


Consultation Statement
Salisbury Neighbourhood Development
Plan 2020-2038 (NDP)


**PART 4: MODIFICATIONS TO REGULATION 14 FOLLOWING CONSIDERATION OF
CONSULTATION RESPONSES**



Part 2

Salisbury Neighbourhood Development Plan
2020 – 2036, Regulation 14 Consultation
Draft, July 2022

Part 2: Policies and explanatory text



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Regulation 14 Consultation Draft

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Salisbury neighbourhood development plan



Prepared by the Salisbury City
Council Salisbury Neighbourhood
Development Plan Steering Group

Change heading throughout document to reflect new plan period:
“2020 – 2038”

Title to “Submission Draft” and date will be “May 2023”

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Redo Table of Contents to reflect that site allocations are no longer included.

Change list of appendixes to reflect new order.

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- 2: Habitat improvement and restoration schemes*
- 3: Open Space Provision and Local Green Spaces*
- 4: Health Facilities by Ward*
- 5: Community Infrastructure by Ward*
- 6: Salisbury Design and Advertising Guide*
- 7: 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*
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- 8: Let's Talk about Housing*
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Update Table of Figures as required

Glossary

| | |
|-----------------|---|
| AQAP | Air Quality Action Plan |
| AQMA | Air Quality Management Area |
| ASR | (Air Quality) Annual Status Report |
| CAF | Central Area Framework |
| COGS | Cycling Opportunity Group Salisbury |
| EA | Environment Agency |
| GBI | Green and Blue Infrastructure |
| Ha | Hectares |
| HisE | Historic England |
| LWCIP | Local Walking and Cycling Infrastructure Plan |
| LPA | Local Planning Authority |
| LTN 1/20 | Local Transport Note 1/20 |
| LTP3 | Local Transport Plan 3 (2011-2026) |
| LTP4 | Local Transport Plan 4 |
| MRN | Major Road Network |
| NCN | National Cycle Network |
| NDP | Neighbourhood Development Plan |
| NDO | Neighbourhood Development Order |
| NE | Natural England |
| NH | National Highways (formerly Highways England) |
| NPPF | National Planning Policy Framework 2021 |
| RPM | River Park Masterplan |
| SAC | Special Area of Conservation |
| SAGP | Salisbury Area Greenspace Partnership |
| SCC | Salisbury City Council |
| SNDP | Salisbury Neighbourhood Development Plan |
| SPD | Supplementary Planning Document |
| SRN | Strategic Road Network |
| SSSI | Site of Special Scientific Interest |
| WC | Wiltshire Council |
| WHSAP | Wiltshire Site Allocations Plan |
| WPPS | Wiltshire Playing Pitch Strategy |

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This needs to be renumbered to reflect new policy on biodiversity and deletion of site allocations (30-32).

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1: Introduction

Above
Salisbury Market
Place and Guildhall
Square

Change heading for new plan period to 2038

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Chairman's introduction

Welcome to Salisbury's Neighbourhood Plan

It seeks to protect all that people love best about our city whilst accepting that there must be some controlled growth for it to thrive. That's a tricky balancing act. In the face of climate change, it is important to direct growth where it will have least impact on the landscape setting for which Salisbury is deservedly renowned, and to prioritise policies that will protect and enhance our natural environment as well as our architectural heritage.

The Plan highlights the community facilities we have, and those we need. And it suggests some innovative solutions for one of our biggest problems, the shortage of truly affordable housing for local people of all ages. It cannot do anything about the city's other major problem, traffic congestion, as this is the responsibility of higher authorities. But it does highlight how we could promote other, less damaging ways of getting about and at the same time create joined-up spaces for wildlife.

By having a neighbourhood plan, Salisbury City Council will receive a higher proportion of community infrastructure levy funding to spend on necessary improvements to the city's infrastructure. It does not cover the surrounding parishes that make up the wider area many people think of as 'Salisbury', for which Salisbury provides essential services and employment opportunities. Its scope is confined to the parish boundary served by the City Council. And it must comply, in every element, with Wiltshire Council policy. But within these limits we are trying to give Salisbury people more control over their destiny, which is why we undertook this enormous task.

The Plan is the product of three years' hard work by a tireless team of volunteers, each with their own area of expertise, and successive city councillors under the guidance of a professional planning consultant. This steering group sought local people's opinions at every stage of the production process, given the limitations on face-to-face consultation imposed by the Covid pandemic.

Salisbury is not, of course, one single 'neighbourhood', but there is much that unites us, and I hope this Plan shows that we are focused on what you have told us are the things that really matter to you.

Clr Annie Riddle
Chairman,
Salisbury Neighbourhood Plan Steering Group

Acknowledgements

Many people have helped with the preparation of the main SNDP report but particular thanks to:

- Dr Andrea Pellegrini MRTPI lead consultant
- John Farquhar, Chairman until 2021
- Salisbury City Council and community members of the steering group
- Local residents who participated in the online Community Survey
- Salisbury City Council support officers
- Wiltshire Council support officers
- Oxford Cartographers
- Salisbury Area Greenspace Partnership
- Salisbury Civic Society
- Salisbury Chamber of Commerce
- Salisbury Business Improvement District
- Salisbury and Wilton Swift Group
- Wessex Rivers Trust
- The NHS
- Walking for Health
- Salisbury Road and Mountain Cycle Club
- Cycling Opportunities Group Salisbury



Photography

All images courtesy of Yaro Pustarnakov

Design

Document designed by Unstuck, Salisbury

Change "It" to "This neighbourhood plan" seeks to protect.....

Why Salisbury needs a neighbourhood plan

1 Salisbury is a great city with a unique heritage and a dynamic future. Investment and change in the years ahead will only be worthwhile if it makes a real difference to the lives of local people and the future of its community. The Salisbury Neighbourhood Development Plan (SNDP), being led by the City Council, started back in February 2019. The City Council wanted the people of Salisbury to have a say in all aspects of the future of the city.

2 The SNDP sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The plan sets objectives on key themes such as climate change, moving around, housing, employment, green spaces and community facilities. It builds on current and planned activity and provides guidance on what the City Council and its partners will work towards.

3 The impetus to begin the neighbourhood plan arose from the Novichok poisoning incident in 2018 which led to a drop in footfall with consequent negative impacts on city centre traders. Since then, the Covid-19 pandemic and lockdowns have changed the way people work and shop. These events have left their mark on the city and the way it functions.

4 There are also longer term challenges, such as poor air quality over the city centre, the congestion on the ring road and through the city, rising house prices, a population profile that is becoming increasingly elderly because young people cannot afford to live in Salisbury and start families. There is also the need to reduce our carbon impact and harm to nature caused by our dependency on fossil fuels and intensive use of land.



5 These are complex challenges, and this neighbourhood plan seeks to be ambitious in its response.

Above
Bridge Street

6 The SNDP sits within a suite of planning policies which start at the national level in the National Planning Policy Framework (2021, NPPF) and Wiltshire Council's Core Strategy and Waste and Minerals planning documents and more recent Site Allocations document (2020). Wiltshire Council is currently updating and reviewing its planning policies and made proposals for site allocations for new housing sites in January 2021. The main proposal for Salisbury was for land on a green field site south of the city on the boundary

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of Britford. The City Council and Britford Parish Council both objected to this proposed allocation and wish, rather, to see new housing go onto land that has already been developed within the built-up area.
7 In the Local Plan Review, Wiltshire Council as the local planning authority, acknowledged the role of the SNDP in meeting the local need for housing.

8 In Salisbury the SNDP will also identify sites on which these new homes can be built. The neighbourhood plan will be able to propose development on sites, for example, that meet a specific need, or that positively plan for brownfield sites¹.

9 There have been many housing allocations from the Wiltshire Core Strategy and 2020 Site Allocations documents, many of which are yet to be completed and where necessary infrastructure is also still in the design and implementation stage.

10 The SNDP is therefore seeking to do many things: address the challenges arising from climate change and new economic practices, provide affordable homes on land within the built-up area so that green fields can continue to be farmed or protected and managed to support the community's health and wellbeing and the delivery of nature-based ecosystem services.



Right
Fisherton Street

10

Put space before para7

Change Para 8 for this text:

*In Salisbury, the SDNP sets out a framework for new development that will mostly occur on brownfield land¹ within the City's boundaries.
(retain footnote 1)*

Add new text following para 10 (i.e. at the end)

The Regulation 14 draft of the SNDP contained three site allocation proposals. However, in December 2022, Wiltshire Council announced that it would delay the preparation of the Local Plan Review and change the plan period to end at 2038. The delay impacts upon the SNDP which had originally been intended to follow the same timetable where both plans would be adopted and made simultaneously. The change to the local plan timetable means that the SNDP must now only be in conformity with the Wiltshire Core Strategy and any data available, for instance on housing requirements, that has been prepared as part of the Local Plan Review. The City Council has adjusted the content of the SNDP to exclude the housing allocations since there is no certainty of what is required until the Local Plan is farther advanced, and to review the SNDP once the new Local Plan has been adopted. The site allocations may be included in the review of the SNDP which will probably occur in 2025.

Document layout

11 The Salisbury Neighbourhood Development Plan (SNDP) is wide-ranging and covers many planning topics and issues. It is therefore a large body of policy and evidence, aimed at multiple audiences such as the local community, the town planning profession, landowners and statutory bodies and undertakers. In order to deal with this complexity, the SNDP is presented in parts, each targeted at a specific audience, though in decision-making and the preparation of planning applications, it should be read in its entirety.

- 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 (this document) is the technical 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 appendices. 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 appendices that support the SNDP and are referred to in its Part 2 policies:

- Design Guide for Salisbury
- 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

12 Part 2 is the main SNDP document, and each policy is based on evidence, such as the results of the community survey, consideration of the development plan policies and other information collected by the steering group who have overseen the SNDP's preparation. In the interest of brevity, the SNDP only summarises the evidence, and the background papers should be consulted to understand the detailed justification for each policy.

13 Applicants and others who are stakeholders in the planning process are advised to consider all parts of the SNDP when designing schemes.

Correct typo in Para 11, end, Part 2:

For use in statutory consultations, *the examination by the neighbourhood plan examiner*, town planning.....scheme proposers and designers "*and other matters*"

Replace content in Part 3 with:

Appendixes:

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

Supporting Evidence:

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

Para 12: replace "background papers" with "*appendixes and evidence*"

Neighbourhood plan period

14 The Salisbury Neighbourhood Development Plan covers the period 2020 to 2036. The end date of 2036 aligns with that of the emerging Wiltshire Local Plan Review.

Neighbourhood planning area

15 The area covered by this SNDP is the parish of Salisbury City shown in **Figure 1a**, and wards are shown in **Figure 1b**.

16 Wiltshire Council approved Salisbury City as the NDP area under the Neighbourhood Planning Regulations

2012 and the Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2016 on 18 July 2019. The neighbourhood area was updated in January 2022 to reflect changes in the parish boundary.

Location and surrounding parishes

17 Salisbury is located in the south-east of Wiltshire, near the edge of Salisbury Plain, and sits at the confluence of five rivers – the Nadder, Ebbles, Wylye, Bourne and Avon. Salisbury railway station serves the city and is the crossing point between the west of England main line and the Wessex main line, making it a regional interchange. The city is the main centre of south Wiltshire, acting as a focal point for a wide rural catchment with its influence stretching into parts of Hampshire and Dorset.

18 The presence of Salisbury Cathedral and the city's proximity to Stonehenge make Salisbury an international tourist destination and this brings significant revenue to the city. A café culture has

been encouraged around the Market Place and the markets, along with several museums, also attract many visitors to the city.

19 Salisbury is the central urban area for several smaller neighbouring settlements. Surrounding parishes are shown in **Figure 2**. Also illustrated are Wiltshire Council's four community areas.

20 Many of the SNDP policies affect these surrounding parishes, particularly in matters of blue and green infrastructure and connectivity. The Figure also shows Wiltshire Area Boards which are a way of working to bring Wiltshire Council decision making into the heart of the community.

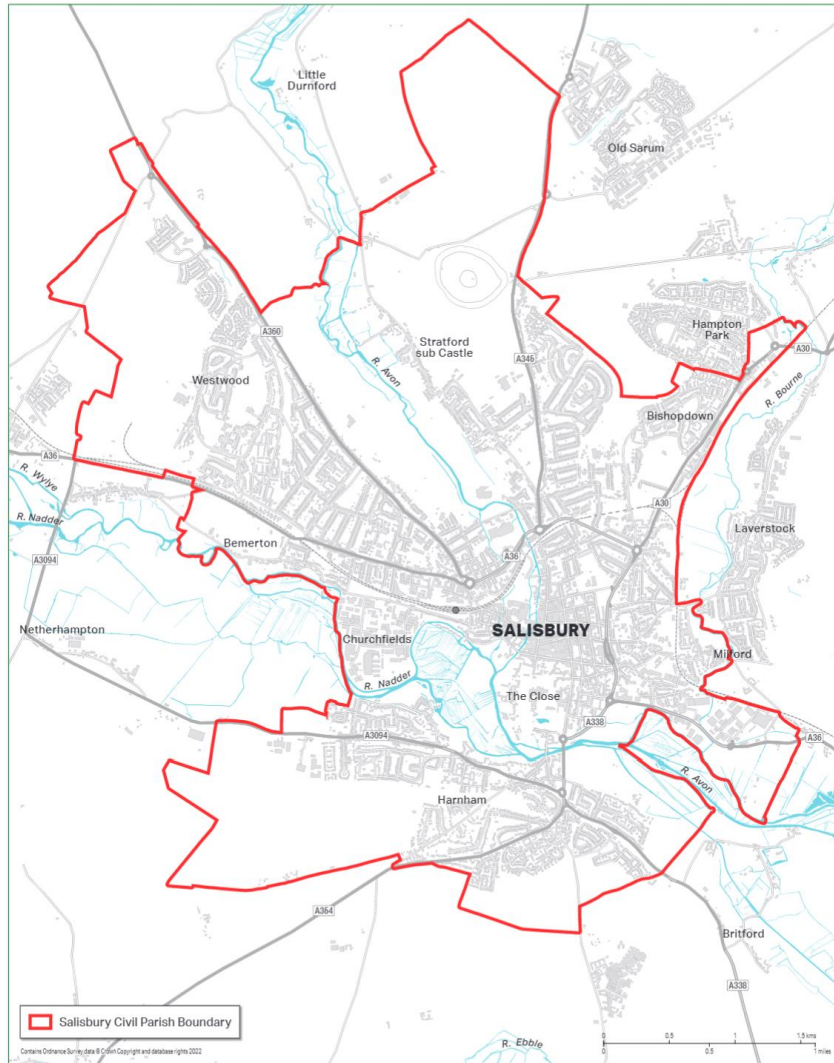
Change date in para 14: 2020- 2038. Change end date to 2038

Replace existing para 17 to read:

Salisbury is located in the south-east of Wiltshire. It has road links via the A36 to Southampton and to south Wiltshire, links to Dorset via the A354, and to Marlborough and Swindon via the A338. It is accessible by rail to London, the South West and the Midlands on the Wessex main line, making it a regional interchange. It sits on the confluence of 3 rivers: the Nadder, Bourne and Avon, and the Rivers Ebbles and Wylye run south and west of the city respectively and outside its parish boundaries. The city is the main centre of south Wiltshire, acting as a focal point for a wide rural catchment with its influence stretching into parts of Hampshire and Dorset.

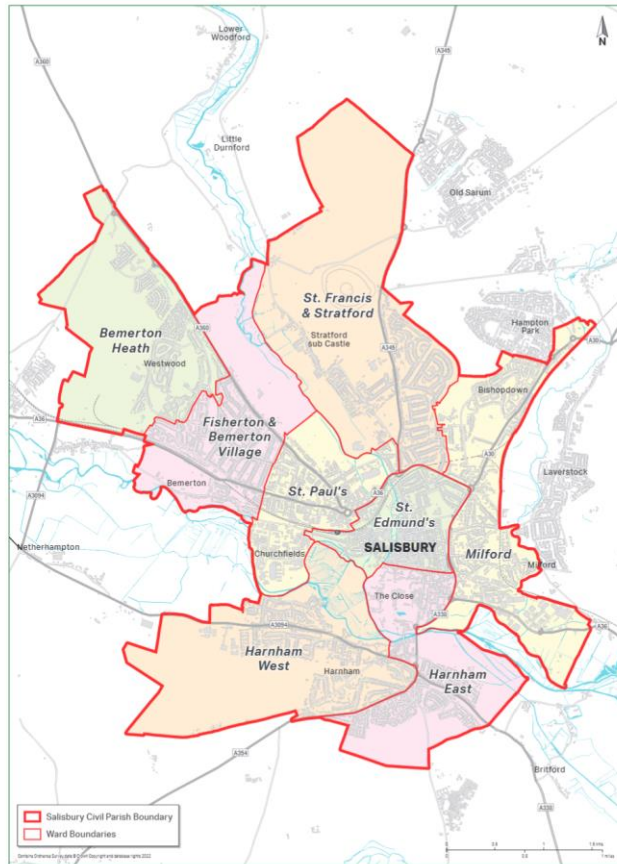
Para 20 typo: The figure shows.....

Figure 1a. Salisbury Neighbourhood Area



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Figure 1b. Ward boundaries within Salisbury Civil Parish



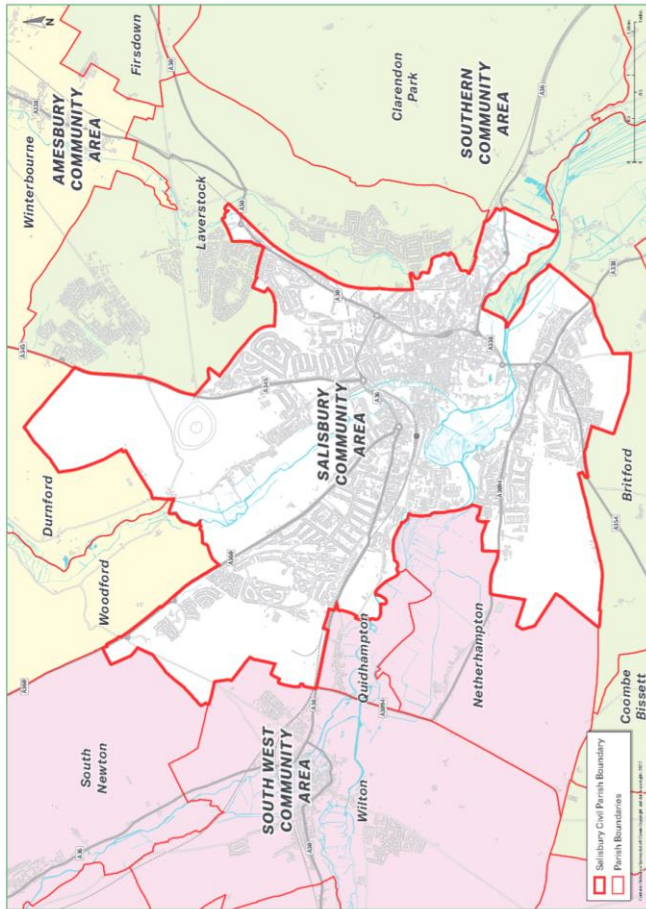
14

Change title of figure to add at end (2023)

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Amend Figure 2 text: *Surrounding parishes and community areas*

Figure 2. Surrounding Parishes and Community Areas



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How the plan was prepared

| Activity | Timeline |
|--|------------------------------|
| Inaugural meeting of the Steering Group | April 2019 |
| Website and newsletter set up | May 2019 |
| Community consultation events (evidence gathering) | May/June 2019 |
| Initial vision and themes agreed | September 2019 |
| General policy areas agreed | October 2019 |
| Statement of common ground with Wiltshire Council | February 2020 |
| Community survey (evidence gathering) | April/May 2020 |
| Call for sites | June/July 2020 |
| Strategic Environmental Assessment (AECOM) (evidence gathering) | September 2020 |
| Site visits (evidence gathering) Shortlisting of sites for consideration Agreement with owners on further work to be undertaken | October 2020 |
| Policy drafting started | November 2020 |
| Housing Needs Assessment Report (AECOM) (evidence gathering) | December 2020 |
| 17 March 2020 all public meetings and steering group meetings were suspended and/or moved online due to Covid-19 restrictions. Some public meetings resumed in September 2021. | March 2020 to September 2021 |
| Community Infrastructure Survey | |
| Provisional consultations with NHS Stakeholders | Spring 2021 |
| Public consultation events about proposed site allocations and Neighbourhood Development Orders. Online survey launched. | September, October 2021 |
| Churchfields Masterplan exercise | July 2021 to April 2022 |

Add to end of table:

Regulation 14 Consultation July to September 2022

Letter to landowners of proposed Local Green Space January to March 2023

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Vision and objectives

21 At its 9 July and 10 September 2019 meetings, the Steering Group considered public consultation outputs and prepared an initial draft vision for the NDP for use as a working version. This was placed on the dedicated NDP section of the Salisbury City Council website.

