
Comments on policy 30 – the net gain from the baseline of the approved restoration plan is noted in the policy. Changes made to clauses a and f.

Respondent name
Wessex Water
Respondent comment
<p>Policy 30 Quidhampton Quarry</p> <p>Please see below our comments provided to Wiltshire Council on this site as part of a wider site consultation exercise.</p> <p>Catchment Comments Foul Drainage: Improvement works to be installed to support Fugglestone Road development has been stressed tested and will support additional dwellings at Imerys.</p> <p>Catchment Comments Water Supply: Significant development in this area is not preferred due to the impact on water resources and future EA Licensing requirements</p>
NDP response
The LPA has indicated that 410 dwellings are required on brownfield sites in Salisbury. This will go towards meeting that need. It has been assumed that when making that requirement, water resources have been checked and found to be suitable. This matter can be addressed in more detail in the planning application state.

Respondent name
National Highways
Respondent comment
<p>Policy 30 Quidhampton Quarry: we understand the Quarry was previously allocated for employment uses under Core Strategy Policy 20, but that employment development may no longer be economically viable on the site. The neighbourhood plan is therefore looking to allocate the site for up to 400 dwellings, but acknowledges that the current site access onto the A36 via the Penning Road junction is unsuitable for any significant increase in traffic above historic levels. We support this view and, in its current form, National Highways would not consider the access to</p>

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be safe or suitable to support a development of this scale. Any proposals which have the potential to intensify use of the junction are therefore unlikely to be acceptable to us without mitigation. Whilst we are not aware of any approach to National Highways, it is noted that the site promoter has engaged with Wiltshire Council as the local highway authority to explore options for providing access to the site via the local road network. This would obviously be our preferred approach. We note that under point (f) of Policy 30, any proposals coming forward will need to be supported by a robust transport assessment to include sustainable travel measures, safe and suitable access arrangements, and any necessary highway infrastructure proposals to mitigate impacts on the operation of the highway network. Consideration will also need to be given to the treatment of the existing Penning Road junction with the A36, and it is likely that we would also need to understand the impact of additional vehicle trips through the Pembroke Road/A36 Wilton Road junction, which would provide the onward connection to the SRN if access is achieved via the local road network.

NDP response

Noted.

Respondent name

Responses from commonplace website

Respondent comment

An impact assessment will be required regarding the increase of traffic exiting and entering Pembroke Road to gain access to the housing development.

"Unhappy with the proposed site allocations.

Allocating the Quarry for housing increases it's land value and removes any hope of relocating Churchfields HGV users to facilitate mixed use development. . The quarry site would be an ideal employment site and Salisbury lacks employment opportunities within the city.

"(g) Individual buildings may be up to six stories in height and will be carbon neutral. Priority will be given to designs which are durable, use well-tested design principles, and would be adaptable to future changes in climate or living patterns.

At the moment this is a recipe for buildings which will look dated in thirty years, have too many glass sheets at odd angles, and won't adapt well to changes in living patterns. Victorian terraces or brick mansion blocks are hardly 'imaginative' but they make much better places to actually live in than the sort of architectural trendiness apparently aimed at here. They also last well and are easy to reconfigure when lifestyles change, both of which are good for the environment in the long run.

"

Salisbury traffic system would not cope

"Proposals regarding traffic access to new housing on the quarry via Stanley Little Road need reconsideration. The following factors need to be looked at:

1. Increase in traffic for 300 to 400 homes will add to congestion and pollution in a built up area where many young children and elderly walk.
2. Its already difficult to turn right onto Wilton Road with high volume traffic.
3. Road very narrow with parked cars on pavements making it difficult for lorries, bin lorry, emergency vehicles etc.