22 Covid-19, climate change and biodiversity loss are leading to new patterns of behaviour and significant changes in the way we live, work, shop, travel and how we relate to the natural environment. These emerging trends, together with government policy embodied in the recently updated National Planning

Policy Framework (July 2021), highlight the need for communities to think differently about their future and to design and plan for sustainable development.

23 In January 2022, the SNDP steering group met with Wiltshire Council planning officers to seek to align the Vision to the emerging Place Shaping Priorities that would eventually be included in the review of the Local Plan.

24 The vision and objectives for the SNDP endeavour to reflect the aspirations of Salisbury citizens in this respect and are shown in **Figure 3**.



Left
Salisbury Market
Place

Change wording of the title to “The Salisbury Neighbourhood Development Plan vision and objectives”

Add new sub-heading before para. 21:

Background to the SNDP Vision

Add new text at the end of para 24:

Figure 3 shows the element of the vision and links them to the individual policy in the SNDP that deliver them.

Create new table that shows the vision and its relation to policies (below) IN ADDITION TO THE VISION WHICH IS REWORDED

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Figure 3.

In 2036, Salisbury city will be a place where...

Sustainable development principles will be applied, including appropriate climate change adaptation and mitigation measures and biodiversity enhancement for new and existing developments.

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.

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.

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.

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.

| In 2038, Salisbury will be a place where... | This will be delivered through the following NDP policies... |
|--|---|
| Sustainable development principles will be applied, including appropriate climate change adaptation and mitigation measures and biodiversity enhancement for new and existing developments. | Policy 1: Tree planting for carbon capture Policy 2: Air quality Policy 3: Carbon neutral development Policy 4: Electric vehicle charging points Policy 5: Habitats regulations Policy 11: Biodiversity |
| 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. | Policy 1: Tree planting for carbon capture Policy 5: Habitats regulations Policy 10: Enhancing blue and green infrastructure Policy 12: Habitat improvement and restoration schemes Policy 22: Sustainable transport Policy 25: Cycling for pleasure |
| The city will thrive and continue to be a cultural hub, with a diverse demographic where all age | Policy 13: Open Space Policy 14: Local Green Spaces Policy 19: Community infrastructure |

| | | |
|--|---|--|
| | <p>groups are represented and with sufficient community infrastructure to meet its needs.</p> | <p>Policy 20: Allotments Policy 21: Provision for play and sport Policy 28: Visitor accommodation</p> |
| | <p>Changed shopping and working patterns will have been accommodated in an approach to that will allow flexibility for existing businesses and a fertile environment for start-ups.</p> | <p>Policy 6: Design in the built environment Policy 27: Working from home Policy 29: Post offices Policy 30: Major food retail</p> |
| | <p>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.</p> | <p>Policy 6: Design in the built environment Policy 7: The Close and its Liberty Policy 8: The Chequers Policy 9: Protecting the key views in Salisbury Policy 10: Enhancing blue and green infrastructure</p> |
| | <p>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.</p> | <p>Policy 1: Tree planting for carbon capture Policy 2: Air quality Policy 3: Carbon neutral development Policy 5: Habitats regulations Policy 6: Design in the built environment Policy 7: The Close and its Liberty Policy 8: The Chequers Policy 9: Protecting key views in Salisbury</p> |

| | | |
|--|---|--|
| | | <p>Policy 10: Enhancing blue and green infrastructure Policy 13: Open Space Policy 14: Local Green Spaces</p> |
| | <p>Salisbury City will retain its separate identity because green spaces between it and other settlements will have been preserved.</p> | <p>The SNDP shows that windfall development within the City’s development boundary will be sufficient to meet the City’s identified housing requirement and that no greenfield development at the edges of the city will be required in the plan period.</p> |
| | <p>A range of affordable social and market housing will be created in accessible locations to meet the diverse needs of the entire community.</p> | <p>Policy 16: Housing mix and affordable housing</p> |
| | <p>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.</p> | <p>Policy 3: Carbon neutral development Policy 5: Habitats regulations Policy 6: Design in the built environment Policy 10: Enhancing blue and green infrastructure Policy 11: Biodiversity Policy 16: Housing mix and affordable housing Policy 17: Churchfields and the Engine Shed site</p> |

| | | |
|--|---|---|
| | <p>Modern and accessible healthcare facilities will be available to meet changing demands and NHS requirements, and will allow Salisbury to maximise good health.</p> | <p>Policy 18: Healthcare facilities</p> |
| | <p>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.</p> | <p>Policy 5: Habitats regulations Policy 6: Design in the built environment Policy 10: Enhancing blue and green infrastructure Policy 11: Biodiversity Policy 15: Construction and development management for projects affecting the River Avon SAC</p> |
| | <p>Access to the city centre will be less car dependent, allowing for easier and safer movement on foot and bicycle. Priority will be given to 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.</p> | <p>Policy 2: Air quality Policy 4: Electric vehicle charging points Policy 22: Sustainable transport Policy 23: Cycling and walking infrastructure Policy 24: Cycle parking Policy 25: Cycling for pleasure Policy 26: Residential parking</p> |

The Development Plan

25 The Development Plan for Salisbury is in 2021:

- Wiltshire Housing Site Allocations Plan February 2020
- Wiltshire Core Strategy 2015
- Saved policies from the Salisbury District Local Plan 2011
- Wiltshire Waste Site Allocations Plan 2013
- Wiltshire and Swindon Aggregate Minerals Site Allocation Plan 2013
- Wiltshire Minerals Core Strategy 2009
- Wiltshire Minerals Development Control Policies 2009
- Wiltshire Waste Core Strategy 2009
- Wiltshire Waste Development Control Policies 2009

26 Neighbourhood plans are excluded from containing policies on waste.

27 The Wiltshire Local Plan is currently under review. Wiltshire Council have produced a significant amount of supporting evidence and emerging policy positions which are referred to in the SNDP as appropriate. In January 2020, Wiltshire Council allocated sites in the neighbourhood plan area. In addition, sites proposed in the Core Strategy have, in some cases, not yet been delivered. A neighbourhood area can include land allocated in strategic policies as a strategic site. Where a proposed neighbourhood area includes such a site, those wishing to produce a neighbourhood plan should discuss with the local planning authority the particular planning context and circumstances that may inform the local planning authority's decision on the area it will designate³. A neighbourhood plan can allocate sites for development, including housing. A qualifying body should carry out an appraisal of options and an assessment of individual sites against clearly identified criteria⁴.

Delete sentences:

A neighbourhood plan can allocate sites for development, ...against clearly identified criteria.

Delete footnote 4 at end of chapter.

Add a new heading

Strategic and local planning policies

National planning policy limits neighbourhood plans to “non-strategic” policies⁴. Strategic policies should set out an overall strategy for pattern, scale and design quality of places and make provision for housing, employment, retail, infrastructure and policies on conservation and enhancement of the built and natural environment⁵. Local Plans should make explicit which policies are strategic policies and these should be limited to those necessary to address the strategic priorities of the area to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans⁶.

The Wiltshire Core Strategy does not make explicit which policies are strategic or local. It states that the Core Strategy provides a solid framework which neighbourhood plans can use to decide how best to plan locally⁷. The Core strategy contains a number of policies that are more appropriately dealt with through a neighbourhood plan, and are now dealt with in the SNDP.

Community engagement

28 An initial community online survey undertaken between 1 May and 1 June 2020 gathered views to influence the direction that the SNDP should take. Survey output helped with evidence gathering and strongly influenced which policies to pursue.

The 1,026 responses are summarised in “Salisbury Neighbourhood Development Plan Community Survey - Findings from the public survey; 1st May – 1st June 2020” which accompanies the SNDP and the main findings are reproduced here.

Climate change and energy efficiency

- When combined, 94% of Salisbury residents agreed (43%) or strongly agreed (51%) that Salisbury as a city should be doing more to address climate change.
- On average, 96% of survey participants agreed or strongly agreed with the various statements about new developments and sustainability.
- The average level of agreement for making historic buildings more sustainable was lower when compared with sustainability measures for new developments.
- This suggests that Salisbury residents are more in favour of sustainability measures for new buildings or developments compared to historic ones.
- Heating and ventilation were felt to be the most important issues (57%) for making historic buildings more energy efficient. Suggestions included replacing old heating systems, reducing draughts and improving roof insulation to avoid heat loss.

Housing need

- 81% of survey respondents said they own their own property, suggesting that homeowners may be overrepresented in the sample.
 - When combined, 28% of respondents indicated they were currently looking for a new home in Salisbury or were considering moving to a new home in the next five years.
 - Almost half (46%) of survey respondents who said they were looking for a new home, said they were looking to start their first home. A further 36% said they would like to purchase a home but were unable to afford it.
 - 35% of survey respondents said a detached house would best meet the needs of their household if they were to move. 22% said a semi-detached house would meet their needs, with a further 17% who preferred a flat or apartment.
 - 90% of respondents said nobody in their household had a specialist housing need.
 - 80% of survey respondents said they want to be homeowners if they moved.
-

Housing need cont.

- When combined, 91% of respondents would need at least two bedrooms.
- 65% of survey respondents looking to rent indicated that their monthly budget for rent was less than £800 per month
- The majority of survey respondents (90%) said they were not looking for affordable housing through Homes4Wiltshire and were not registered with the service.

Community infrastructure

- Survey respondents take part in a variety of activities across many venues in Salisbury. Favourite venues/locations for each of the activities are highlighted.
- When combined, 84% of surveyed residents said they visited an entertainment venue such as a theatre, cinema, museum or live music venue at least once a month.
- 48% of survey respondents said they took part in a sporting activity such as tennis, walking or cycling more than four times a month.
- Salisbury Playhouse was the most popular venue or location (17%), followed by Salisbury Arts Centre (14%), Odeon Cinema (7%), Salisbury City Hall (6%) and Salisbury Cathedral (16%).
- Entertainment, arts and culture was the most popular choice for investment overall, (39%). This was followed by investment in a park playground or garden (21%) and activities for young people (20%).
- A wide range of community infrastructure was felt to be needed in Salisbury including community facilities (24%) and activities for young people (24%).

Green infrastructure

- Overall, survey respondents rated wildlife and biodiversity (1) and managing climate change (2) as most important for green space.
 - 62% of survey respondents combined said that the provision of green space in Salisbury was good or excellent for a range of uses. A further 81% (combined) said their access to green space was good or excellent.
 - This suggests that Salisbury residents are broadly satisfied with the provision of and access to green space.
 - 54% of survey participants strongly agreed that it is important to ensure public access to rivers in Salisbury if it does not create undue disturbance for wildlife.
 - 83% of survey participants rated their access to open countryside as good or excellent.
 - 69% of surveyed residents were in favour of reducing the area of regularly mown grass in parks and public spaces to provide support for wildlife.
-

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Green infrastructure cont.

- 97% of Salisbury residents agree or strongly agree with tree and shrub planting in parks, open spaces and gardens.
- Survey respondents made a variety of suggestions for improvements to Salisbury's green infrastructure which included better walking and cycling routes, green corridors for wildlife and biodiversity and an increase in tree planting.

Transport

- 87% of respondents said shopping was the main reason for visiting the city centre.
- 67% of survey respondents said that there should be more pedestrian only areas in the city centre.
- A variety of locations were suggested as pedestrianised areas including Blue Boar Row (14%), all or most of the city centre (11%) and New Canal (11%).
- 47% of survey respondents said they most frequently walked to the city centre, with a further 27% who travel by car.
- 61% of survey participants said they would walk or cycle more frequently to the city centre if there were safer cycle/pedestrian routes.
- 43% of respondents said they would use the bus or Park and Ride more frequently if the bus fares were cheaper.
- 54% of survey respondents said they were aware that Salisbury has a car share club. Although, 66% of participants said they did not wish to use the Salisbury car share club.
- On average the level of support across various clean transport improvements was 70%.

Economy

- 10% of survey participants said they work in human health and social work, a further 10% work in a professional, scientific or technical field and 9% work in education.
- 50% of survey respondents said they used the car most frequently to get to work.
- 56% of survey participants said they travel between 0-4 miles to their place of work.
- 79% of respondents said they would like to be able to work locally.
- Suggestions for making it possible for people to work locally included availability of local opportunities (27%), transport provision (8%) and a suitable workspace (8%).
- 61% of respondents said they had been working from home because of Covid-19.
- 55% of survey participants said they would like to work more from home in future.

Sustainable development

29 The SNDP seeks to progress sustainable development, as defined in the National Planning Policy Framework (2021), directing and shaping new development to meet economic, social and environmental objectives. The impact of the policies on sustainable development are set out in **Figure 4**.

Figure 4. How the policies address sustainable development

| SNDP policy | Economic Objective | Social Objective | Environmental Objective |
|---|--------------------|------------------|-------------------------|
| 1: Tree planting for carbon capture | | ✓ | ✓ |
| 2: Air quality | | ✓ | ✓ |
| 3: Carbon neutral development | | ✓ | ✓ |
| 4: Electric vehicle charge 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 | | ✓ | ✓ |
| 11: Habitat enhancement and restoration schemes | | ✓ | ✓ |
| 12: Open space | | ✓ | ✓ |
| 13: Local green space | | ✓ | ✓ |
| 14: Construction and development management for projects affecting the River Avon SAC | | ✓ | ✓ |
| 15: Housing mix and affordable housing | | ✓ | |
| 16: Churchfields and the Engine Shed site | ✓ | ✓ | ✓ |
| 17: Healthcare facilities | | ✓ | |
| 18: Community infrastructure | | ✓ | |
| 19: Allotments | | ✓ | ✓ |
| 20: Provision for play and sport | | ✓ | ✓ |
| 21: Sustainable transport | ✓ | ✓ | ✓ |
| 22: Cycling and walking Infrastructure | ✓ | ✓ | ✓ |
| 23: Cycle parking | ✓ | ✓ | ✓ |
| 24: Cycling for pleasure | ✓ | ✓ | ✓ |
| 25: Residential parking | ✓ | ✓ | ✓ |
| 26: Working from home and livework units | ✓ | ✓ | ✓ |
| 27: Visitor accommodation | ✓ | | |
| 28: Post Offices | ✓ | ✓ | |
| 29: Major food retail | ✓ | ✓ | |
| 30: Quidhampton Quarry | ✓ | ✓ | ✓ |
| 31: Coldharbour Lane | ✓ | ✓ | ✓ |
| 32: Brown Street car park | ✓ | ✓ | ✓ |

Renumber and reorganise the table to reflect the new policies. Policies 10 and 11 (GBI and BNG) will have the same ticks in the boxes. Delete the 3 site allocations at the end (30-32).

tick “economic” for

- Air Quality (2)
- carbon neutral development
- affordable housing
- healthcare
- blue and green infrastructure
- open space
- housing mix
-

tick “environmental”

- the close and its liberty
- view of the spire

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Chapter 1:
References

¹ Wiltshire Council Local Plan - Planning for Salisbury, 2021.
² Regulation 15 of the Neighbourhood Planning (General) Regulations 2021 and paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990.

³ Planning Practice Guidance, Neighbourhood Planning, Paragraph: 036 Reference ID: 41-036-20190509.
⁴ Ibid, Paragraph: 042 Reference ID: 41-042-20170728.

Delete footnote 4.

Insert new footnote 4: *NPPF 2021 paragraph 18.*

Insert new footnote 5: *NPPF 2021 paragraph 20.*

Insert new footnote 6: *NPPF 2021 paragraph 21.*

Insert new footnote 7: Core Strategy 2015 paragraph 1.9.



2: Creating a more resilient city in the face of climate change and air pollution

Above
Salisbury Cathedral

Meeting the challenges of climate change in Salisbury

30 Salisbury City Council declared a climate change emergency at full Council on 17 June 2019. The City Council declared its intentions:

- Working to make Salisbury as carbon neutral as possible by 2030.
- Working with partners to achieve “clean air” in Salisbury by 2022, by taking action to reduce vehicle emissions, supporting public transport, cycling and walking.
- Replacing or converting all council-owned or operated vehicles to electric powered vehicles as soon as is practically possible.
- Encouraging the rapid phasing out of diesel-powered buses in the city by bus operators and their replacement by cleaner or non-polluting alternatives.
- Increasing wherever possible the extent of pedestrianised areas within the city centre.
- Undertaking a comprehensive programme of improvement of the insulation of all council-owned property.
- Ensuring that such property shall be fitted with solar panels wherever possible.
- Doing everything within its power to ensure that such standards should also apply to any new buildings which are permitted within the city.

31 The community survey showed how strongly Salisbury citizens support the need to address climate change and to do things differently to create improvement and avoid further environmental damage.

32 Wiltshire Council prepared a draft Green and Blue Infrastructure Strategy in September 2021⁵. Its first goal is “Adaptation, mitigation and resilience to climate change – By 2030, we will have increased our ability to mitigate and adapt to climate change through adoption of nature-based solutions.”¹⁶ It also seeks to halt the loss of and improvement to biodiversity and make a contribution towards health and wellbeing. The detail of how the strategy will be delivered will be set out in Settlement Frameworks and Planning Guidelines. The SNDP precedes these planning strategies and documents but seeks to be aligned to them as they evolve.

33 Wiltshire Council is also preparing a Climate Strategy 2022 – 2027 which will be finalised in early 2022⁷. As with the GBI strategy, the SNDP is seeking to align with these emerging policies.

34 Salisbury enjoys an exemplary historic and natural environment, with more notable historic buildings, rivers and parks, and accessible countryside than most other similarly sized cities can boast of. However, there is scope for improvement, particularly in the realms of energy efficiency, quality of local green/blue infrastructure which delivers nature’s goods and services, development of a sustainable movement network, reducing traffic impacts and pollution in the city centre, as well as scope for making better use of brownfield sites for new development in sustainable locations within the city and encouraging local service provision.

35 This chapter of the SSNDP considers how new development should deliver better outcomes than achieved in the past. Resilience to climate change is a focus of the strategy underpinning this plan.

Para 35 typo *SNDP* not *SSNDP*

Para 32: Update “*Wiltshire Council released a Green and Blue Infrastructure Strategy in 2022.*”

Para. 32 replace last sentence “*The SNDP seeks to be aligned with these strategies.*”.

Para 33: Update “*Wiltshire Council published its climate strategy in 2022.*”

Para 33: delete “*emerging.*”.

Para. 35: add new sentence:

“The term “resilience” in the SNDP means that the policies encourage new development to have a reduced environmental impact, whilst using fewer resources and adapting to climate change.”

Tree planting for carbon capture

36 Reducing the release of CO₂ into the atmosphere is not enough to tackle climate change. Efforts will also be required to capture and store carbon that already exists. Methods to reduce atmospheric CO₂ include planting new trees and restoring wetland and forest habitats⁹ and species-rich grassland.

37 Wiltshire Council Global Warming and Climate Emergency Task Group⁹ concluded that increasing tree cover across the county could help reduce emissions and benefit nature and people's mental health. The government has set itself a target of establishing 30,000 hectares (ha) of new woodland in England by 2025.

38 The Wiltshire Green and Blue Infrastructure Strategy states that:

Net zero carbon means, on balance, not creating more CO₂ than is stored up or offset. Any carbon emissions we create through burning fossil fuels must be lanced out by schemes to absorb it back out of the atmosphere – such as planting trees or using technology such as carbon capture and storage.¹⁰

39 The strategy's Theme 4: Woodland and Trees highlights how trees can contribute to carbon capture and promotes the role of urban trees in this.

40 The Woodland Trust are calling for 30% canopy cover across new developments to help mitigate the impact of development. This is set out in the trust's Emergency Tree Plan for the UK.¹¹ The study recommends that all development land includes a minimum 30% tree canopy cover. Though this will have implications for land take for many development sites, particularly

larger sites put forward as strategic land allocations in the Wiltshire Council Local Plan Review, it is likely that there will be a net gain in tree cover since most greenfield sites are agricultural. While all living plant matter absorbs CO₂ as part of photosynthesis, trees process significantly more than smaller plants due to their large size and extensive root structures. Trees, as kings of the plant world, have much more "woody biomass" in which to store CO₂ than smaller plants. As a result, trees are considered nature's most efficient "carbon sinks." It is this characteristic that makes planting trees a form of climate change mitigation.

41 The current National Planning Policy Framework, published in July 2021, includes additional guidance on trees, recognising the important contribution to the character and quality of urban environments made by trees. The NPPF 130 encourages new streets to be tree lined and that opportunities are taken to incorporate trees in developments. The ongoing maintenance of newly planted trees and the retention of existing trees is also promoted.

42 Larger sites will be more able to accommodate a 30% tree cover, but schemes with one house or one new commercial activity may be able to provide tree cover as well, depending upon the limitations of the site. Where it is not possible to include large structural trees in schemes, it may be possible to introduce small or medium-sized trees and shrubs. Loss of existing trees, particularly mature trees, should be avoided wherever possible.

Para. 36: CO₂ should be CO₂

Para. 37: add new sentence at the end:

"Salisbury City Council is preparing a Tree Strategy."

Para 38: typo: "must be *balanced* out" not lanced out.

Para 38: typo: "such as planting trees" not planning trees.

Para. 40: CO₂ should be CO₂

Policy 1:

Tree planting for carbon capture

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

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

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

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

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

43 Several of the main roads into Salisbury and others would also benefit from tree planting -see the Design Guide for details. Trees are also valuable for regulating the urban heat island effect, particularly in the city centre, providing shade and shelter, for mitigating poor air quality, supporting wildlife and biodiversity, and are aesthetically pleasing, forming local landmarks, framing views and shaping spaces.

44 Tree planting in the city centre may be particularly beneficial but may also be difficult given significant constraints such as the dense development, below ground service runs and the generally impermeable surfaces which may hamper trees' access to water. Trees in the central area in above-ground containers may be considered where it is not possible to plant directly in the soil but there will be cost implications for maintenance and management. Advice on trees can be found in the Salisbury Design Guide which accompanies the SNDP.

Change reference in first para to “Policy 11”

Air quality

45 The current UK Air Quality Framework results from the Environment Act 1995. Under this legislation local authorities have a duty to produce an Air Quality Action Plan (AQAP) where an Air Quality Management Area (AQMA) has been declared. The purpose of the AQAP is to set out the strategic and locally generated actions that will be implemented to improve air quality and work towards meeting the air quality objectives. DEFRA currently requires every district and unitary council to submit an annual report on air quality within their area called an Annual Status Report (ASR), which details whether air quality meets UK legal requirements in their area.

46 Wiltshire's most recently completed ASR¹³ published in July 2021 outlines that the air quality in the county is predominantly very good. However, there are a small number of locations where the combination of traffic volume, road layout and topography has resulted in pollutants being trapped, allowing concentrations to increase to unacceptable levels. Specifically, there are two pollutants included within the Local Air Quality Management regime that are the cause of concern in Wiltshire: nitrogen dioxide (NO₂) and fine particulate matter (PM10).

47 Public Health England state¹⁴:

"Air pollution has a significant effect on public health, and poor air quality is the largest environmental risk to public health in the UK. In 2010, the Environment Audit Committee considered that the cost of health impacts of air pollution was likely to exceed estimates of £8 to 20 billion.

Epidemiological studies have shown that long-term exposure to air pollution

(over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and respiratory diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality."

48 The ASR states that there are eight AQMAs within Wiltshire, including: Westbury, Devizes, Calne, Marlborough, Bradford on Avon, and Salisbury.

49 There are three AQMAs within Salisbury, shown in **Figure 5**. The largest area covers a substantial portion of the town centre from south of the Salisbury Cathedral to the A36 road, north of the Salisbury Arts Centre. The two smaller AQMAs are located on Wilton Road and London Road. Any developments planned within or near an AQMAs must consider all appropriate mitigation measures so as not to worsen air quality in the designated area.

50 The 2020 air quality results were unusual due to the impact of the Covid-19 pandemic and periodic lockdowns which resulted in shifts in working patterns to home from the office and the rise of online deliveries.

51 In 2020, Salisbury had one automatic monitoring site (in Exeter Street) and 18 diffusion tubes (non-automatic monitoring) spread across the Salisbury AQMAs. In addition, there were diffusion tubes outside the existing AQMAs in Wilton and Laverstock and on the Devizes Road. Due to the unusual conditions in 2020, referred to above, all NO₂ annual mean figures

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reduced from 2019 to 2020, with only one exceedance of the legal limit in 2020 (at a diffusion tube on the A36 Wilton Road). However, there is no cause for complacency: not only can the 2020 figures be considered something of an anomaly due to Covid-19, but it is increasingly being recognised that clean air is fundamental to health and even lower levels of pollutants than the current limits can be harmful. The World Health Organisation (WHO) has recently reduced its advisory target for PM2.5 to 5 micrograms per cubic metre [$\mu\text{g}/\text{m}^3$] (UK current target $20 \mu\text{g}/\text{m}^3$) and the WHO's advisory target for NO_2 is now $10 \mu\text{g}/\text{m}^3$ (UK current target $40 \mu\text{g}/\text{m}^3$). Other air quality guidelines have also been adjusted downwards¹⁵. Now that the UK has left the EU, changes are proposed to the current legislative framework and revised targets are likely to be brought in

Below
The Maltings
Playarea

under the Environment Bill¹⁶. Given the WHO's latest recommendations, these are likely to be lower than the current targets.

52 The AQAP for Wiltshire recognises the critical linkages between air quality solutions and community organisation, transport, public health, a greener economy and development services and spatial planning. The ambition of the air quality steering group in Salisbury is as follows:

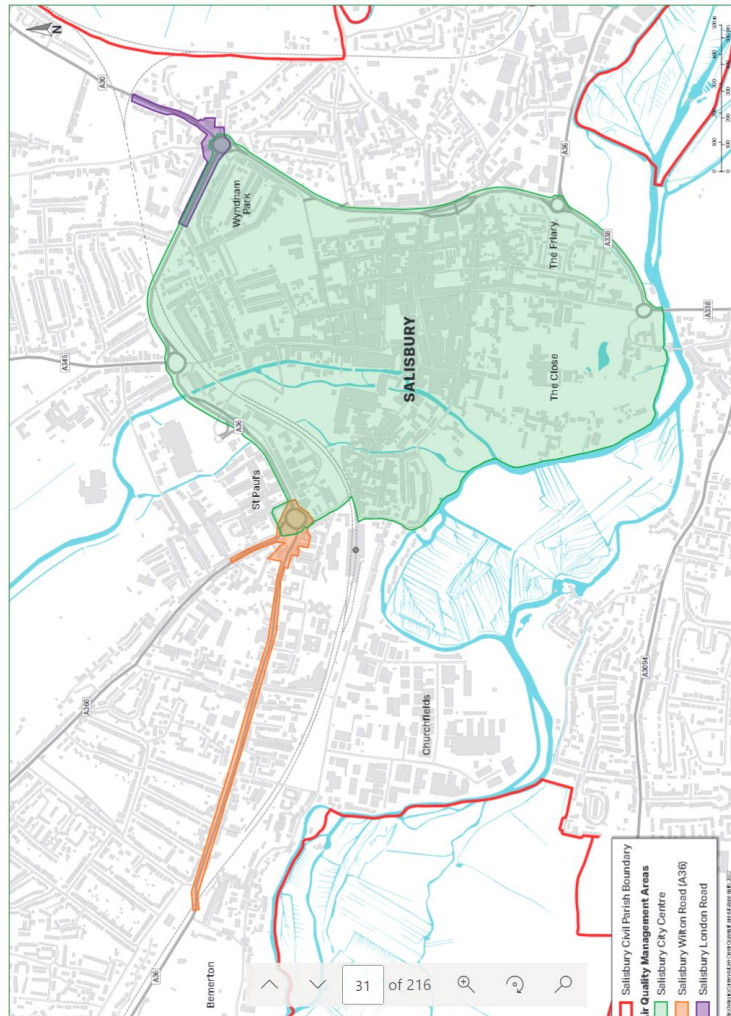
"To work together with the common goal of seeking to improve the air quality in Salisbury through behavioural, strategic and infrastructure change to ensure that the level of pollutants (NO_2 and PM_{10}) are in line with national air quality objectives and that this work supports the principles of sustainable development."¹⁷



30

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Figure 5. Air Quality Management Areas in Salisbury



Policy 2:

Air quality

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

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

Existing development, particularly where that leads to traffic and lorry movements, will be encouraged in all instances to reduce traffic impacts on Salisbury's Air Quality Management Areas.

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

53 In addition, Wiltshire Council have produced Air Quality Supplementary Planning Guidance in 2012¹⁸ and the current ASR makes reference to it: "Since our last Supplementary Planning Document (SPD) in 2012, there have been substantial changes in national and local air quality objectives, with the number of areas or poor air quality in Wiltshire increasing in number also. Consequently, an updated SPD is urgently required, one which provides clarity to developers regarding what we expect from them in terms of air quality which is proportionate to the type of development."

54 Under the existing SPD, air quality needs to be considered for zones where any of the following applies:

- Declared air quality management areas,
- Areas that are borderline in breaching objective levels,
- Identified future development areas (as identified within the Wiltshire Core Strategy),
- Areas where development is likely to impact on existing air quality management areas

55 Therefore, it is appropriate and necessary for planning applications in Salisbury, particularly where they have the potential to exacerbate air pollution impact in any of the AQMAs, to consider means of avoiding further impacts.

Policy 2: Modify the first paragraph as follows:

When fulfilling the requirements of Core Policy 55 in Salisbury, particular regard will be had to how the scheme design avoids....

Also when fulfilling the requirements of Core Policy 55, transport assessments should

Remove paragraph break between "...or elsewhere" and "Existing...."

Zero carbon development for new and retrofit schemes

56 In February 2019, Wiltshire Council declared a climate emergency, and pledged carbon neutrality by 2030. Wiltshire Council have declared this emergency because of the rapid rise in greenhouse gases being created by industry and personal car use. This leads to the thickening of the ozone layer, which leads to lower levels of refraction of the sun's radiation, meaning that the heat is trapped within the ozone layer and heat remains within the earth and heats the earth's surface. Therefore, it is important to recognise the need to reduce the levels of gas that is being released into the atmosphere and aim to reduce existing levels through reversing the effects of climate change and creating more opportunities for oxygenation.

57 It is clear that the only way this can be achieved is by using a mixture of strategies that include planning, mitigation, monitoring, cultural shifts and transport realignment.

58 Since that time, Wiltshire Council has undertaken a significant body of work to consider how to move Core Policy 41 forward to meet the 2030 target.

59 Most of Wiltshire's CO₂ production arises from transport (45%) whilst homes account for 26% and industry accounts for 29%. This policy addresses the 26% CO₂ produced by homes and adopts model policies promoted for consideration in the draft Local Plan Review. It is likely that the SNDP will be made before the Local Plan Review is completed and therefore acts as an interim policy until the local plan has been adopted.

60 A community survey in Wiltshire in 2020 concluded that climate change and renewable energy was to be the top priority



policy requirement by respondents¹⁹. These results indicate that there is widespread support for introducing more demanding policies and a more responsive approach from developers to make significant steps towards a carbon neutral future.

61 Energy Performance Certificates (EPC) in Wiltshire show that most of the county's 201,991 homes have been rated B-F, though most are C or D. This is a far cry from the 100% A standard rating necessary to reach carbon neutrality and indicates that all new homes need to be built to zero carbon standards, and approximately 400 homes per week would need to be retrofitted to these standards to meet the 2030 target²⁰. This is a very ambitious target.

Above
The River Avon
from Bridge Street

- Para 56 –
 - replace “declared” with “*acknowledged*” in first sentence.
 - Create a new footnote after first sentence:
<https://cms.wiltshire.gov.uk/documents/q11678/Public%20minutes%2026th-Feb-2019%2010.30%20Council.pdf?T=11>
 - replace “declared” with “*acknowledged*” in second sentence.
- Add a new sentence at the end of 59: “Please refer to the Met Office about what is climate change and the role of ozone.”

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62 On 13 January 2021, a report from the Global Warming and Climate Emergency Task Group of the Wiltshire Council Environmental Select Committee issued a report that set out recommendations on planning policies for the Local Plan Review. These recommendations are the basis of the policies in the SNDP.

63 In Salisbury, there are 18,647 homes (Figure 6). To be carbon neutral, most, if not all, of these homes will need to be modified.

64 There is also extensive Conservation Area coverage in the central area and many listed buildings which are included in this total. Historic England has published "How to Improve Energy Efficiency"²¹ which provides comprehensive advice which will not be repeated here but should be consulted by owners of listed properties when they consider how to make them more energy efficient and reduce their CO₂ impacts.

65 There is mounting evidence that new houses can be built to net zero carbon standards on a cost-competitive basis in the mass market, but currently only a very small proportion are built to better than the minimum legal requirement for energy efficiency.²² In addition, no new homes will be connected to the gas grid from 2025 at the latest and will need to be heated through low carbon sources and have ultra-high levels of energy efficiency alongside appropriate ventilation.²³

66 Policy 3 seeks to bring development in Salisbury in line with Wiltshire Council's 2030 target to become carbon neutral and to meet the City Council's own carbon reduction targets and aspirations.

Figure 6. Number of residential properties in Salisbury

| Band | Fisherton and Bemerton | Bemerton | Harnham | St Pauls | St Edmunds | St Francis and Stratford | St Marks and Bishopdown | St Martins and Cathedral | Total |
|------|------------------------|--------------|--------------|--------------|--------------|--------------------------|-------------------------|--------------------------|---------------|
| A | 163 | 524 | 303 | 489 | 376 | 90 | 124 | 178 | 2,247 |
| B | 179 | 746 | 180 | 510 | 481 | 123 | 235 | 486 | 2,940 |
| C | 784 | 847 | 743 | 263 | 834 | 483 | 452 | 656 | 6,062 |
| D | 608 | 431 | 545 | 195 | 583 | 731 | 215 | 618 | 3,926 |
| E | 138 | 88 | 385 | 84 | 237 | 488 | 54 | 485 | 1,939 |
| F | 46 | 24 | 247 | 96 | 117 | 203 | 52 | 191 | 976 |
| G | 17 | 0 | 156 | 81 | 42 | 85 | 40 | 100 | 521 |
| H | 5 | 0 | 0 | 1 | 2 | 7 | 1 | 20 | 36 |
| | 1,940 | 2,660 | 2,559 | 2,719 | 2,672 | 2,190 | 1,173 | 2,734 | 18,647 |

Source: Wiltshire Council, Salisbury City Council, 2017 data on council tax band properties

Policy 3:

Carbon neutral development

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

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

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

Modification of existing buildings

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

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

Policy 3

When fulfilling the requirements of Core Policy 41, and in particular for major developments that require a Sustainable Energy Strategy, proposals will address the following:

Climate change adaptation:

- *How the proposal will perform against the UK Green Building Council's Net Zero Carbon Buildings Framework Definition²⁴ meeting the zero-carbon target wherever possible.*
- *How it will provide an improvement on Part L (2013) or subsequent replacement document of the Building Regulations through energy efficiency measures.*

Sustainable construction:

- *How energy use and generation CO₂ emissions will be metred.*
- *How the use of metred data will demonstrate that the building or modification for the first three years of the development will prioritise energy efficiency through the building fabric.*

Existing buildings:

- *Whether alternatives for heating such as the use of ground/air, and water source heat pumps or other on-site renewable energy should be used to maximise onsite energy generation.*
- *How planning applications to modify existing building (including Class MA development, changes to doors, windows, porches, new habitable or operational rooms including conservatories, loft conversions including dormers, and other extensions,)*

demonstrate that the proposal has improved the energy efficiency of the building to meet appropriate BREEAM (Very Good for C3, Excellent for non-residential development), Passivhaus, EnerPHit or other recognised national standards.

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

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Electric vehicle charging points

67 Published in July 2018, The Road to Zero²⁵ describes the government's ambition to end the sale of new conventional petrol and diesel cars and vans by 2040. The

government issued a revised two-phase approach in November 2020²⁶; Step 1 will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to

Figure 7. Vehicle charging types

| Type | Potential settings |
|--|--|
| <p>Slow/standard</p> <ul style="list-style-type: none"> • 7kW or lower. • typically, available in 3.5kW and 7kW power. • four to eight hours to fully recharge, depending on the vehicle and its battery size. • add between 10-25 miles of range per hour. • useful in locations where EVs are parked for a long time or overnight. | <p>Homes Workplaces</p> |
| <p>Fast</p> <ul style="list-style-type: none"> • between 7-22kW. • most fast charge points are 22kW. • two to four hours to fully recharge, depending on the vehicle. • provide up to around 75 miles of range per hour. • useful at destinations where EVs are parked for a few hours (e.g. shopping centres). | <p>Workplaces Long stay car parks Hospitals Gyms Entertainment venue car parks</p> |
| <p>Rapid</p> <ul style="list-style-type: none"> • between 43-50kW. • most rapid charge points are 50kW. • 25-40 minutes for 80% recharge, depending on the vehicle. • provide around 100 miles of range in half an hour. • useful for EVs parked for a quick break (e.g. service stations, taxis, commercial vehicles). | <p>Short stay car parks Food and other retail car parks Petrol stations</p> |
| <p>Ultra-rapid</p> <ul style="list-style-type: none"> • over 50kW. • most ultra-rapid charge points are 100kW or 150kW, more powerful units available. • provide around 200 miles of range in half an hour. • at present, few EV models can accept an ultra-rapid charge. • many EVs on sale from 2020 onwards are likely to accept 100kW charging. • useful for EVs that need to refuel without a break, as if refuelling at a petrol station. | <p>Short stay car parks Food and other retail car parks Petrol stations</p> |

Policy 4:

Electric vehicle charge points

2030. Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035. The government's proposals are predicated on an increase in charge points. To meet future demand, the government is providing grants for homeowners, businesses and local authorities to install charge points, and is also supporting the deployment of rapid charge points.

68 The government has amended permitted development rights to allow the installation of charge points in some situations. Amendments to building regulations are currently being consulted on to ensure that all new developments with parking have charge point provision.

69 The Local Government Association provides advice on how local government should prepare for the need for electric vehicle charging.²⁷ Electric vehicles are promoted both for the reduction in air and noise pollution and the reduction in atmospheric CO₂ production. There are currently four types of EV charge points which will be suitable for different settings, shown in **Figure 7**.²⁸ There are currently relatively few charge points in Salisbury, which are illustrated in **Figure 8**. This limited number will clearly not be sufficient if Salisbury is to meet the government's EV targets.

All new residential development, or residential conversions and modifications that result in the addition of one habitable room or more, will be required to provide at least one electric vehicle charge point where practicable.