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4. how would a bus get down this road to service the new housing estate
5. there is an entrance off the A36 that was used before as access to the quarry, this may be better than increasing traffic in residential area.
6. consider access road being created from the avenue
7. where will these new residents shop? They will add to congestion as they will have to shop at Waitrose or Tesco's etc, adding more traffic.
8. Dangerous roads. Stanley Little Rd meets Western Way on blind bend, often parked cars, especially on football match days. Already have to reverse and give way on the slope. More cars, more issues, potential for more accidents. Many children cross here to cut across the field on their walk through to school at Sarum Academy.
9. Other accidents off Western Way meeting Pembroke Road, vehicles have gone up onto paths and into gardens on several occasions. Need traffic calming here, worse with even more vehicles."

Needs to be reference to the investigation of other options - e.g. rail or light rail, see below.

Six stories would only be allowed if compatible with the forty foot rule.

"An impact assessment will be required regarding the increase of traffic exiting and entering Pembroke Road to gain access to the housing development. The initial entry and exit is mentioned but not the impact and potential of more than 300 car movements every day. There is a small roundabout at the bottom of Pembroke Road and Roman Road and a junction onto Wilton Road which creates a traffic jam at busy times already. As all the traffic will be funneled onto the Wilton Road A36, it makes far more sense for National Highways to agree an exit onto the A36 where the original quarry vehicles entered and exited. This may cost more however the air pollution and noise pollution would be reduced for the residents of Pembroke Road and the surrounding areas.

The traffic should be monitored now to ascertain the usage of Pembroke Road for a minimum of one week to one month over the 24-hour day. The air quality could also be measured as well as the noise levels to ascertain whether the additional car journeys from the proposed estate would bring this to unacceptable levels for a residential road. "

"Sites near existing park and ride locations, the problem is these nearly all lie outside the city boundary .

A more proactive policy toward reuse of vacant upper floors within the city."

"I see that the Churchfields Master Plan indicates that the Household Recycling Centre and other Council owned buildings will be removed and replaced by housing. I think this is a good idea but I can't find anywhere in the NP where there are any suggestions as to where this facility will be moved to. It is more than likely to be to a greenfield site outside the city adding industrial sprawl into the countryside.

For many years the Quidhampton Quarry has been considered as a possible site for recycling and waste storage. It is well hidden and large enough to provide a full turning circle for vehicles without queuing on the approach road. It has also been suggested in the past that because the quarry is close to the railway and had its own branch line that it could be possible to transfer waste by rail rather than road in future. I know there are concerns from Highways England about access off the A36 but this could be overcome. This is a visionary approach but we need to get freight onto rail and with increasing population there will be more and more waste and recycling

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to be transferred around the country. If this site is used for housing this will remove any possibility of its use for this purpose. The NP needs to be visionary so that sites are safeguarded for future need. Please can this idea be seriously considered."

-

(h) is a very good stipulation but you might want to put minimum dimensions (2m x 2m?), because it's the sort of thing builders will cheat or cut corners on. The architect Christopher Alexander studied how people use balconies and terraces, and concluded that unless they were at least 6ft deep they weren't actually used.

"Proposals regarding traffic access to new housing on the quarry via Stanley Little Road need reconsideration. The following factors need to be looked at:

1. Increase in traffic for 300 to 400 homes will add to congestion and pollution in a built up area where many young children and elderly walk.
2. It's already difficult to turn right onto Wilton Road with high volume traffic.
3. Road very narrow with parked cars on pavements making it difficult for lorries, bin lorry, emergency vehicles etc.
4. How would a bus get down this road to service the new housing estate
5. There is an entrance off the A36 that was used before as access to the quarry, this may be better than increasing traffic in residential area.
6. Consider access road being created from the Avenue
7. Where will these new residents shop? They will add to congestion as they will have to shop at Waitrose or Tesco's etc, adding more traffic.
8. Dangerous roads. Stanley Little Rd meets Western Way on blind bend, often parked cars, especially on football match days. Already have to reverse and give way on the slope. More cars, more issues, potential for more accidents. Many children cross here to cut across the field on their walk through to school at Sarum Academy.
9. Other accidents off Western Way meeting Pembroke Road, vehicles have gone up onto paths and into gardens on several occasions. Need traffic calming here, worse with even more vehicles."