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

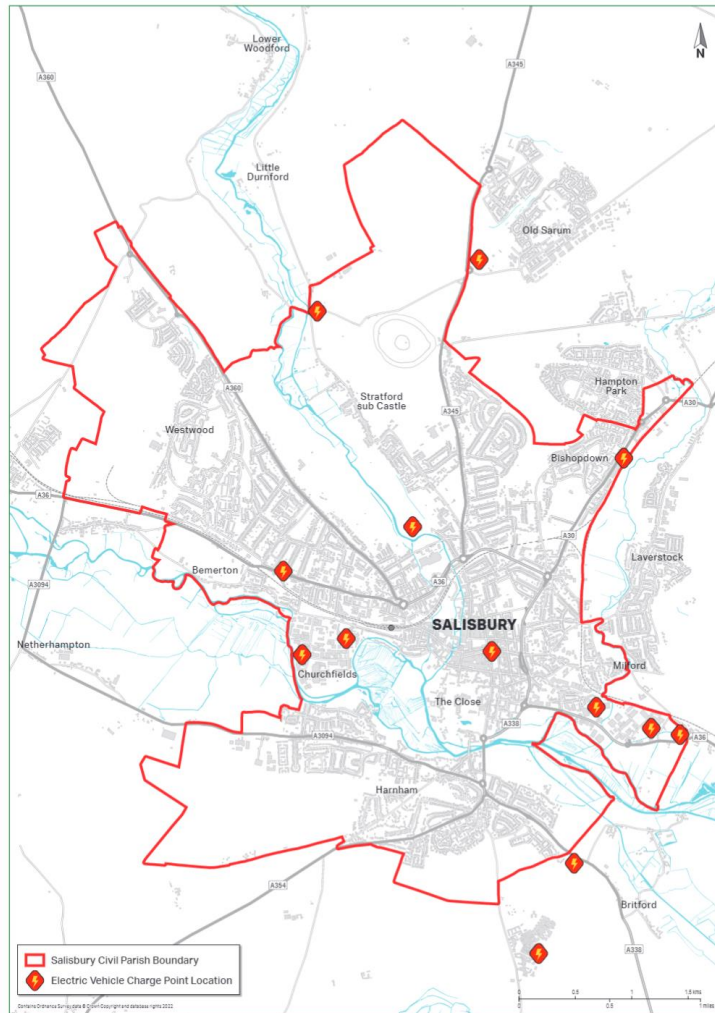
- Policy 4 – update as follows:

All new residential development or residential conversions and modifications where parking is provided should have an appropriately located charging point, preferably with two charging sockets. Where general parking areas are included in residential developments, there should be an appropriate ratio of charging points for general use.

All new non-residential proposals will be required to make provision for appropriate electric vehicle charging infrastructure to meet the development's own and visitor's needs.

The installation of electric vehicle charging points at public buildings with vehicular access and public parking and in street infrastructure such as lamp posts will be supported. Where provision is made each outlet should have at least two charging sockets.

Figure 8. Electric vehicle charge point locations in Salisbury



Source: Map of charging points for electric car drivers in UK: Zap-Map (zap-map.com), 10 February 2022.

Annie – please update this on the day that the map is agreed. Add the date accessed in the text under the maps

Habitats Regulations

70 Wiltshire Council as the competent authority has prepared a Habitats Regulation Assessment (screening) (HRA) in November 2021. This is provided as a separate document to accompany the SNDP.

71 New development in Salisbury will be required to be compliant with the Habitats Regulations. This policy draws upon the findings of the HRA to support applicants in their decisions as to how to address these regulations. Applicants are encouraged to consult the HRA and to prepare proposals for appropriate mitigation where necessary.

Policy 5:

Habitats Regulations

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

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

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

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Chapter 2:
References

- ⁵ "Our Natural Environment Plan" A Green & Blue Infrastructure Strategy for Wiltshire, Consultation Draft, September 2021.
- ⁶ *Ibid.*, page 38.
- ⁷ Wiltshire_Council_Draft_Climate_Strategy_Sept21.pdf
- ⁸ Greenhouse gas removal best way to make UK carbon neutral by 2050 | Imperial News | Imperial College London
- ⁹ Wiltshire Council, Environment Select Committee, 13 January 2021.
- ¹⁰ *Ibid.*, page 26.
- ¹¹ emergency-tree-plan.pdf (woodlandtrust.org.uk) Which Trees Offset Global Warming Best? (thoughtco.com)
- ¹² <https://www.wiltshireairquality.org.uk/assets/documents/council-reports/ASR%20Final%2013.07.2021.pdf>
- ¹⁴ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>
- ¹⁵ see WHO global air quality guidelines published Sept 2021. <https://www.who.int/publications/item/9789240034228>
- ¹⁶ see <https://uk-airdefra.gov.uk/library/air-quality-targets>
- ¹⁷ Wiltshire Council (2021): 'Air Quality Annual Status Report', [online] available to access via: <http://www.wiltshireairquality.org.uk/reports>
- ¹⁸ see Draft Air Quality Supplementary Planning Guidance on <https://www.wiltshireairquality.org.uk/reports>
- ¹⁹ Wiltshire Community Area Joint Strategic Assessment 2020.
- ²⁰ WC Cabinet 2 February 2021 Agenda Item 14, Appendix 1, paragraphs 56-61.
- ²¹ Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (historicengland.org.uk)
- ²² Global Warming and Climate Emergency Task Group, January 2021, para 17.
- ²³ *Ibid.*, para. 18.
- ²⁴ Net Zero Carbon Operational Energy: "When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset."
- ²⁵ The Road to Zero (publishing.service.gov.uk)
- ²⁶ Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030 - GOV.UK (www.gov.uk)
- ²⁷ The case for electric vehicles | Local Government Association and linked pages.
- ²⁸ Electric vehicles. What are the different types of chargepoint? | Local Government Association

Replace footnote 5: *The Wiltshire Green Blue Infrastructure (GBI) Strategy, adopted in February 2022, [Green and blue infrastructure - Wiltshire Council](#)*

Replace footnote 7: Wiltshire Climate Strategy 2022 – 2027, February 2022, [Climate Strategy](#)

Put this in the correct location: *Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency (historicengland.org.uk)*

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3: Built environment

Above
A view across
the City

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Design in the built environment

72 The government is placing ever greater emphasis on achieving good design in new development and has significantly updated the National Planning Policy Framework to make this happen. Salisbury already enjoys an exceptional built environment based on centuries of careful development but there are parts of the city and buildings and precincts that are due for refurbishment and modernisation.

73 This part of the SNDP guides how new development and modifications to existing buildings should be undertaken to achieve excellent design outcomes and civic improvements.

74 The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this²⁹.

75 Wiltshire Core Strategy Policy 57 seeks to encourage high quality design, and this SNDP policy provides local detail how that should be achieved in Salisbury. Similarly, Core Strategy Policy 58 requires development to protect, conserve and where possible enhance the historic environment. Both these Core Strategy policies must be read in conjunction with the policies in the SNDP and its appendices.

76 As described elsewhere in the SNDP, Salisbury has a unique and extremely high-quality built environment deriving from its geology, the flow of four of its five rivers through the city, its spectacular countryside landscape, and its many historic buildings reflecting many epochs, with the Salisbury cathedral and its spire creating a focal point.

77 All development, whether new, redevelopment of brownfield sites or existing buildings, or extensions and modifications of new buildings will require particular attention to design so that Salisbury's legacy is protected and enhanced.

78 Paragraph 134 of the National Planning Policy Framework states clearly that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

79 The SNDP's overriding policy objective is to influence the appearance and character of new or adapted buildings and their form of construction including minimising the impact of proposals on climate change. The SNDP takes forward those policies from the former Salisbury District "Creating Places" which remain relevant. The following summary of the historic built environment also derives from this source.

- Para 85: add "*and Edwardian*" after "Victorian" in bullet point starting with "A medieval street....."
- Para 85: delete bullet point starting with "The presence of trees...."

Historic built environment

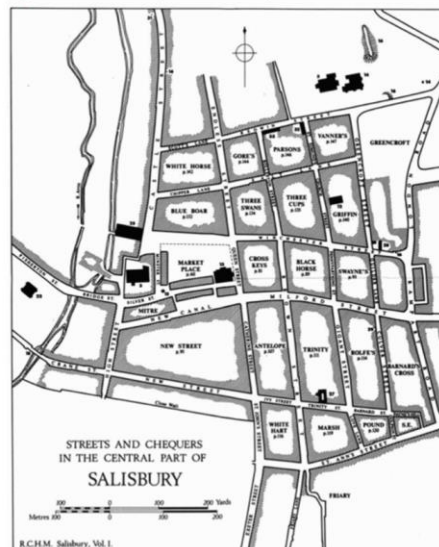
80 The historic core consists of two principal areas each with a distinct character: the quiet formality of the Cathedral Precinct (The Close), and the busy commercial and residential area of the historic Chequers and the Market Square set within the medieval grid of streets. Both of these areas are highly significant for their quality and the special interest of the built environment. There are a total of 38 grade I and 644 grade II* listed buildings within the city. The street pattern and the numerous surviving historic buildings give the core a strong historic feel.

81 The town is based on a medieval grid structure known as Chequers (Figure 9) which to this day includes: White Horse, Gores, Parsons, Vanners, Blue Boar, Three Swans, Three Cups, Griffin, Cross Keys, Black Horse, Swayne, Mitre, New Street, Antelope, Trinity, Rolles, Barnards Cross, White Hart, Marsh and Pound which still survive. The twenty Chequers still form the structure of the historic core of the city.

82 The Market Place was also established during the medieval period although it was larger than at present and possibly comprised Oatmeal Row, Ox Row, Butcher Row and Fish Row. These names refer to produce sold on these sites as do the Cheese Cross, and the Poultry Cross.

83 The Close has at its heart the cathedral. This is surrounded by a series of grand houses ranging in date from the thirteenth to the eighteenth century, bounded by the medieval precinct wall to the east, south and north and entered via one of three medieval gates. The spire of the cathedral serves as a focal point for many views within the city and for miles around.

Figure 9. Historic Chequers in Salisbury



84 Within the slightly skewed grid of streets, laid out at the time of the foundation of the city in the early thirteenth century and largely dictated by the inclusion of watercourses fed by the rivers, there is a great wealth and diversity of architectural styles and materials. Many medieval timber-framed houses, shops and inns have been re-fronted in the Georgian period but their scale and idiosyncrasies (irregular fenestration, jetties, parapet eaves lines with steep tile roofs behind),

- Para. 89: Insert “and Edwardian” after “Victorian”

all make a valuable contribution to the character and appearance of the area, and provide numerous examples of outstanding townscape quality which are an undeniable characteristic of the city.

85 The special qualities (or unique characteristics) of the Salisbury central area and the setting of the cathedral that are of heritage significance;

- A spectacular semi-rural landscape riverside setting comprising water meadows and treelined slopes of the surrounding valleys
- A medieval street pattern of grids

Below
High Street



44

surrounded by Victorian suburbs

- Survival of the historic building plots (burgages) of the thirteenth century
- Medieval timber-framed buildings, many of which have been re-fronted with brick and render in the Georgian period
- The high-quality representation of architectural styles, materials and finishes throughout the city
- The use of materials – brick, timber, mathematical tiles and tile hanging to disguise and historically upgrade timber framed buildings
- Medieval rooflines in old red clay tiles (often seen behind later facades and revealed to rear elevations)
- Georgian frontages - traditional sash windows, classical doorcases or doorhoods, cornices, parapets and platbands
- Views to the cathedral – cultural/artistic (through nationally acclaimed paintings and artists), processional, accidental and terminated views
- Cathedral Close with its building history spanning eight centuries of planning and architecture
- A dynamic positive tension between the spiritual and the commercial sectors of the city
- Green spaces of high quality particularly to the riverside; and
- The presence of trees in the streetscape.

86 The Conservation Area Appraisal

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of 2014 refers to Salisbury as "...probably one of the best known medieval planned towns in the country." Its grid street design dates back to the early 13th century and largely survives to this day in the Salisbury Chequers (20 in total). The grid was thought to reflect the demand for property for the expected size of the city. It is irregular because it incorporated both existing roadways and watercourses. The CAA Error! Bookmark not defined. states: "The hierarchy within the Chequers is focused on the Market Place, where the scale and intensity of the built form is greatest. The eastern areas are generally quieter and more residential in character, although commercial activity stretches along Milford

Street and Winchester Street from the main shopping areas. The western areas contain retail, commercial and employment uses – including hotels – reflecting their proximity to the main city core".

87 Much of the central core and streets to the eastern (Gigant Street) and western (Brown Street) edges of Trinity chequer have been the subject of major redevelopment. In most cases the all-important building line of the historic grid has been maintained. Although there is much new building, this has also maintained the fine to medium grain of historic development to the north (Milford Street) and south (Trinity Street) of the chequer.

Below
Salisbury Guildhall



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88 Much of the historic core is within the Conservation Area. However, Salisbury in Detail³⁰ states:

... out of more than 500 images in the book, almost half come from buildings which are not listed. For the most part, these structures do not fall within the city's fairly tightly defined Conservation Area either - in other words, they have no form of statutory protection at all.

89 The Victorian era brought some prominent examples of 19th century architecture including the railway station in 1859, the old post office in Castle Street in 1904, and the former County Hotel (now Wetherspoons PH) in Bridge Street in 1874, and residential rows such as Churchfields Road Villas, Harcourt Terrace and the Fisherton Street link from the city core out to the station.

90 It was a century of slow then rapid growth, with a population in 1801 of 7,668 rising to 9,500 in 1851, then rapidly expanding to 17,000 by 1901. In the 19th century Britain was transformed by the industrial revolution, which largely passed Salisbury by as it remained a market town as the old cloth industry died out.

91 Some significant improvements in Salisbury occurred during the 19th century, such as gas street lighting in 1833 and the arrival of the railway in 1847. After the outbreak of cholera in 1849 the city embarked upon the creation of piped water supplies and underground sewers. The result was an expansion of Victorian residential building outwards towards the main arterial routes such as the Devizes Road, along the London Road and south towards Harnham, as well as closer into the centre as mentioned above.

92 Salisbury's older suburbs (mostly bounded by the railway, Churchill Way or water meadows) are primarily residential areas dominated by a strong Victorian street pattern of relatively narrow parallel roads, in a loose grid layout, with terraced housing overlaying earlier medieval origins. The predominant building material is red brick and houses are often decorated by intricate brick detailing.³¹

Add a new section with heading

Historic environment record

Salisbury has a rich record of archaeological finds which can be accessed via the Wiltshire Council Historic Environment Record. There are extensive records available to view online which should be consulted when preparing planning applications for development that might adversely affect known features.

Design in Salisbury

93 The City of Salisbury Conservation Area Appraisal and Management Plan, adopted December 2014,³² provides a detailed planning context for the Conservation Areas of Salisbury and is a key document in preparing and determining planning applications in the city.

94 A separate Design Guide for Salisbury has been prepared to accompany this SNDP which sets out detailed design considerations for all development. This guide must be read in conjunction with the policies in this SNDP and those prepared by Wiltshire Council as the Local Planning Authority.

95 Whilst traditional design and architecture is to be cherished and enhanced in the city centre, there are recent examples of modern developments that have been permitted which are generic in design. It is not always possible or desirable for new development to be limited to traditional design references and there may be exceptional modern schemes that do not mimic traditional design features but which may nonetheless, because of their pleasing design or high quality details, still make a positive contribution to their surroundings. However, modern design should enhance the urban environment overall and not contribute the erosion of local character or interest.

96 National planning guidance is now placing increased emphasis on beauty and quality of design. In the past Salisbury has had independent design reviews of important developments (Design Forum). This has ceased in recent years. The basic methodology for how a design panel could be used to prepare the best design solutions is set out in "Design Review and Practice"³³, published in 2013 by the Design Council.

Though now slightly dated, this document's principles are still fully endorsed, and major schemes or those in sensitive locations should demonstrate that they have taken advantage of independent, external design support wherever possible. For such developments the Local Planning Authority and/or Salisbury City Council should demand evidence of such Design Review.

97 Many aspects of good design require maintenance over time. Whilst it can be expected that external finishes will require maintenance as part of development, too often matters such as landscaping, flood management and replacement of building elements such as doors and windows, are either overlooked as a scheme matures, or are handled poorly when they are replaced or updated. For this reason, the SNDP will require that long term management schemes will be put into place for the following matters: landscaping schemes other than individual residential properties, any form of flood management scheme, tree planting, and where appropriate, replacement of key building elements. Further advice on these matters can be found in the Design Guide for Salisbury.

Para 96 – changes "Design Review" to "design review"

Para. 97 change "Design Guide for Salisbury" to "**Salisbury design and advertising guide.**"

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Policy 6:

Design in the built environment

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

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

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

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

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

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

- First clause: change "Design Guide" To "*Salisbury Design and Advertising Guide*"
- WC noted that more evidence on archaeology is required. Add new clause to Policy 6 at the end:

Any development with below ground impacts of any substance within the Conservation Areas and particularly in Cathedral Close will address Core Strategy Policy 58 with regard to archaeology.

- In first clause, amend as follows:

All developments in Salisbury will be required to have regard to the Salisbury Design and Advertising Guide when addressing Core Policy 57 and 58, particularly.....

- Amend 4th clause as follows:

All development *that requires planning permission* for Class E uses.....

Design for E Class uses and conversions from Class E to Class C3



Left
Old Sarum

98 Subject to certain criteria, the conversion of a Class E unit to Class C3 residential is permitted development (Class MA development) and therefore planning permission may not be required. However, there is a requirement to submit an application for prior approval, which only takes into account certain matters such as transport impacts, safe site access, contamination, flooding risks, impact on the character or sustainability of the Conservation Area, provision of natural light, or loss of a registered nursery or health centre.

99 It is therefore important for all applicants to contact the Local Planning Authority to understand whether their proposals meet the permitted development criteria. This service provides advice on the process of making an application and offers the

applicant the opportunity to discuss their proposals before submitting.

100 Where a proposal involves a building located in a Conservation Area and involves the change of use of the whole or part of the ground floor, the impact of the proposal should be in keeping with the character and sustainability of the Conservation Area. Salisbury's main shopping precinct in the central area is designated as a Conservation Area for these purposes.

101 Specific design guidance has been prepared in the Class E "Shopfront" and Class MA Design Guide document that accompanies the SNDP. This document should be considered when making any design decisions for E Class uses and for conversions under Class M development.

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Salisbury Cathedral Close and its Liberty

102 The Close and its Liberty have constituted one neighbourhood within Salisbury as far back as the 14th century. Both are fully within the Conservation Area.

103 Several studies and writings stress the tranquil character of The Close with a sense of calm and contemplation as opposed to the rest of the city. This is mainly due to the restricted traffic flow and the absence of commercial enterprises within its walls³⁴. The 83 acres of The Close provide extensive green space right in the heart of the city, linking the

townscape with the countryside and providing a refuge for wildlife.

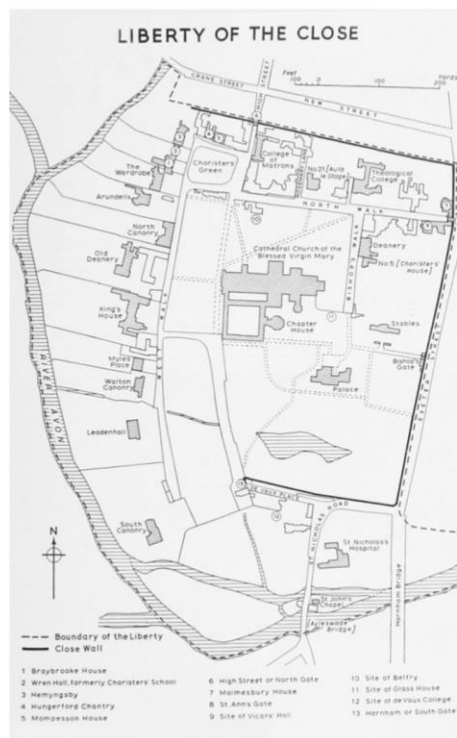
104 Many of the extensive gardens have a river frontage along the Avon. The North Canonry is included on Historic England's Register of Historic Parks and Gardens as a Grade II Listed Park/Garden. Together with several very significant trees, the green setting of the cathedral contributes to the tranquillity and special atmosphere of these spaces. They are of fundamental importance to the character and setting of the cathedral itself. These

Figure 10. High Street Gate – main entrance of only three into The Close



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Figure 11. The Wall and Liberty of The Close, Salisbury



Source: A History of the County of Wiltshire: Volume 6...³⁷ from City of Salisbury Conservation Area Appraisal and Management Plan, 2014³⁴

green spaces and The Close landscape are an important part of Salisbury's GBI which includes the wooded slope of Harnham Hill to the south. This is also an important component of the landscape setting and green backdrop for the cathedral but there are issues with an increasing loss of mature trees due to age and ash dieback disease.