Transport is the key issue at the Quidhampton Quarry site. It would make sense to develop the site as largely car free (except for deliveries/disabled) and to provide e.g. a driverless shuttle (along the lines of the Dockland Light Railway) along the existing railway lines to Salisbury station (& maybe beyond).

I looked at this in detail and thought it was well thought through, except for the high rise element - 6 stories is too high. I think people are happier in low rise flats if you want a community spirit.

NDP response

This site would not be a replacement for Churchfields because of poor road access, particularly for HGVs. Any proposal on this site will be required to have a full transport assessment.

Appendix 5: Letter to National Grid (cc. Sam Harper, Firstplan)

Dear Sam

I am writing to you with regard to your representation made to Salisbury City Council in response to our Regulation 14 consultation on the Salisbury Neighbourhood Development Plan (NDP) dated 30 September 2022.

The steering group who are progressing the NDP on behalf of the City Council as the qualifying body have been considering the very large number of responses (in the order of 900). You will appreciate that this is a rather cumbersome job and it has taken a while to organise the large amount of data.

Since the NDP went to consultation, government has changed its approach to aspects of planning that have been discussed in letters and the media and are now subject to formal consultation with proposed revisions to national planning policy.

In response to these actions by government, Wiltshire Council updated its Local Development Scheme in December 2022. In this updated document, it is now clear that the earliest that the new Local Plan can come into force is late in 2024, though we consider that 2025 will be a more realistic timeframe.

The delay to the Local Plan Review has left the City Council in a difficult position with regard to the timing of the NDP which was initially expected to run in parallel with the Local Plan Review. The NDP is programmed for submission under Regulation 15 to the LPA in June or July this year. Other than for the site allocations which were predictably controversial, the remaining NDP policies were widely supported with only minor criticisms that we are confident we can address with little difficulty.

Our consultant has advised us that the best path to take will be to progress the NDP based on the Core Strategy with the commitment to revising it in 2025 when its policies can be brought into conformity with the new Local Plan. We have agreed that this is a sensible approach because we wish to have local planning policies in place as quickly as possible, particularly in the light of the prevailing lack of a 5 year housing land supply.

The steering group has therefore decided to progress the NDP to submission as quickly as possible and to drop the site allocations in this iteration. We will continue to progress the site allocation in parallel with the NDP's progression through to referendum with the intention of allocating sites in the 2025 NDP revision. We also intend to continue to pursue our Neighbourhood Development Orders and we have funding in place to that end.

I turn now to your representation which remains of relevance and interest to the City Council. We appreciate your concerns that the site bears significant development costs and that the JVP is pursuing a market led housing scheme. However, to remind you, our consultant and steering group have continuously made the case that there is a compelling need for affordable housing for the elderly in Salisbury and has provided evidence to this end. The 2020 call for sites is now a distant event but the City Council does not understand why NGP put the site forward if it only ever intended to provide market housing – this does not require a site allocation – a planning application for this land within the Salisbury development boundary could be submitted by the land owner at any time. We therefore find your objections perplexing.

In your letter you make note that the pre-submission letter was not adequately shared with you. I have spoken to our consultant who has confirmed that through her oversight, you were not informed of the request for pre-application advice. She apologised for that, I understand, and immediately provided you with information requested.

We are not yet in a position to share the response to the pre-application advice because it raises a fundamental concern regarding flooding on the site. We expect that the JVP has received similar advice from the LPA on the need for a sequential test for development on the site. Until this matter is resolved and the site passes the sequential test, the NDO may not proceed. Unfortunately, it has taken our flooding consultants many months to secure a meeting with relevant officers at Wiltshire Council and it was only agreed in late December that the area of search for alternative sites will be the Parish of Salisbury. Since we undertook a call for sites in Salisbury, we are optimistic that we have already considered available sites for this particular land use and proposal. We will let you know the outcome and how we wish to proceed once we have certainty in the matter of the sequential test.

We have funding to progress the NDO for Coldharbour Lane and we will also be looking at viability. It would help us to work with you on this but of course understand that you may not wish to share your evidence with us given your current position to object to the allocation.

I now call your attention to the recently published changes to the NPPF ([National Planning Policy Framework: draft text for consultation \(publishing.service.gov.uk\)](#)) and in particular, paragraph 63 which I copy here with proposed revisions for your information:

62-63. Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people including for retirement housing, housing-with-care and care homes, students, people with disabilities, service families, travellers^{34, 32}, people who rent their homes and people wishing to commission or build their own homes³³).

We consider that this new provision that housing need includes that for retirement housing provides further support for our conclusions that Coldharbour Lane provides a unique opportunity within Salisbury City to meet the needs of the elderly who must have special AFFORDABLE provision. We have argued, and will continue to argue, that Coldharbour Lane is best utilised as an affordable housing development for older people and that this provision will free up other affordable housing in the City to make better provision for younger people. We have already called your attention to our Housing Needs Assessment which is available to view on our website.

In conclusion, we regret that we cannot work more positively with NGP and the JVP but will continue to pursue our NDO for Coldharbour Lane because the City Council wishes to make life better for its residents and this includes ensuring that the right housing is available for specific identified groups who need it. We hope that we can work more closely with you in the future and we are always willing to have a meeting if that would be helpful.

We will write to you again when we have more information on the outcome of the sequential test.

Yours sincerely

Annie Child

City Clerk

Salisbury City Council

Appendix 6: Wessex Water

Ruth Hall <Ruth.Hall@wessexwater.co.uk>

Ruth Hall
Planning Liaison

Wessex Water
Claverton Down Bath BA2 7WW
wessexwater.co.uk

Dear Ruth

I am writing to follow up your email response to the Regulation 14 consultation of the Salisbury Neighbourhood Development Plan. Your email to us was dated 19 September 2022. Thank you for your careful and thoughtful response and the plans you sent which will be invaluable.

Churchfields Masterplan – you suggest that SUDs would be appropriate. However, we are aware of potential ground contamination since the site was previously a landfill. Can you please confirm that SUDs are appropriate in this context?

With regard to proposed allocations at Quidhampton Quarry and Coldharbour Lane, you state: “Significant development in this area is not preferred due to the impact on water resources and future EA Licensing requirements”, Can you please clarify what this means? Is this an objection in principle, or is there an acceptable form of mitigation that would allow development to progress?

Thank you

Yours sincerely

Dr Andrea Pellegram MRTPI (consultant supporting the City Council)

Appendix 7: Dave Chapman, Locality

Dear Dave

I am writing to you to update you on the position with regard to the Salisbury NDP so that you are aware of our position and future funding requirements. I'm not sure if you need this level of detail but just in case, here is our plan of action.

The steering group have now considered the full responses which included a good response from our Commonplace website (4061 visitors, 336 respondents and 783 contributions), individual letters from 33 individuals and organisations, and a petition of around 100 residents from the Bemerton Heath area. A draft consultation statement has been considered which amounts to 600 pages.

Overall, the responses were positive and our Vision for Salisbury was overwhelmingly positive. The site allocations were the most contentious but even they all received majority positive responses.

Since the Regulation 14 Consultation has ended and the steering group have considered how to progress the NDP to Regulation 15 submission, WC have issued a revised Local Development Scheme that now anticipates that the new Local Plan will not be adopted before the end of 2024. When the NDP process was started, it was the intention for the NDP and LPR timetables to be aligned so that the NDP could be made against and up to date Local Plan policy context. In order to do this now, the NDP would need to halt and await what we expect will either be a new Regulation 18 draft LPR or a significantly modified set of policies and approaches in a very much revised Regulation 19 draft towards the end of next year.