105 There are a variety of tree species in the public realm of The Close which are entirely appropriate in terms of scale, stature, and lifespan for these spaces. These include lime, horse chestnut, deodar cedar, several 300-year-old specimens of London plane, yew, beech, oak, ornamental pear.

106 The mix of trees, hedgerows, lawns, school grounds (one of which includes a lake), and playing fields, as well as private gardens with river frontages, provide an important variety of wildlife habitats.

107 The pedestrian route and cycle-way through The Close provides valuable and uplifting connectivity with the city centre for people living and working on the south side of the city.

108 The Close wall delineates the curtilage of the cathedral and The Close. It exists still largely intact with exceptions along the eastern bank of the river Avon where only remnants remain, illustrated in Figure 11.

109 The City of Salisbury Conservation Area Appraisal and Management Plan³⁵ (2014) refers to The Close as a uniquely well-preserved example of a medieval secular cathedral close, and describes it "of outstanding significance". It is exceptional in having been planned

and largely developed at one time. This assessment is also reflected in the listing text of the Cathedral³⁶. These views are also mirrored in literature, art and learned studies (see examples^{37 38}).

- Para 108: amend as follows:

Where only remnants remain. *Figure 11 illustrates the extent of the Liberty of the Close.*

-

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110 Salisbury has 38 grade I listed buildings. Of these 22 are within The Close³⁹ and its Liberty (including The Close wall in this count). **Figure 12** is an excerpt from the Conservation Area Plan showing the listed buildings within The Close (green circles).

111 The Close constitutes the curtilage of the cathedral and the Grade I listed Close wall.

112 The Salisbury Cathedral Strategic Plan 2017 – 2022⁴⁰ sets out how the

cathedral's rich architectural, cultural and artistic sense of place will be sustained.

113 The cathedral's masterplan "An Exceptional Place"⁴¹, endorsed by Wiltshire Council in February 2017, provides a contextual framework for new physical developments of the cathedral and The Close.

114 There is an understandable tension between maintaining or even increasing high visitor footfall and the protection of this unique setting. The SDNP provides

Figure 12. Listed buildings in The Close (blue)



Source: City of Salisbury Conservation Area Appraisal and Management Plan, Figure 66. <https://cms.wiltshire.gov.uk/documents/s68531/salisbury%20con%20area%20doc.pdf>

52

- Para 110 : delete “green circles” and add “in blue”.

- Para 111: Replace paragraph:

From its inception, The Close (bounded by the River Avon and the Close Wall) has formed the curtilage of the cathedral. Both are listed as Grade I.

- Para 114: at end of paragraph add text:

...future benefit of all stakeholders by providing additional planning policies to guide design decisions.

- the SDNP provides an opportunity

the opportunity to help balance these forces for the future benefit of all stakeholders.

115 The Liberty of The Close includes the area to the south-east of the Harnham Gate, extending to the north bank of the river Avon. The river is a designated Site of Special Scientific Interest (SSSI). This area comprises St. Nicholas Hospital (a 12th century almshouse which predates the

cathedral) as well as de Vaux Orchard. The latter forms the eastern-most extent of the Salisbury water meadows.

116 The Liberty of The Close comprises a further 17 listed buildings and structures of which 11 are Grade II listed, 5 are Grade II* and one Grade I (Ayleswade Bridge or Old Harnham Bridge). Indeed, only one of the houses is not listed.



Figure 13. Mompesson House



Figure 14. Terrace of houses east of cathedral including Deanery



Figure 15. De Vaux House occupying part of the site of medieval De Vaux College



Figure 16. St. Nicholas Hospital – founded 1215

- Para 115: replace “forms the eastern-most extent” with “adjoins”

Policy 7:

The Close and its Liberty

All development proposals including planning applications and listed building consent applications should consider The Close as a single entity constituting the curtilage of Salisbury Cathedral and The Close Wall, both of which are Grade I listed and will be required to:

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

Proposals for advertising in The Close will normally be deemed inappropriate in this Area of Special Control of Advertising.

Development proposals within the scope of the cathedral's masterplan "An Exceptional Place"⁸ will be treated favourably having regard to the SNDP's, NPPF's and the Local Plan's policies on the historic environment.

117 The Conservation Area Assessment and Management Report⁴² states: "This small character area has the remains of some of the earliest buildings in the Conservation Area and is a very strongly defined gateway to the city...", further observing: "...a very high-quality townscape despite its close proximity to the city ring road."

118 There are four cafes/restaurants in The Close as well as four meeting rooms (not counting the cathedral). The latter are accessible and regularly used for quite active neighbourhood activities and events.

119 There is easy access to shopping and facilities in the central area. The Liberty has frequent bus services from Exeter Street to and from the central area.

- Policy 7, final clause, third line "8" should be superscript.
- Para 118: Delete sentence starting "The latter..."

Replace with:

The latter, as well as museums, the cathedral archives, Arundells and Mompesson House are open to the public. There are also several performance and entertainment spaces and two schools.

The Chequers

120 The city's Chequer street pattern, originally laid out in the 13th century, is characterised by continuous lines of buildings set at the back of the pavement, producing a tightly knit, dense streetscape, without front gardens or breaks in the frontage. The street picture is unified by its continuity and, broadly speaking, a common eaves height. Generally, individual buildings are narrow, domestic in scale and respectful of the scale and proportions of neighbouring buildings providing compatibility rather than being competitive. Modern developments often require vehicular access to the rear of sites, thus introducing an uncommon feature in the Chequers. Where such breaks in the frontage are proposed, they should be suitably designed and detailed to contribute to the street scene.

121 The eastern Chequers contains the major part of the tight medieval grid-iron street pattern and is predominantly residential. The streets are narrow with much kerbside car parking and have tight junctions that are difficult for service vehicles to negotiate. The area contains several notable historic buildings.

122 Due to the character of the Chequers, breaks in the street frontages are not common. Modern developments often require vehicular access to the rear of sites and where these are proposed, they should be suitably designed and detailed to contribute to the street scene.

123 The urban open space network in the centre of Salisbury consists of streets,



Left
Salisbury Cathedral
and Chequers

- Para 123: Correct spelling “*Butcher*”

Policy 8:

The Chequers

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

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

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

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

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

squares and parks. The public enjoys a right of entry to these spaces, for example Poultry Cross, Butchers Row, the Market Place and the Guildhall Square, which connect to provide a variety of forms, in turn contributing to the essential character of the city. The Market Place contains a fine collection of historic buildings, most notably The Guildhall, and its character differs from the tightly knit fabric of the Chequers especially with regard to the wider and taller views afforded of the buildings.

124 The central area's green open spaces are to be found in the north-east of the Chequers at The Greencroft, the grounds of St. Edmund's Church, Bourne Hill, and the recreation ground adjacent to the old swimming pool. In addition are the backlands to the Chequers, which were traditionally more open with stables, allotments, gardens, small-holdings, orchards, etc. Marsh Chequer is the only remaining one still with an open centre. There are also small areas of historic paving surviving in parts of the area, such as stone kerbs and stable pavers which need to be preserved from destruction from tarmac on the footways, which looks unsightly and has contributed to the deterioration of the public realm in this area.

- Para 124: Delete “adjacent to the old swimming pool”.
- Para 124: amend sentence starting with “Marsh” as follows:

Marsh, White Hart, Griffin and Black Horse Chequers still retain an open centre. Many Chequers had significant development in the 17th and 19th Centuries.

- Policy 8: amend 1st clause to read:

Proposals that avoid the erosion of the traditional back of pavement line, avoid a break in the street frontage or do not obscure the Chequers street patterns will be supported.

- Policy 8: amend 4th clause to read:

Loss of the open areas of any Chequer will be resisted.

Protecting views of the cathedral spire

125 Core Strategy Policy 22 requires that new development will be restricted to a height that does not exceed 12.2 metres above ground level. Decorative architectural features that positively contribute to the variety, form and character of the area's roofscape, skyline and silhouette may be allowed to exceed 12.2 metres in height where appropriate, provided that they do not result in any increase in usable floorspace. In exceptional circumstances, development in excess of 12.2 metres in height will be permitted, where it can be demonstrated to the satisfaction of the local planning authority that the development:

- Would have no demonstrable harm on the roofscape of the city and/or views of the cathedral.
- Would be essential for the long-term economic viability of the city.
- Has the height that is required to ensure the development is making the most efficient use of the land.

"The cathedral spire is a dominant feature of the skyline. Views of Salisbury are dominated by the cathedral spire rising above the roofscape of the city. The shape, scale, variety of construction, materials, colouring and weathering of roofs in the city contribute to a roofscape that is a vital part of the area's character and appearance. The spire's dominance has been maintained by the implementation of policies in both structure and local plans. Policy D6 seeks to continue this dominance by restricting new developments to the traditional form of low-rise buildings with pitched roofs within the city. The council recognises, however, that there



*may be instances where new roofscape features can add variety to the skyline and will consider proposals for individual high quality architectural features, which contribute, to the city's silhouette. Due to the compactness of the city, its small scale and the fine detail of existing features, such as church spires, such proposals will only be permitted where they do not include useable floorspace."*⁴³

126 The importance of views of Salisbury Cathedral was extensively reviewed in the 2008 document "Review

Above
Castle Street
& Cathedral
from North

- Para 125: add new text after first sentence:

A policy to protect views of Salisbury cathedral spire existed in the Salisbury District Local Plan and the Core Strategy. These policies and their evidence have been carried forward here.

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of the Salisbury Central Area '40ft Rule' Policy", prepared by Chris Blandford Associates. This document was a keystone in Salisbury District Council's approach to the protection of key views in the city and remains relevant to the SNDP. This section of the SNDP draws heavily upon that 2008 document, bringing it up to date.

127 The special character and sense of place of the historic core and suburbs within the Salisbury central area is derived from the combination of topography, tree-lined river valley and the water meadows that provide the wider landscape context for the city centre.⁴⁴

Below
The Cathedral
and the Close

128 The rich chalk lowlands of Wiltshire form the wider setting of Salisbury. The

convergence of five river valleys means that water historically, and currently, plays a key role in the establishment of the landscape context of the city. It is not only the cathedral, but also the number of other historic churches that occupy the city and tell their own story with regards to its development. In addition, it is the relatively modest and consistent scale across the city that makes the cathedral such a dominant landmark and provides memorable townscape from both a distance and in the immediate context of the street. In addition to the wider landscape setting, the countryside weaves its way almost into the heart of the city. Early 17th century water meadows encircle the southern half of the city and the gardens of the grand houses of The Close back onto these water meadows forming



an almost seamless connection with these historic waterways.⁴⁵

129 The character of the views into and out of the area is defined by the topographical nature of the city – sitting in the bowl of the river bend. The spire of Salisbury Cathedral is the tallest in the United Kingdom and, together with its quintessentially English landscape setting, is widely considered to be a nationally important icon. Within the area, the degree to which the cathedral spire is present/visible is one of the defining characteristics of city views. This is a defining element of the townscape, which provides both scale and orientation.⁴⁶

130 More generally within the area, there are a number of factors, which strongly define the types of view experienced. The grid pattern of Chequers provides long clear views channelled by development either side. These are often terminated by built form in an attractive manner. The Market Place, due to its piecemeal development and to some extent departure from the strict grid pattern of the Chequers, has more complex views, which comprise glimpses such as the juxtaposition of St Thomas’s church with the Cheese Market. Given the rigidity of the townscape, funnelled and enclosed views are consistently provided as one moves on foot around the city. This ability to be able to see for some distance, combined with the variety and interest of buildings lining the streets of the core and the comfortable enclosure, which is in proportion to the width of the street, make a significant contribution to the sense of place.⁴⁷

131 A building heights policy to protect the character and setting of the city and cathedral was first introduced in the early 1960s by the planning authority at that time, Wiltshire County Council.⁴⁸ The approach taken in the Salisbury District Local Plan was

effective in protecting important views of the central area but the policy became out of date with the formation of the Unitary Authority and the adoption of the Core Strategy.

132 The review of the 40ft. policy identified a typology of views that remains relevant:

- **Cultural views** - these views are highly sensitive to change and all development within.
- The **defined view corridor** should be very carefully considered.
- **Accidental/glimpsed views** – these views are desirable to retain but in practice would be hard to protect from all possible development. These views nonetheless make a very positive contribution to the character and appearance of the area and development affecting them should be considered within the context of the relative rarity and sensitivity of individual views.
- **Approach/peripheral views** - these views are highly sensitive to change and are of national significance. All development within these view corridors should be the subject of a full Landscape Impact Assessment to assess their impact on the cultural, aesthetic and historic character of these varied and internationally celebrated views; and
- **Terminated views** – these views would have to be measured on a case-by-case basis. Any changes to the subject building of the terminated view would need to be carefully considered and their potential impact on the special character and appearance of the area measured.

133 The “City of Salisbury Conservation Area Appraisal and Management Plan” (Adopted December 2014) identifies important views as shown in **Figure 17**.

- Add space before bullet “terminated views”
- Add new text at end of chapter:

Old Sarum (appropriate sub-head)

Old Sarum, the historic original centre and castle for Salisbury is a Scheduled Monument and is protected by the Stratford Sub-Castle conservation area. The Cathedral Spire and Old Sarum are historically linked and 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.

Policy 9:

Protecting views of Salisbury cathedral spire

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

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

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

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

- Change policy title to:

Protecting key views in Salisbury

- Change first clause as follows:
In accordance with Core Policy 22, planning.....
-
- Add new clause to Policy 9:

Where appropriate, major developments should consider and be sympathetic to potential impacts on the setting of the Scheduled Monument of Old Sarum and protect views of the monument where they exist.

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Chapter 3:
References

- ²⁹ National Planning Policy Framework 2021, para. 126.
- ³⁰ *Salisbury in Detail*, 2009, ISBN 978-09512100-1-7
- ³¹ *Ibid.*, para. 2.3.6
- ³² <https://www.wiltshire.gov.uk/media/989/Salisbury-plan-2014/pdf/Salisbury-plan-2014.pdf?m=637106451974230000>
- ³³ <https://www.designcouncil.org.uk/resources/guide/design-review-principles-and-practice>
- ³⁴ [https://www.wiltshire.gov.uk/planning-conservation-areas Salisbury CA page 125, para. 7.228](https://www.wiltshire.gov.uk/planning-conservation-areas/Salisbury%20CA%20page%20125%20para%207.228)
- ³⁵ [https://www.wiltshire.gov.uk/planning-conservation-areas Salisbury CA pages 125 -126](https://www.wiltshire.gov.uk/planning-conservation-areas/Salisbury%20CA%20pages%20125-126)
- ³⁶ <https://historicengland.org.uk/listing/the-list/list-entry/1023581>
- ³⁷ Link... 'Salisbury: The liberty of the close', in *A History of the County of Wiltshire: Volume 6*, ed. Elizabeth Crittall (London, 1962), pp. 72-79. British History Online <http://www.british-history.ac.uk/vch/wilts/vol6/pp72-79>.
- ³⁸ *A Guide to Salisbury Cathedral Close*, ISBN-1-5272-2090, page 32 also page 37 Bibliography
- ³⁹ https://en.wikipedia.org/wiki/List_of_Grade_I_listed_buildings_in_Salisbury
- ⁴⁰ <https://www.salisburycathedral.org.uk/sites/default/files/salcath-strategic-plan-2017-web2.pdf>
- ⁴¹ <https://cms.wiltshire.gov.uk/documents/s128972/Cathedra%20Masterplan%20Report.pdf> Appendix 1
- ⁴² [https://www.wiltshire.gov.uk/planning-conservation-areas Salisbury CA page 144 paras 7.2080, 7.2082](https://www.wiltshire.gov.uk/planning-conservation-areas/Salisbury%20CA%20page%20144%20paras%207.2080%207.2082)
- ⁴³ *Salisbury District Local Plan (June 2003)*, Policy D6, para. 3.35.
- ⁴⁴ *Review of the Salisbury Central Area '40ft Rule' Policy*, prepared by Chris Blandford Associates, 2008, para. 2.3.7.
- ⁴⁵ *Ibid.*, para. 2.3.8.
- ⁴⁶ *Ibid.*, para. 2.3.9.
- ⁴⁷ *Ibid.*, para. 2.3.10.
- ⁴⁸ *Ibid.*, 2.5.1.



4: Green and blue infrastructure

Above
Queen Elizabeth
Gardens

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Green and blue infrastructure

134 Wiltshire Council's Green and Blue Infrastructure (GBI) Strategy⁴⁹ has three goals in the natural environment plan and reflects the UN Sustainable Development Goals⁵⁰ and national goals and targets for improving the environment set out in the government's 25-year Environment Plan, 2018⁵¹:

- Adaptation, mitigation and resilience to climate change
- Halting the loss of and improving biodiversity
- Contributing to health and wellbeing

135 The shared vision, which includes Salisbury city, is shown in **Figure 18**.

136 The Wiltshire strategy includes the following priorities: creating more and better green spaces in our towns to help prevent flooding and attract people to live, work and invest in the area; planting the right trees in the right places to provide vital shade during heatwaves and increase carbon storage

capacity; enhancing and restoring important wildlife habitats (woodland, wetland, scrub and species rich grassland); improving air quality and supporting landscape beauty and character; as well as healthy lifestyles, active travel and access to nature via comprehensive walking and cycling networks.⁵²

137 The strategy also contains planning principles that will form the basis of the policies in this section.

Development in Wiltshire should seek to⁵³:

- Contribute to the delivery of high quality multi-functional networks of GBI to provide long-term benefits for people, places and nature in Wiltshire.
- Embed GBI in ways that help reinforce and enhance the local built, natural and historic character of Wiltshire's landscapes and townscapes.
- Embed GBI in ways that help support nature recovery and reverse the decline in biodiversity in Wiltshire by providing a new biodiversity gain.
- Embed GBI in ways that help Wiltshire's communities and wildlife to be more resilient to a changing climate.
- Embed GBI in ways that help contribute to healthy living and well-being by providing spaces for recreation, relaxation and growing local food in Wiltshire.
- Contribute to long-term management and maintenance of related GBI through financial contribution, management schemes and management plans as appropriate.

Figure 18. Wiltshire Council's vision for Blue and Green Infrastructure



Source: Wiltshire Council Green and Blue Infrastructure Strategy, Consultation Draft, September 2021.

NOTE: THE CHAPTER HAS BEEN EXTENSIVELY REWRITTEN TO TAKE ACCOUNT OF REG. 14 COMMENTS AND TO UPDATE FOR NEW GOVERNMENT GUIDANCE (THE ENVIRONMENTAL IMPROVEMENT PLAN 2023, BIODIVERSITY NET GAIN, LOCAL NATURE RECOVERY) AND OTHER POLICY PROVIDED BY WILTSHIRE COUNCIL WHICH HAS MOVED FROM DRAFT TO ADOPTED SINCE THE REG. 14 DRAFT WAS PREPARED.

REVISED TEXT WAS AGREED AT THE STEERING GROUP MEETING OF 14 FEBRUARY 2023.

*** REPLACE THIS PAGE****

Enhancing blue and green infrastructure and biodiversity

138 Salisbury initially developed in the river valleys, the move from Old Sarum being prompted by both the lack of water and lack of space. Expansion continued to take place on the lower ground until Victorian times when development expanded up the hillsides and over the surrounding former chalk downland ridges in some areas. The river networks and topography can be seen in Appendix 1, **Figure 51**. The rivers and river corridors are significant local assets, and together with a wide variety of green spaces, make up the green and blue infrastructure of the parish.

139 As Wiltshire Council have stated, preserving and enhancing the GBI is a critical strategy in tackling climate change⁵⁴. GBI has a role to play in managing future flood events, improving carbon sequestration, achieving improvements to air, soil and water quality, passive cooling, and biodiversity enhancement as well as supporting healthier, more connected and more active lifestyles.⁵⁵

140 Wiltshire Council has identified policy themes which are relevant to the SNDP for enhancing GBI and biodiversity⁵⁶:

- Development should be ambitious in enhancing and creating new GBI assets.
- This should largely be guided by Wiltshire's emerging GBI strategy, but all major development schemes should be supported by an audit of existing GBI that is used as a template for planning areas of built and natural form.
- GBI should be accessible for all and should be designed to incorporate the

benefits, such as carbon sequestration, air quality improvements, passive cooling, health and wellbeing and biodiversity enhancement.

- All new development will provide a minimum of 10% net biodiversity gain on site, or off-site in accordance with measures to be set out in policy and the emerging GBI Strategy.
- All areas of biodiversity net gain should be protected and positively managed through a long-term (minimum 30 years) programme of maintenance.

141 The emerging Wiltshire Local Plan will set out development management policies to meet these priorities, but it is necessary for the SNDP to augment them to address the city's special GBI features and character.

Biodiversity net gain

142 The NPPF requires development to secure measurable gains for biodiversity⁵⁷. The Environment Bill has converted this into law and the government will release advice on how to measure biodiversity net gain (the biodiversity metric), requiring a minimum of 10% improvement for all development. BS 8683:2021 is the new British Standard that sets out a process for implementing biodiversity net gain (BNG). See the Design Guide for more details.

143 Many larger developers already design their schemes to include biodiversity net gain, but this is not "all" development. It is therefore necessary for the SNDP to capture biodiversity net gain for those developments that do not include this in scheme designs.

*** REPLACE THIS PAGE****

144 Proposed amendments to Schedule 7A 2(2) of the Town and Country Planning Act sets out that the biodiversity value attributable to the development is the total of:

- The post-development biodiversity value of the onsite habitat,
- The biodiversity value, in relation to the development, of any registered offsite biodiversity gain allocated to the development, and
- The biodiversity value of any biodiversity credits purchased for the development.

145 Research by the RSPB has found that across the UK, there has been a widespread loss and degradation of habitats over many years from which the country's wildlife has not recovered. Once common species such as hedgehogs, starlings, and a wide range of insects are becoming increasingly rare⁵⁰. In addition, biodiversity intactness, i.e. the numbers of species and individuals found in an area, has also been significantly impacted by land use pressures in the UK. This is according to research by the Natural History Museum which places the UK in the lowest

12% of countries worldwide for biodiversity intactness⁵⁰.

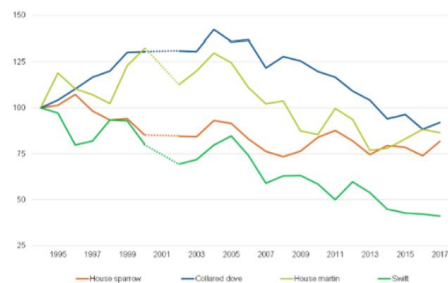
146 However, there some positives for urban dwelling species⁵⁰. The document states under the heading 'Land use and biodiversity':

"Urban areas, while generally lower in biodiversity than rural areas, can contain a range of wildlife, plants and habitats. Developments designed with space for nature can even increase species diversity and abundance, for example, where land is converted from intensive farmland. Some species are considered 'urban specialists'. For example, swifts, which nest in cavities in the roofs of older buildings. Urban specialist birds are a good biodiversity indicator for urban areas, because good quality, long-term data is available, and much is known about their ecology and some of the pressures affecting them. However, urban specialist birds have also declined in abundance in the UK since 1994 (Figure 19) and factors contributing to some of these species' declines include building demolition, renovation and roof repair."

Salisbury is fortunate to have a population of swifts whose squealing calls enliven the local soundtrack of summer (see **Figure 20** for swift nesting hotspots). Whilst there has been a decline in numbers over the last decade or so, Salisbury and Wilton Swift Group (SAWS) believe the decline started much earlier. There is anecdotal evidence that especially in local authority housing areas, that in the 1970s the skies were full of swifts – several hundred as against 30 now.

147 Some wildlife species benefit from the concentration of food resources created by people in cities. Generalist mammals such as foxes, rats and badgers are thriving in UK cities. Badgers, rats and roe deer all increased in numbers in urban areas between 2004 and 2015. Hedgehogs and grey squirrels decreased over the same time period.

Figure 19. Trends in UK urban specialist bird species, 1994 to 2017



Data standardised to a 1994 baseline. Dashed lines represent missing data as a result of lack of survey activity during the 2001 foot and mouth outbreak

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148 The report concludes:

"As people around the world face the dual climate and biodiversity emergencies, putting sustainability at the forefront of how urban areas grow and adapt, presents huge opportunities for the health and wellbeing of billions of people, now and in future generations... City leaders, planners, communities and citizens can lead the way to an inclusive, resilient future, within the limits of the planet's resources"

149 Enriching habitat and improving connectivity in urban areas is very beneficial for wildlife. New housing development will require permeable garden boundaries including hedging so that amphibians, hedgehogs and other small mammals can develop territories needed to support viable populations. Integral swift bricks will be required as well as purpose designed boxes for other bird species as well as bats, and the presence of well-designed green infrastructure, i.e. a network of hedges, shrubs and trees throughout a new development provides shelter and potential nest sites which is important for a wide range of small birds and benefits insects and other species.

Salisbury Area Greenspace Partnership Audit

150 The Salisbury Area Greenspace Partnership (SAGP) has been active since 2012, identifying and mapping Salisbury's GBI assets, raising awareness of the value of GBI and developing ideas for a local GBI strategy. SAGP was set up with support from Salisbury City Council and Wiltshire Council and initially, also Laverstock and Ford Parish Council and Wilton Town Council. Natural England and the Environment Agency were involved together with Wiltshire Wildlife Trust, the RSPB and other local specialist interest groups, including Walking for Health, the local Cycling Opportunities Groups (COGS), Salisbury Wildlife Group and South Wiltshire Biodiversity Group. These local

groups, have been involved with surveying and developing ideas for the connectivity strategy.

151 The SAGP digital mapping resource has been developed to provide an overview of GBI in the area in an easily shared spatial format and as a one stop shop for related environmental information. This data has been made available to the SNDP and is included in Appendix 1.

152 The mapping exercise to establish the baseline information was carried out by volunteers using local knowledge, Google and Bing aerial coverage, and was supported by a grant and GIS assistance from Wiltshire Council. The typology (**Figure 57** in Appendix 1) used by the partnership was agreed and reflected the one used by Wiltshire Council who provided the base maps under their licence with Ordnance Survey and assisted with data entry.

The GBI base line

153 **Figure 51** Appendix 1 illustrates how the River Avon and its tributaries, the Wyllye, Nadder and Bourne converge in Salisbury. The rivers and their floodplains and valleys are an important part of the special character and qualities of the area, and together with the surrounding high ground, provide the unique landscape setting for Salisbury.

154 The rivers constitute Salisbury's blue infrastructure and provide important corridors for people and wildlife. These rivers are highly protected sites. They are Special Areas of Conservation (SAC Sites) as well as Sites of Special Scientific Interest (SSSIs), form one of the most diverse chalk river systems in the UK and are of international importance because of the rarity of this habitat type.

155 Appendix 1 also provides mapped data on other natural and environmental characteristics of Salisbury. **Figure 51** illustrates information on topography and

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ridgelines; **Figure 52** shows rivers and flooding; **Figure 53** shows priority habitats and **Figure 54** illustrates land designations. Taken together with **Figure 17** illustrating views to the cathedral spire, these maps clearly demonstrate the importance of the river valleys as well as the surrounding high ground. As development pressure on Salisbury continues while Wiltshire Council seeks to provide more land for housing and commercial activities, it is important to protect this place-shaping strategic GBI through SNDP policies.

Working towards enhanced green and blue infrastructure for Salisbury

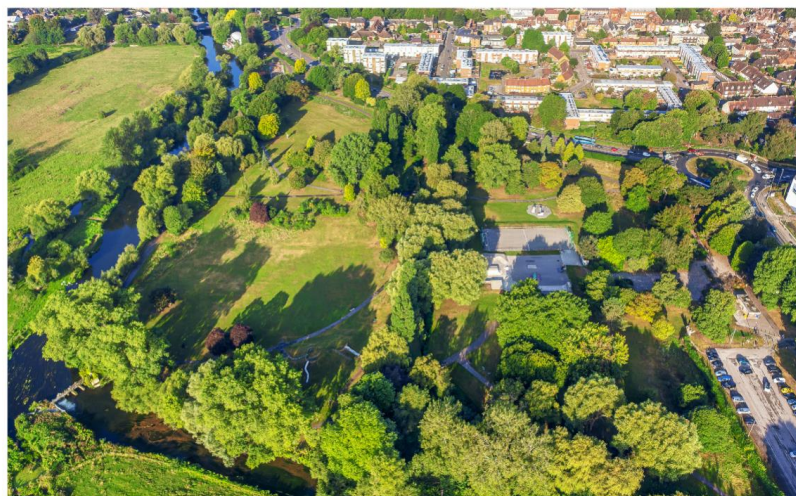
156 Salisbury’s wide range of existing green and blue space assets are shown on **Figure 55** and include:

- Formal parks and gardens such as Bourne Hill House Gardens (Grade 2 Listed Landscape and part Scheduled Monument), Victoria Park (constructed

in 1887 for the Queen’s Jubilee by Mayor Frederick Griffin), Queen Elizabeth Gardens and Churchill Gardens (both designed in the 1950s by landscape architect Brenda Colvin);

- Recreation grounds and sports fields, such as Harnham Recreation Ground, Fisherton Recreation Ground, Bemerton Recreation Ground, Hudson’s Field (gifted to the city by Mayor John Hudson in the 1920s);
- The cathedral lawns and other green spaces, such as Choristers Green within the precincts of The Close;
- Woodland areas, such as Bemerton Folly and Barnard’s Folly Local Nature Reserve at Bemerton Heath (a mixed woodland planted in the early 1900s), Harnham Slope, a woodland County Wildlife Site and the Cliff, the Crematorium Garden of Remembrance (Grade 2 Listed Landscape);

Below
Churchill Gardens



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- The internationally important chalk river system of the River Avon and its tributaries, all SAC sites and SSSIs;
- Semi-natural green spaces such as historic water meadows at Britford and Harnham, the Avon Valley Local Nature Reserve and The Butts Open Space, Middle Street Meadow, Harnham; and Churchfields Open Space;
- Chalk downland at Old Sarum Scheduled Monument (administered by English Heritage), Lime Kiln Down County Wildlife Site and part Scheduled Monument and Rowbarrow, at Odstock Road;
- School playing fields, Churchyards and cemeteries including Victorian cemeteries at London Road and Devizes Road, and the new Avenue Cemetery;
- Street trees;
- Allotments;
- Larger private gardens;
- Greenspace associated with linear features such as rivers, footpaths, cycleways, bridleways, roads and railways.

157 The extensive water meadows between Salisbury and Britford, the Harnham water meadows and the extensive areas of agricultural and amenity land in the Avon Valley all form the broader setting for the city and cathedral from the south-east and the west, and are also the setting for Old Sarum Scheduled Monument to the north. It is this unique landscape setting, often with rich historic and cultural links and stunning views, particularly to the cathedral, which makes Salisbury such a distinctive and special place for local people as well as visitors

158 Salisbury's green and blue spaces and corridors are important for amenity and recreation. They need to be easily accessible.

local people and wildlife. The connectivity survey data shown in Appendix 1 **Figure 56** has informed the thinking behind both the Green and Blue Infrastructure Strategy for Salisbury and area shown in **Figure 21** and the Walking and Cycling Connectivity Plan illustrated in **Figure 36**.

159 Salisbury's GBI is also vitally important for providing the ecosystem or nature-based services necessary for the local community to sustain itself and develop greater resilience in the face of climate change and biodiversity loss.

160 Ecosystem services balance and mitigate the effects of climate change and global warming, and support biodiversity in a variety of ways: through temperature and water regulation; the provision of shade and shelter; carbon capture and storage (or sequestration); the provision of biodiverse wildlife habitat; pollination services; connectivity for wildlife and people; the maintenance of good air and water quality, soil health and fertility; reducing the potential for flooding by absorbing water run-off; providing water filtration, and so on.

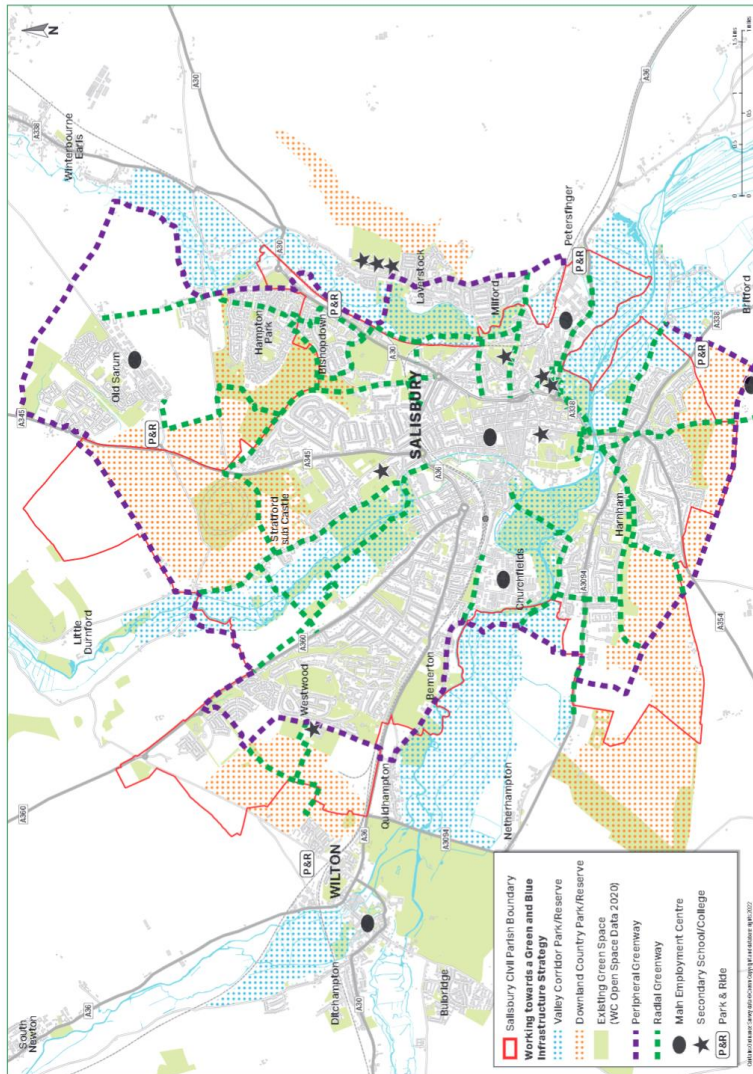
161 Looking at the bigger picture of the Salisbury area, **Figure 21** illustrates the potential for safeguarding the important green and blue spaces in the river valley corridors and on the high ground within and around the city by creating a series of country parks and/or reserves. The plan also illustrates the potential for working with landowners to establish a network of dedicated mainly off-road routes or greenways, for people on foot and for cyclists to encourage safer, more active travel and less car dependency which is becoming increasingly important in the face of the climate emergency and the public health issues around local air quality and traffic congestion. Access to local open countryside and neighbouring communities would also be improved.

The Country Parks/Reserves

Figure 21 illustrates, the higher

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Figure 21. Working towards a green and blue infrastructure strategy



- See Benchmark objection to inclusion of their site... how do we amend????
- Remove ALL references to land outside the parish boundary.
- Suggest that you remove “Downland Country Park” and Valley Corridor Park” since these don’t exist and therefore cannot at this stage influence development.
-

ground and downland in the area, which also provide important viewpoints, as for example at Lime Kiln Down and Rowbarrow, would be given Country Park/ Reserve status. Castle Hill Country Park is a recent example of this type of thinking, and Laverstock and Ford Parish Council have worked hard to achieve a successful outcome, which the wider community are now benefitting from. In the same way, key areas of the river valleys would be designated Valley Parks/Reserves. This is already happening in parts of the Upper Avon Valley where the Avon Valley Local Nature Reserve is located. This will in due course benefit from Wiltshire Council's River Park Project (part of the recently developed Central Area Framework (CAF) and the Environment Agency's flood alleviation scheme for Salisbury). The Avon Valley is also one of the SNDP Habitat Enhancement Schemes detailed in Appendix 1. Valley Park/Reserve status could be extended to all the river valley corridors over time. Collectively, this would ensure these important landscapes and valuable habitats are appropriately managed and safeguarded and connected on a broader landscape scale which provides vital support for nature recovery. Valuable views would be protected and remain safe for the longer term, and this approach would also help to support the distinctiveness of the settlements in the area.

163 These country parks and/or reserves could remain in private or mixed ownership and remain in use, preferably in low intensity agricultural production with the emphasis on management for the benefit of wildlife and biodiversity as well as carbon storage and other ecosystem services. This would include new tree and hedge planting and creation of new wetland habitat. This would be in line with the Government's Environmental Land Management Schemes (ELMS) published by Defra in March 2021⁶¹.

The aim is to promote sustainable farming, nature recovery and landscape recovery.

These areas would be protected from development and, where appropriate, public access would be improved.

The Greenways

164 Figure 21 together with the more detailed Figure 36 illustrate that there is potential to establish over time a peripheral greenway linking Salisbury and communities in neighbouring parishes. This greenway would provide connections to main employment centres such as Salisbury District Hospital, Porton Down, Amesbury and Old Sarum, with a spur to Churchfields, and with aspirations for a new footbridge for pedestrians and cyclists across the River Nadder at this point and also across the River Avon to the southeast of Salisbury and including a new footbridge for pedestrians and cyclists across the River Nadder. The peripheral greenway would also link with the Park-and-Ride facilities so that users can choose either to cycle, walk or drive to the Park-and-Ride and use the bus or walk or cycle into the city centre.

165 The radial greenways would make use of the valley corridors where possible, connecting the suburbs with schools, local facilities, the city centre, the station, the community hubs and workplaces around the area. Two good examples of an existing greenway are the Avon Valley Path connecting some of Salisbury's northern suburbs with the central area, and the town path from West Harnham to the city centre. Both routes are currently heavily used and urgently require upgrading and enhancement. It is hoped that the River Park Project will provide the impetus to resolve issues at the southern end of the Avon Valley greenway in due course.

166 A comprehensive network of generous (10m minimum width for key routes), well-designed mainly off-road greenways would be accompanied by appropriate tree and hedge planting where possible, and would not only provide important corridors for people and access to nature, but would support safe active travel, health and

wellbeing and community cohesion. In addition, such a network would support biodiversity and provide connectivity for wildlife too. It is therefore important that these potential routes are safeguarded and protected from development.

167 There is an aspiration for a radial greenway to link St Peter's Place, a large-scale development of 1,250 houses, a primary school and local centre as well as employment land on the northwest edge of Salisbury, to the city centre. This proposal has been fed into the River Park Project's Phase 1 Landscape Design for Fisherton Recreation Ground and Ashley Green.