The steering group is further concerned by very recent announcements by the Government that the revised NPPF will take a different approach toward housing land supply and the reliance on the forthcoming 2023 census data as the basis of the standard method. These changes, as yet only proposals and therefore uncertain in their final form, may lead the LPR to adopt a significantly different approach towards housing requirements and delivery. This will necessarily have an impact on the NDP.

The responses to the Reg. 14 NDP, including those from WC, raised some significant matters that require further consideration regarding the site allocations. To resolve these matters will take some time. However, the other policies had very few adverse comments and are therefore easy to bring forward to Regulation 15.

Accordingly, at its 13 December 2022 steering group which was attended by a number of City Councillors, it was agreed that that NDP would be progressed as quickly as possible but that this would NOT include the site allocations for Quidhampton Quarry, Coldharbour Lane and Brown Street. A provisional timetable has been prepared which anticipates submission of the NDP in June or July of 2023.

In the meantime and in parallel to the NDP process, the steering group will continue to progress the NDOs for Coldharbour Lane and Brown Street and will continue to engage with the landowners of Quidhampton Quarry.

When the LPR concludes and a new development plan policy framework emerges, the City Council will consider whether to review the NDP to update the policies to align with the new Local Plan. Site allocations may/will be included at that time. This will allow the details of the allocations, including such matters as flood management, nitrate/phosphate loads and viability to be considered without compromising the City Council's ability to have refined local planning policies.

I have asked AECOM (Nick) to update the SEA to account for comments from Natural England. We intend to submit the SEA at Reg. 15 even though there are no allocations so that the NDOs can progress against an "active" SEA.

We are also progressing our Sequential Test for Coldharbour Lane and we have a complete parking study for Brown Street. We will write to both landowners to inform them that we are progressing the NDOs and hope to allocate sites in 2025. National Grid objected because they want to have market housing on the site, but we will write to them to say that we will continue with the NDO because that form of housing is in particular required.

I will of course keep you updated if there are any further calls for funding.

Best wishes

Andrea

Appendix 8: Letter to landowners of proposed Local Green Spaces

Letters to landowners for Local Green Spaces



Planning <Planning@salisburycitycouncil.gov.uk>
To



17/01/2023



Dear all

Salisbury City Council is in the process of preparing a Neighbourhood Development Plan (NDP) for the city which, when made (adopted) will provide locally relevant planning policy for the City, in addition to national and Wiltshire Council planning policies.

One of the policies in the current draft NDP is “Local Green Spaces” where individual tracts of land in the City are being proposed as Local Green Spaces. You are receiving this letter because you own land that is proposed for this designation.

The Local Green Spaces proposed designation is provided for in national planning policy in the National Planning Policy Framework 2021 in paragraphs 101 – 103:

101. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

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complement investment in sufficient homes, jobs and other essential services. Local Green spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

102. The Local Green Space designation should only be used where the green space is:

- (a) in reasonably close proximity to the community it serves;
- (b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- (c) local in character and is not an extensive tract of land.