Planting strategy

168 It is important that the species mix for new tree, shrub and hedge planting is appropriate for the site and generally alkaline soil conditions. Use of native species provides valuable support for local biodiversity on semi-natural sites and ornamental species and cultivars are appropriate in more formal greenspaces, whilst also supporting wildlife by extending flowering periods and providing nectar and pollen, fruits, etc., over long periods of the year. New planting will help to deliver other ecosystem services to improve air quality within the city centre and enhance Salisbury's landscape setting. This is discussed in the Design Guide. Sites may be extensive, such as the downland or valley parks, but may also be smaller urban greenspaces or riverside sites or include streets where tree planting could take place.

169 Work to develop a comprehensive tree and planting strategy is urgently required to provide a considered framework for new planting in order to maintain the character of different neighbourhoods, ensure that the right tree is planted in the right place, and to address the lack of tree cover in the parish and other issues - such as ash die-back disease which is seriously affecting some of the existing woodland areas in Salisbury.

Management strategy

170 Whilst designations can afford some protection for green and blue spaces, sensitive and appropriate long-term management is the key to enhancing and sustaining their significance and special qualities. Salisbury City Council is a major landowner and manager of land and also manages land in Wiltshire Council ownership. The Dean and Chapter of Salisbury Cathedral is also a significant landowner. Comprehensive management plans are needed for a number of key Salisbury City Council's GBI sites including the habitat restoration and enhancement sites, as shown in **Figure 58** to ensure new ways of management are in place across the parish. Such plans will support biodiversity and the delivery of nature-based or ecosystem services as well as achieving recreational and amenity goals. They will also help to address issues of overuse, misuse and disturbance to wildlife and may require acceptance of a new aesthetic. Management plans would also support the groups of community volunteers who help the City Council with maintaining a number of Salisbury's green spaces. These include Salisbury Wildlife Group, the Lime Kiln Down volunteers and the 'Friends Of' groups at Victoria Park, the Bee Friendly Garden at St Clements Churchyard, Middle Street Meadow and Harnham Slope. The large number of sites and the fact that it is likely that community involvement in looking after local greenspaces will increase in future, means that greater support will be needed.

The future

171 A high-quality multifunctional GBI network for the Salisbury area would help to deliver a number of Wiltshire Council's strategic aspirations and policies and is absolutely key to the delivery of the emerging Climate Change and GBI strategies.

172 Much of the GBI is already protected from development through the designations discussed above. Nevertheless, there is significant scope for site specific

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Policy 10:

Enhancing blue and green infrastructure and biodiversity

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

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

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

improvements and enhancement schemes as well as expansion in areas that need safeguarding as shown on **Figures 21 and 36**. In addition, what is important is the interrelationship between these land parcels, designations and habitats and in the case of GBI in Salisbury, the whole is much more valuable than the sum of the parts.

173 Therefore, it will be necessary to continually improve management and increase biodiversity in Salisbury's GBI and the preparation of well-considered management plans for GBI sites identified on the list in **Figures 58** should be given priority. The Habitat Enhancement and Restoration Schemes would benefit from strong management regimes that would help support volunteers and overcome the common problems of overuse, misuse and disturbance to wildlife on a number of sites.

174 Off-site biodiversity uplift from all development will also support improvements and increase biodiversity. Salisbury City Council will work with partners to use biodiversity funding to target habitat improvements. This is covered in SNDP Policy 11.

175 Much of the benefit of Salisbury's GBI extends past the neighbourhood area boundaries, and it will be up to Wiltshire Council, Salisbury City Council and neighbouring parishes to work together to safeguard and enhance GBI beyond the neighbourhood area.

176 Overall, the vision for Salisbury to 2036 will be that there will be a strong GBI network linking city to countryside along biodiverse blue and green corridors in a way that is accessible to all.

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Habitat improvement and restoration schemes

177 The NPPF states that development whose primary objective is to protect and enhance biodiversity should be supported⁶².

178 The requirement for 10% biodiversity net gain was set out in Policy 10. This allows for off-site biodiversity net gain to use commuted sums rather than on-site provision to boost Salisbury's biodiversity. The funds will be administered by Salisbury City Council, who are also responsible for financial management of developer contribution funds and the Community Infrastructure Levy for parish councils. Salisbury City Council is able to utilise those funds for specific improvement schemes.

179 This policy refers to the following specific habitat improvement and restoration schemes that have been

identified by the Salisbury Area Greenspace Partnership (SAGP), see Appendix 2.

- Avon Valley Local Nature Reserve.
- Bemerton Folly and Barnards Folly Local Nature Reserve.
- Harnham Slope County Wildlife Sites.
- Middle Street Meadow County Wildlife Site.
- Lime Kiln Down County Wildlife Site.
- Hudson's Field and Three Corner Field.

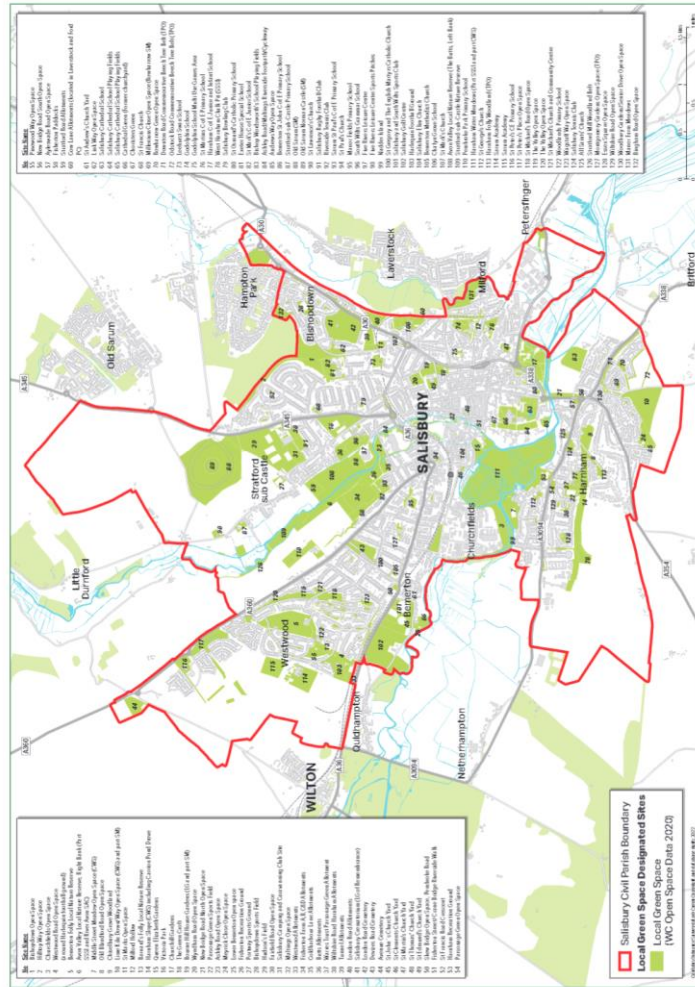
180 These are priority projects relating to locally important wetland, woodland, valley bottom grassland and chalk downland habitat requiring improvement in terms of management and/or access. As Appendix 2 **Figure 58** shows these are located largely within the urban area. Scheme details are set out in Appendix 2 **Figure 65**.



Left
The River Avon near the Avon Valley Nature Reserve

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Figure 23. Local green space sites



Change map to delete Salisbury Lawn Tennis Club.

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Open space provision

181 The SNDP Steering Group, via SAGP, has worked closely with Wiltshire Council to prepare up-to-date evidence on Open Space Provision, in accordance with Core Policy 52. Salisbury City Council has also worked with Wiltshire Council.

Figure 22 illustrates Open Space provision in Salisbury by type (Wiltshire Council data amended by SAGP) and they are numbered and listed by name. The schedule in Appendix 3 **Figure 66** includes further details of location and type as well as purpose and potential need for improvement.

Local green spaces

182 NPPF paras. 101-103 make provision for neighbourhood plans to designate local green spaces to allow the community to identify and protect green areas of particular importance to them. This designation should only be used where the green spaces are:

- a) in reasonably close proximity to the community they serve,
- b) demonstrably special to a local community and hold a particular local significance, for example because of their beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of their wildlife, and
- c) local in character and are not an extensive tract of land.

183 All the open spaces identified and described in **Figure 22** and **Figure 66** meet the criteria for local green space designation. They are therefore thus designated, as illustrated in **Figure 23**.

Add new paragraphs after 182 (c):

Figure 22 and Figure 66 list local green spaces that are all located within the neighbourhood area and therefore all satisfy criteria of paragraph 102 of the NPPF. They are also all local in character and not extensive tracts of land and therefore satisfy criteria c. They are all demonstrably special to the Salisbury community because they are all one of the following types of land:

- *Accessible natural green spaces*
- *Parks and recreation grounds*
- *Amenity green spaces*
- *Allotments*
- *Churchyards and cemeteries*
- *School playing fields*
- *Private but accessible sports fields*
- *Natural green spaces with limited access*

and therefore satisfy criteria b. Any and all of these sites could be vulnerable to development and should therefore be provided additional protection as Local Green Spaces.

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Policy 11:

Habitat improvement and restoration schemes

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

Policy 12:

Open space provision

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

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

Policy 13:

Local green spaces

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

- Change policy numbering for all policies from this point onwards.
- Amend open space policy wording (*italics is addition*)

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

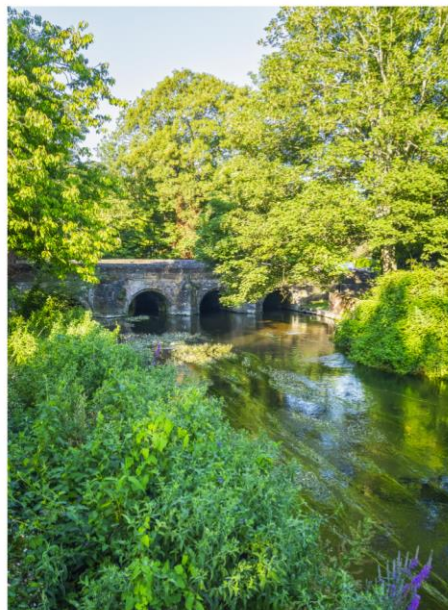
Add new sentence to open space policy at the end:

Very large scale housing schemes will allow residents to have access to a variety of greenspaces within 15 minutes' walk from home.

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Construction and development management for projects affecting the River Avon SAC

Below
Crane Bridge



184 Salisbury's River Avon, also known as the Hampshire Avon, is one of the world's finest chalk streams. Chalk streams like the Avon are globally rare, with over 80% found in England alone. They are highly sensitive ecosystems, at risk from our changing climate. The city sits at the heart of the Avon catchment, which covers half the county and marks the junction

between the upper and lower reaches of the main river, and its four main tributaries: the Wylde, Nadder, Bourne and Ebble. As such, the river and its floodplain must be managed sensitively because disturbance at this key junction point must be kept to a minimum. Any actions including development, undertaken in and around the city's landscape and river network have the potential to impact the rest of the catchment and, for example, poor localised water quality or barriers to fish passage can affect the upstream and downstream migration of key species.

185 The River Avon and its tributaries are highly protected and have been designated a Special Area of Conservation (SAC) for their sensitive habitats and populations of fish and molluscs. The river itself is also a SSSI with other component meadow SSSIs in Salisbury. The citation for the SAC identifies the qualifying habitats i.e. the characteristic floating vegetation often dominated by stream water crowfoot (*Ranunculus penicillatus* ssp. *pseudofluitans*) and river water crowfoot (*Ranunculus fluitans*) and the qualifying species i.e. bullhead, brook lamprey, sea lamprey, Atlantic salmon and desmoulin's whorl snail.

186 Recent surveys undertaken by the Environment Agency ecologists in preparation for the River Park Project (discussed below) and flood relief scheme highlight the importance of the city reaches of the river to the wildlife of the catchment. For example, fish surveys in 2019 recorded some of the catchment's greatest abundance of Atlantic salmon, trout and coarse fish, highlighting the strategic importance of the Avon in Salisbury.

- Para 185 – delete “i.e. the characteristic.....whorl snail”

187 The river system through Salisbury is a stunning asset which has been historically important both for the founding of the city, the success of its economy through the centuries and continues to be highly valued as an amenity by visitors and locals alike. The crossing points have defined the structure and layout of the city from earliest times.

188 The health and wellbeing of the city and its population is underpinned by the River Avon which provides important nature based or ecosystem services, including clean drinking water, water for crop production, carbon storage, very biodiverse habitats, and it holds back floodwaters from our community. It is an extremely important amenity for the community which can access the city's green and blue spaces as part of their daily round and for a variety of recreational purposes – quiet contemplation and enjoyment as well as activities such as picnicking, paddling, canoeing, fishing, etc.

189 The 'river' is the river and floodplain is an integrated system that has evolved over time. Wessex Rivers Trust consider that any strategic planning and approach to the management of the city should view the river and its floodplain as one and what happens on land has a significant impact on the river and vice versa. To preserve these ecosystem services, it should be a priority to make space for the river and its floodplain as the Environment Agency are planning to achieve in the Maltings area and at Fisherton Recreation Ground as part of the Salisbury River Park Project.

190 Development should be avoided

in the floodplain, especially the riparian river corridor, again maintaining space for the river and its floodplain. Preserving a naturalised, well-vegetated riverbank and floodplain acts as a buffer between the land and river, helping to prevent sediment and pollution from runoff reaching the river, whilst also delivering benefits for biodiversity.

191 The Salisbury River Park Project⁶⁴ is a significant opportunity to improve the health of the Avon through Salisbury, for people and wildlife. The approach and principles adopted by this scheme have the potential to act as a blueprint for river restoration in the more urbanised reaches of the river network. There is also potential to work with local landowners in order to influence land management and possibly improve limited accessibility.

192 Discussions with the Wessex Rivers Trust and information from the Environment Agency indicate that the quality of surface water runoff is of particular importance in the Salisbury area due to the status of the rivers and the sensitivity of the species and habitats within them. In the urban areas, runoff from roads can be damaging, containing phosphates, oil and tyre dust, and when existing infrastructure is overwhelmed by a storm event, the surface runoff will not be filtered by oil traps. Water runoff from arable fields can also cause problems for chalk stream habitats. Topsoil can be washed into the rivers and watercourses causing them to silt up over time. Similarly, nutrients and in particular phosphates and nitrates from chemical fertilisers and pesticides used extensively to treat arable food crops,

- Para 188 – add “...River Avon and its floodplain...”
- Para 189 – change first sentence to:

The floodplain is an integral part of a river that has evolved over time and is essential for a healthy functioning river system.

...to make space for the river and its floodplain. The restoration of the riparian area of the River Avon in the Maltings area and Fisherton Recreation Ground as part of the Environment Agency’s Salisbury River Park project is a significant opportunity

[then skip to para 191, delete first part of sentence and pick up from “to improve” and move all remaining text to 189, deleting 191.]

[move footnote 64 to first reference in para 189]

Delete “possibly” from last sentence.

- Para 192 make following insertion:

...Agency indicate that road runoff poses a significant threat to river health. Road runoff occurs when pollutants from oil spills and tyre and brake wear of vehicles build up on roads, especially in dry periods, and are then washed into the river when it rains and the existing infrastructure becomes overwhelmed. Runoff can carry over 300 different pollutants including trace metals such as copper and zinc, hydrocarbons and other toxic organic pollutants. Climate change is already resulting in longer dry spells interspersed with heavier downpours and this is expected to become even more extreme

*which will increase the effects of these pollutants on the river.
Road runoff also contains phosphate from various sources such
as verges, gardens and car washings.*

Delete remaining text up to “by oil traps”.

Create new paragraph starting with “Water runoff from”

Delete “arable”

Delete “and pesticides.....into the rivers” and replace with
“fertilisers and manures can be washed directly in the river or
leached into the groundwater causing damaging...”

are washed down into the rivers causing damaging pollution and further reducing water quality.⁶⁵

193 Artificial lighting can be extremely disturbing to some bat species and should be avoided. Bat species less tolerant of light, such as the slower flying broad winged daubenton's bats which use the rivers through Salisbury as foraging pathways generally avoid all streetlights. Consequently, they are put at a competitive disadvantage and are less able to forage successfully and efficiently which can have a significant impact upon fitness

Below
The River Avon



82

and breeding success.⁶⁶

194 The trust consider that, due to the sensitivity of the local chalk streams and the wildlife they support, access to the river needs to be managed in a way that balances public access needs with those of the city's wildlife. This is even more important now that the extent of species loss across the UK and the world has been realised. This would be in line with the aspirations of Wiltshire Council's emerging Climate Change and GBI Strategies.

195 However, it could be argued that the public cannot be expected to care for the local rivers if they cannot access them, so parks and greenspaces such as Churchill Gardens, Fisherton Recreation Ground, Queen Elizabeth Gardens, Harnham Recreation Ground are indirectly important to the health of the river, and therefore access at certain points should be protected and enhanced.

196 Salisbury and District Angling Club (SADAC) lease fishing on reaches of the Avon in Salisbury as well as the London Angling Association.

197 The 'minimum standards' approach to biodiversity mitigation needs to be avoided and the policy should aim to deliver above and beyond where possible. The bigger the area that is set aside for nature, the bigger the gains on offer .

198 At the more local level, riparian owners including the City Council can do a lot to take care of their own riverbanks.

199 Core Policy 69 for The River Avon SAC refers to the requirement to submit a construction management plan for all development proposals within 20m of the riverbanks to prevent pollution and mitigate disturbance. The River Park Masterplan indicates that the following approach should be adopted to manage construction and development impacts near the Avon and its tributaries.

- Para 194 – change “the trust” to “the Wessex Rivers Trust”
- At the end of 198 add another sentence and footnote: *Wilshire Wildlife Trust’s leaflet “Garden Meets River’s Edge” provides useful guidance for riparian land owners.*

Footnote: [Garden Meets River’s Edge](#)

- Landscape schemes should achieve a minimum 10% biodiversity net gain,
- Species used for new planting should be appropriate for the riverine environment, enhancing its character and respecting special features of the SAC,
- Biosecurity measures and procedures should be employed to reduce the risk of introducing or spreading invasive non-native species (and other harmful organisms such as diseases) in the wild,
- Measures should be employed to eradicate and manage invasive species such as Japanese knotweed, Himalayan balsam, Canadian waterweed, and Giant Hogweed,
- It must be demonstrated that the development has been designed to avoid any temporary or permanent increases in artificial light levels near the river,
- The development should not increase surface water or groundwater flood risk,
- Development should incorporate Water Sensitive Urban Design (WSUD) and sustainable drainage principles taking account of the four pillars of sustainable drainage (SuDS) – water quantity, water quality, biodiversity and amenity,
- Betterment of surface water run-off control should be achieved over pre-development run-off.

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Policy 14:

Construction and development management for projects affecting the River Avon SAC

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

- Paragraph 199 add new bullet point as first bullet:
- *Development and redevelopment should aim to integrate the protection and restoration of the natural river habitat, riparian zone and floodplain.*

- Policy 14: Reword policy as follows:

Riparian development will ensure protection of the River Avon SAC in accordance with Core Policy 69 or other relevant local plan policy and paragraph 199 (above)

Check that it is still para 199.....

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Chapter 4:
References

⁴⁹ Consultation Draft, September 2021.

⁵⁰ United Nations

⁵¹ UK Government 25 year Environment Plan

⁵² *Ibid.*, Box 3.7, page 41.

⁵³ Wiltshire Green and Blue Infrastructure Strategy, Consultation Draft, September 2021, Box 4.22.

⁵⁴ Appendix 4 Wiltshire Local Plan Review (January 2021), "Addressing climate change and biodiversity net gain through the Local Plan - raising the ambition" and Green and Blue Infrastructure Strategy, Consultation Draft, September 2021.

⁵⁵ *Ibid.*, para 4.9.

⁵⁶ *Ibid.*, page 22, policy theme 2.

⁵⁷ NPPF, 2021, para 179 (b).