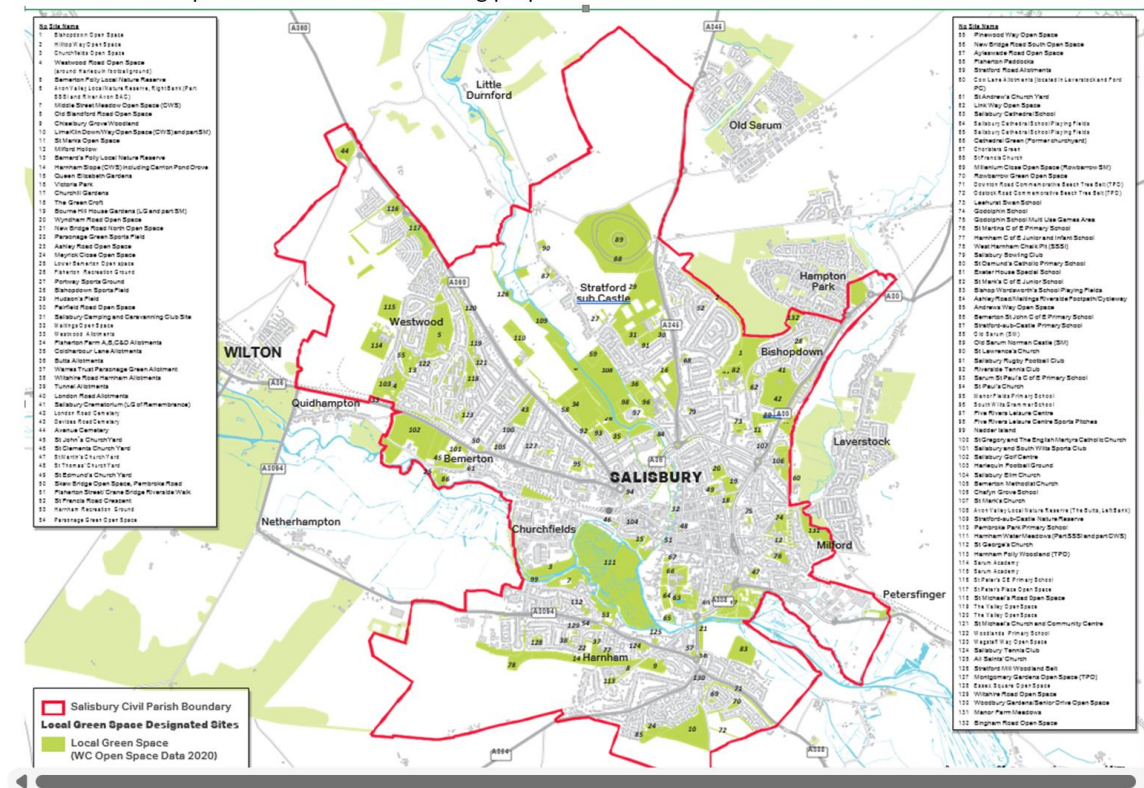
103. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

This should have been brought to your attention earlier this year before the NDP was subject to public consultation over the summer of 2022. The City Council apologises for this oversight but is willing to consider your views as a landowner before submitting the NDP to Wiltshire Council as the Local Planning Authority. The normal consultation period for such consultations is 6 week but in this instance, we shall be allowing a longer period to compensate for the fact that we failed to notify you earlier.

Please submit any comments you wish to make to planning@salisburycitycouncil.gov.uk no later than 10 March 2023.

The attached map shows which sites are being proposed.

The attached map shows which sites are being proposed.



You can see a copy of the entire suite of NDP documents on [this link](#).

Yours faithfully

Annie Child

City Clerk

Salisbury City Council

The Guildhall

Salisbury

Wiltshire SP1 1JH



Tel: 01722 342860

www.salisburycitycouncil.gov.uk

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Annex 9: Letter from Wiltshire Council dated 22 March 2023



Wiltshire Council

22 March 2023

Annie Child
City Clerk
Salisbury City Council

Neighbourhood Planning
Planning
Wiltshire Council
County Hall
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Dear Annie

Salisbury Neighbourhood Development Plan

Thank you for your letter dated 16th January 2023 concerning the draft Salisbury Neighbourhood Development Plan's (SNDP) Regulation 14 consultation and queries you are seeking further views upon. Please accept my apology for the delay in responding.

To begin with, as a general update, Wiltshire Council (WC) is committed to progressing the Wiltshire Local Plan Review and working towards reporting to Cabinet and Council in July 2023, with the aim of publishing the Regulation 19 draft Plan in September 2023. We will continue to work with you to help ensure alignment between both plans.

As regards to the proposed changes to the National Planning Policy Framework (NPPF), and reforms to the planning system, it is perhaps too soon to fully understand the implications for our plans moving forwards until the outcome of the consultation is known. However, the latest Government thinking about transitional arrangements does give some comfort that there will be a reasonable timeframe within which to complete plans in progress under the current system. WC will nevertheless be pleased to discuss such implications once a response to the consultation has been published and a finalised version of NPPF has been made available.

Proposed Site Allocations

The decision not to pursue site allocations within the SNDP is noted. From a procedural perspective, it will be important that you clearly set out and explain the reasons for the changes between your Regulation 14 draft plan and the revised version in your consultation statement. It is also noted that the City Council intends to proceed with Neighbourhood Development Orders (NDOs) for some sites alongside the neighbourhood plan. As such, we have provided some comments below on the procedures surrounding NDOs, which may be helpful moving forward. Given this, it would be worthwhile including reference within your draft plan to the intention of preparing any NDOs, for example the Coldharbour site, so that it is clear how they might contribute towards meeting housing requirements at Salisbury. At the very least, this could be done in the supporting text. WC's views, meanwhile, on the specifics of the proposed SNDP allocations have already been expressed in our response letter to the SNDP, which should also be considered in the context of the proposed NDOs.

Salisbury City Council's (SCC) intended route of NDOs carries with it additional obligations. For example, an NDO has additional basic conditions compared with a Neighbourhood Plan, relating to listed buildings and conservations areas. The local planning authority (LPA) must screen the development proposal to determine whether it needs an Environmental Impact Assessment (EIA). If an EIA is required, an environmental statement must be prepared in relation to that development. NDOs are fairly technical documents and whilst an NDO proposal has to be subjected to formal consultation, it is really important to engage with communities and stakeholders from the beginning of the process. This helps to ensure that the community is aware of emerging proposals, well before the formal consultation.

Wiltshire Council

In any case what's important is that there is close liaison between WC and SCC as regards process and execution of an NDO. A final note on this matter, is that an NDO can only proceed where the landowner is in full accord. As SCC is aware WC is the landowner of Brown Street car park.

Strategic Environmental Assessment / Habitat Regulations Assessment

In your letter you ask about Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA). Whilst the development proposal for an NDO is not screened under SEA, it must be screened by the LPA to determine whether it needs an EIA as mentioned earlier.

Although it is noted that you are proposing to remove the site allocations from the draft neighbourhood plan and update your SEA, there will need to be a rescreening of both the SEA and HRA as removing the site allocations is a fundamental change. We would advise that the amended version of the SNDP is submitted to us prior to the Regulation 15 submission for this to be done to avoid any unnecessary delay later in the neighbourhood planning process if anything does come up.

Flood risk

Since SCC is seeking to bring forward discrete development sites as NDOs, as previously advised such development proposals would need to be duly evaluated for flood risk. Strategic flood risk assessment (SFRA, Level 1) as carried out by WC remains available evidence that SCC can consider as well as the work that your consultants have been undertaking on the sequential test.

Local Green Space

On the matter of the SNDP allocating local green space (LGS) in WC ownership, the landowner has been informed that SCC will be in touch as regards potential designation of WC land in Salisbury. The best contact within WC for this matter is the Head of Estates and Development:
Mike.Dawson@wiltshire.gov.uk

Archaeology

Regarding information for the full Historic Environment Record for Salisbury Parish, the online Wiltshire Historic Environment Record search portal can be accessed here: [Historic Environment Records | Wiltshire Council](#).

If you have specific queries about a particular historic record, you can direct these to archaeology@wiltshire.gov.uk.

Central Area Framework

The position you are proposing to take with regard to the Central Area Framework is noted.

We will be happy to meet with you to discuss the above matters in more detail if that would be helpful.

Finally, as provided above, please contact Estates and Development as regards any WC land proposed as local green space within the SNDP.

Yours sincerely

Mike Kilmister

Neighbourhood Planning Manager
Planning
Wiltshire Council