⁵⁸ RSPB State of Nature Report Summary, 2019 based on UK State of Nature Report, 2019 <http://www.rspb.org.uk/stateofnature2019>

⁵⁹ <https://www.nhm.ac.uk/press-office/press-releases/natural-history-museum-reveals-the-world-has-crashed-through-the.html>

⁶⁰ The Environment Agency have published a State of the Urban Environment report (23/07/21) see link plus copy attached: <https://www.gov.uk/government/publications/state-of-the-environment/the-state-of-the-environment-the-urban-environment>.

⁶¹ <https://www.gov.uk/government/publications/environmental-land-management-schemes-overview>

⁶² NPPF, 2021, para. 180c.

⁶⁴ <https://cms.wiltshire.gov.uk/%28S%28hniswsj4w151yf55bd0kmu55%29%29/documents/s193084/Appendix%201%20-%20Riverpark%20masterplan%202021%20v2.pdf>

⁶⁵ According to Met Office statistics, changing weather patterns where heavy storms occur more frequently, are more intense and for longer periods of time. (Ref: <https://www.metoffice.gov.uk/weather/climate-change/effects-of-climate-change>) Loss of absorbent greenfield sites and other greenspaces together with larger areas of hard surfacing leads to greater volumes of water runoff and increases the risk of flooding to homes and other premises. The development of sustainable urban drainage systems or SuDS has significantly moved on over the last decade recognising the important relationship between green and blue infrastructure. (Ref: https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2016/03/Green-Infrastructure_en-integrated-approach-to-land-use.pdf) There is now a range of interventions for intercepting, slowing down and cleansing surface water runoff that should be integrated into designs and schemes to mitigate damaging rainfall events. These include attenuation ponds, swales, rain gardens, interlinked tree pit drainage systems, permeable paving, roof gardens, etc.

⁶⁶ Bat Conservation Trust Guidance Note 08/18: Bats and artificial lighting in the UK. <https://cdn.bats.org.uk/uploads/pdf/Resources/lp-guidance-note-8-bats-and-artificial-lighting-compressed.pdf?v=1542109349>

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5: Living

Above
Wiltshire College
and the City

Living

200 In January 2021, Wiltshire Council undertook a public consultation on the emerging Wiltshire local plan. The supporting document “Planning for Salisbury” confirmed that the current Wiltshire Core Strategy 2006-2026 identified a requirement for 6,060 homes, although this included growth at Wilton. The emerging strategy relates to Salisbury only and proposes a requirement of 5,240 homes for the plan period 2016- 2036.⁶⁷ When the number of homes already built or “in the pipeline” is deducted it leaves a further 940 homes to be accommodated by 2036.⁶⁸

201 However, the 940 “residual” requirement, i.e., the number of additional units that must be accommodated in the emerging local plan, applies to the Salisbury area and not specifically to the Salisbury Neighbourhood Planning Area.

202 The Steering Group sought clarification from the LPA on the amount of housing that should be planned for in Salisbury. The Head of Spatial Planning advised on 3 September 2021:

“On the basis that you are looking to plan for the period consistent with the emerging Local Plan Review (to 2036), in accordance with paragraph 67 of the July 2021 National Planning Policy Framework (NPPF), the indicative figure for the Salisbury neighbourhood area for the purpose of neighbourhood planning would be 410 homes, which the neighbourhood plan should aim to meet through new sites. As you appreciate, this is based on the brownfield target proposed in the recent consultation on the Local Plan Review which set a figure for the 10-year period 2021 to 2031 on the basis that plans would be reviewed and new sites could be introduced if necessary.”

203 It remains unclear from this advice whether the new housing should be delivered on “new” sites, or brownfield sites.

204 The assumption is and has been that the LPA would prefer the NDP to plan for allocations on “brownfield” rather than “greenfield” sites.

Salisbury’s housing delivery 2016-2020

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

206 During this period 778 new dwelling units were created in the SNDP area at an annual average of 156 homes. The breakdown per annum is shown in **Figure 24**. 2020 was the first year of the Covid-19 lockdowns, explaining the low figure for 2020. A four-year average for 2016-2019 at 190 per annum is probably a better indicator of “normal” development rates. With few exceptions, development was delivered on “brownfield” land⁶⁹.

207 From these 778 homes, most were either one- or two-bed properties, shown in **Figure 25**.

208 Permitted development rights during the 2016-2020 period allowed for the change of use from Class A and Class B uses to Class C3 (homes). As a sub-set of the total housing delivery, Wiltshire Council provided data on the number of new homes arising from changes of use, illustrated in **Figure 26**. 75 homes arose from Use Class A and B, typically “town centre” uses (now under Use Class E), with an annual average of 15 units. The recent changes to the Use Class Order (2021) now subsumes these Classes A and B uses under the new Class E and redefines permitted change of use from Class E to Class C3 under new Class MA development provisions.

- Para 202: Replace with the following text and delete quote in italics:

The Local Planning Authority confirmed that for the period up to 2036, the indicative housing requirement figure for the Salisbury neighbourhood area would be 410 homes which the neighbourhood plan should meet through new sites. This figure is based on the brownfield target in the Regulation 18 consultation on the Local Plan Review for the 10 year period 2021 – 2031.

- Merge paras 203 and 204.
- Replace text in 211 with:

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.

- Note on Table in 2011 - the way the columns and table work is confusing and difficult to read. Please provide a new table number and put a reference to the table number in “the table below” so make it clearer.

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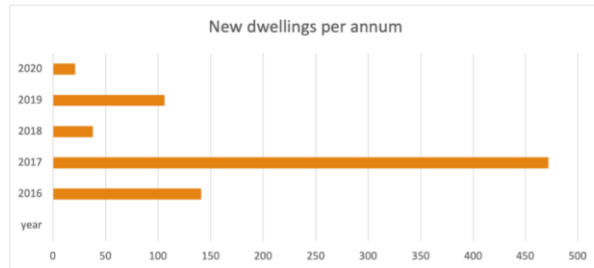


Figure 24. New homes per annum 2016-2020

Source: Monitoring data provided by Wiltshire Council

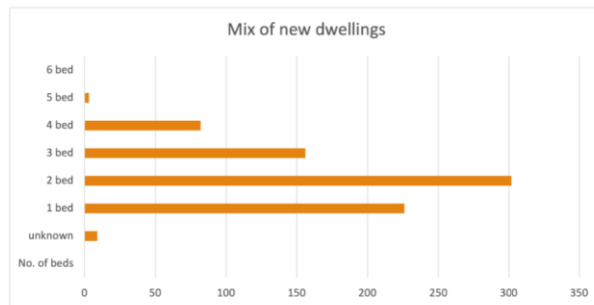


Figure 25. Mix of new homes 2016-2020

Source: Monitoring data provided by Wiltshire Council

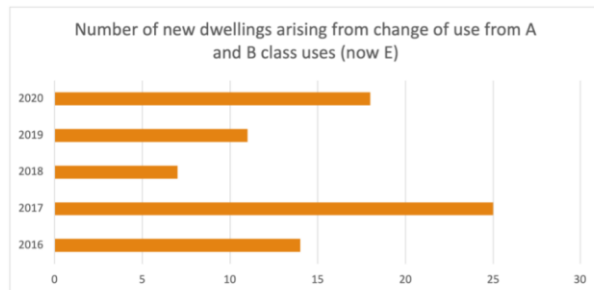
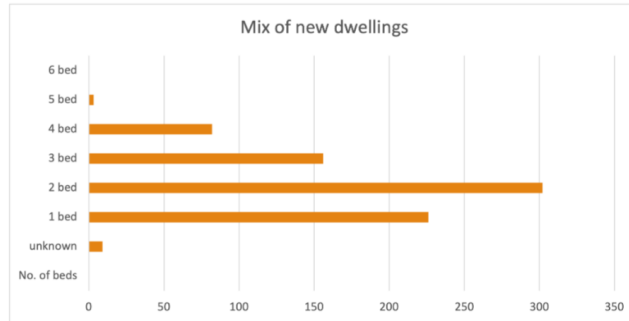


Figure 26. Number of homes arising from conversions from commercial and town centre uses

Source: Monitoring data provided by Wiltshire Council

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Figure 27. Size of extra care units 2016-2020



Source: Monitoring data provided by Wiltshire Council

209 Extra care housing has been widely developed in Salisbury in the 2016-2020 period and overall, 299 new units were created as a subset of all housing provision. These units were predominantly for one- and two-bed properties, as shown in **Figure 27**. In addition, a 10-unit regulated elderly care facility was granted planning permission in 2017.

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

211 As reported in Wiltshire Council annual

LAHS (Local Authority Housing Statistics) returns, affordable housing units which were granted full planning permission during this period are shown below. This data is a subset of overall permissions. These affordable units were secured through developer contributions.

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

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

Conclusions on housing requirement and recent delivery trends

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

- The overall requirement to 2036 for additional homes is 410 as advised by the LPA.
- Smaller 1-3-bedroom properties are more likely to be delivered based on recent permissions.

- The estimated number of “windfall sites”⁷⁰ per annum is likely to be 150-190 based on past trends.
- Conversion of properties that are currently Class E are likely to provide around 15 new homes per annum (as a subset of the total).
- 310 elderly care units were created between 2016-2020, mainly one-and two-bedrooms.
- 119 affordable elderly units were created out of 310, or 38%.

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

by windfall development over the plan period, it is likely that 2,250-2,850 new homes will be delivered through windfall development. This far exceeds the amount of development that will be required according to advice from the LPA.

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

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



Left
Salisbury Chequers

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Site allocations offer a more reliable method of supplying housing for younger and older people unable to afford market-priced homes for purchase or rent.

217 Planning Practice Guidance on neighbourhood plans advised that:⁷¹

"Where neighbourhood planning bodies have decided to make provision for housing in their plan, the housing requirement figure and its origin are expected to be set out in the neighbourhood plan as a basis for their housing policies and any allocations that they wish to make.

Neighbourhood planning bodies are encouraged to plan to meet their housing requirement, and where possible to exceed it. A sustainable choice of sites to accommodate housing will provide

flexibility if circumstances change, and allows plans to remain up to date over a longer time scale."

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

Below
Queen Elizabeth
Gardens



90

Delete para starting with "Site allocations offer a more...."

Delete para 217

Housing mix and affordable housing

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

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

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

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

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

difficulties young people face in getting onto the housing ladder and forming 'new' households.

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

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

226 Wiltshire Council data shows that change of use conversion provided a significant source of housing supply in recent years, with 136 housing units delivered between 2014 and 2018 (inclusive). This is also demonstrated in the previous section for data 2016-2021. Though the size and type of units is not consistently captured, planning application details suggest that a significant proportion are flats and bedsits (particularly in office conversions). AECOM's research

- New paragraph text to be added after para 225:

The results from the housing needs assessment differed from what Wiltshire Council considers is required in terms of affordable housing. The need for one bedroom units currently represents 52% of households on the Housing Register for Salisbury. Since many households will only be eligible to bid for one bedroom properties, it is essential that one bedroom flats form part of the affordable rented mix in order to meet that need. Once factors such as demonstrable need, current stock and management issues have been considered, the Wiltshire Council Housing Enabling Team currently seeks to negotiate between 25% and 30% of the affordable rented units to be one bedroom.

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into this increasingly common trend in other locations suggests that it produces a predominance of one- or two-bedroom flats that would not align particularly well with identified needs.

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

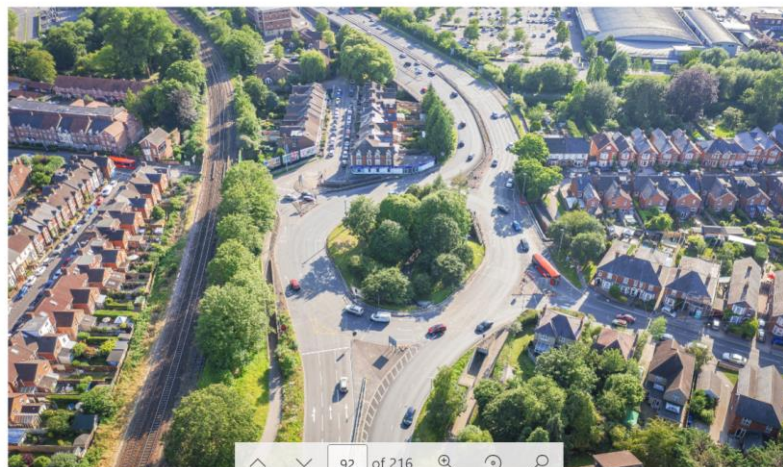
228 This analysis provides an indication of the potential need for different types and sizes of homes based on demographic change. Other factors should be considered in determining the most desirable dwelling mix in the SNDP area or indeed on any site. These include existing housing stock characteristics,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

strategies) and site-specific factors which may justify a particular dwelling mix.

229 Community objectives are a valid consideration. In Salisbury's case, there is an imperative to attract and retain younger people, likely to need the most affordable forms of market and affordable housing. Bearing in mind that the HNA model is based on the evolution of current demographic trends, the model builds in existing trends that the community may in fact wish to subvert.

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

Above
Castle Road
Roundabout



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

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

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

233 The HNA clearly indicates that to subvert the trend towards a particularly skewed ageing population in Salisbury, the SNDP should seek to create more housing for young people that is both affordable and attractive to them. The Central Area Framework has an aspiration for Salisbury to be “a place where young people can afford to live and want to stay”.⁷² The HNA suggests that in Salisbury, the level of discount from market rates should be in the order of 30%, taking mean incomes into account.⁷³

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

235 The HNA indicates an annual shortfall of affordable housing for sale of around 164 homes per annum. It also indicates a need for 95 social/affordable rented housing units

per annum.⁷⁴ The implication of this when considering potential housing delivery that the SNDP needs to intervene in the market, particularly where this relies on windfall development to increase the number of houses available. The only way to do this is by allocating land for housing.

236 Wiltshire’s Local Plan (Core Strategy) policy on affordable housing delivery requires 40% of all new homes on sites of 5+ homes to be delivered as affordable housing (Core Strategy Policy 43). NPPF policy, updated since that Wiltshire Core Strategy, sets a national threshold of 11 or more homes and it is likely this policy would apply in Salisbury, subject to sites coming forward for development with 11 or more homes.

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

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

239 First Homes⁷⁵ are a specific kind of discounted market sale housing and should be considered to meet the definition of ‘affordable housing’ for planning purposes. Specifically, First Homes are discounted market sale units which:

- a) must be discounted by a minimum of 30% against the market value,
- b) are sold to a person or persons meeting the First Homes eligibility criteria,

- Para 236 – modify text – delete “threshold of 11 or more homes 11 or more homes” and replace with:

requirement for contributions for affordable homes on major sites (10 or more residential units or site area of 0.5 hectares).

- Para 237 – modify text: After “25% of all affordable homes” insert “*provided by the private sector*”.

c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer, and,

d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).

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

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

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

243 An estimated tenure split of new-build homes can be calculated, having regard to the specific tenure needs of newly forming households. This estimated split emphasises the importance to such households of both entry-level market sales (including affordable routes to home ownership) and private rent in addition to social rent. The result is that newly forming households might benefit from the provision of 55% private rent, 34% social rent, 8% affordable routes to home ownership, and 3% mainstream market sale.

244 This finding should be considered alongside the result of the 2020 household survey question 'what tenure does your

household seek if you were to move?'. It can be assumed that the respondents

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

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

- a. Housing schemes with 11 plus homes which deliver 40% affordable housing,
- b. SNDP housing land allocations with a range of 40% to 100% affordable housing,
- c. Local Plan allocations which deliver 40% affordable housing,
- d. Repurposing existing special social housing stock as affordable housing,
- e. Changes of use of E Class to residential and development above shops, though this may not result in affordable housing provision. However, smaller units may be relatively affordable.
- f. Other sources of independently provided affordable housing such as Homes of Our Own and self-build housing schemes.

- Modify text for clause (a):

a. *Housing schemes of 10 or more units or 0.5 hectares,*

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Policy 15:

Housing mix and affordable housing

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

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

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

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

- Change first sentence starting with “Development proposals for 11....”

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

- Delete sub bullets “25% (of 40%)..... 15% (of 40%) to be determined” and replace with:
 - *60% affordable units to be delivered in accordance with current demonstrable needs*
- Change sub-bullet “25% of (40%) shared ownership” to “15%”
- Delete text in final line of first column: “at planning application stage to reflect current requirements.”
- Add a new clause,

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

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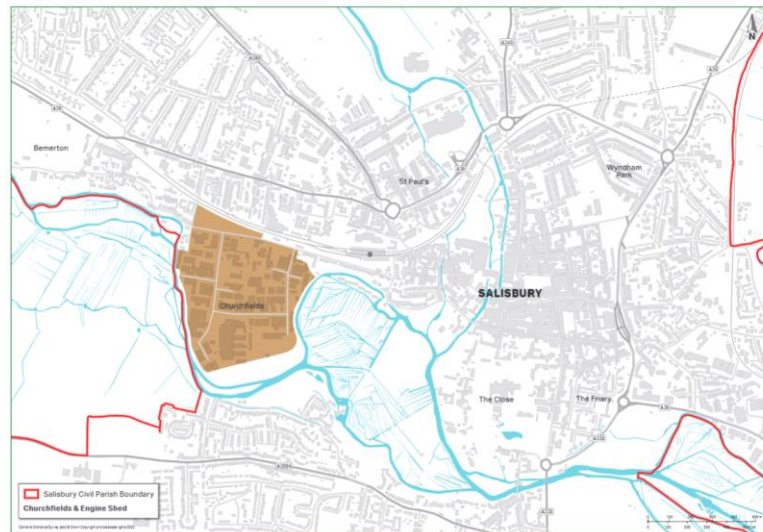
Churchfields

246 The Churchfields industrial estate is a well-established commercial area in the south-west quadrant of Salisbury's central area. While the area brings jobs and services for the community, many local people consider the site to be detrimental to Salisbury due to the traffic impacts which cause harm to the air quality and street scene of the central area. This affects the ambiance of the central retail core and the environs of Salisbury Cathedral. The Churchfields area is defined in the Wiltshire Core Strategy and is shown in **Figure 28**.

247 The SNDP commissioned AECOM, through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, to provide design support to Salisbury City Council, with a focus on the Churchfields area. AECOM produced a report which forms an appendix to the SNDP entitled "Churchfields, Salisbury design guidelines and master planning", 2021.

248 The project seeks to promote a sensitive, gradual change at Churchfields that could bring many benefits to Salisbury

Figure 28. Churchfields and Engine Shed, Salisbury



Source: Wiltshire Core Strategy, page 388.

Policy 16:

Churchfields and the Engine Shed site

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

in line with the local planning context and taking account of the aspirations in the SNDP. The principal drivers for change include: helping to retain young people in Salisbury with affordable housing and workspaces; reducing the impacts on the city centre of unsuitably large and polluting vehicles; and promoting greener ways of living and working in response to the climate emergency.

249 The LPA issued a press release in February 2021 stating that it would object if this proposal were to be included in the Regulation 14 Draft of the SNDP. However, in the absence of policy clarification for this aspect of Core Policy 20 from the LPA, and with the support of the local community and its businesses, the masterplan and this policy are proceeding to Regulation 14 consultation in order to better understand how planning policy might foster improvements for Churchfields.

Healthcare facilities

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

251 A wide variety of parties are responsible for commissioning and providing health and care services. An overarching NHS Estates Strategy is underway for Wiltshire and will help articulate the premises need to support the demand for health care services and plans for south Wiltshire and Salisbury City. As part of the preparation of the strategy, key stakeholders have been engaged with which are described in **Figure 29**.

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

253 Salisbury Hospital is located outside the Neighbourhood Plan area but is still an important service for the people in the SNDP area. The hospital is, like many other hospitals, facing a challenging future and must plan for increased pressures on resources, greater efficiency and improved service delivery. The hospital is not a modern build but has evolved over time, becoming Salisbury's largest employer, and a pivotal part of the local economy. However, to ensure its long-

Figure 29. Key NHS stakeholders with estate requirements in Salisbury

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

• Change text according to NHS requirements:

1. The SNDP Steering Group engaged in early discussions with the NHS ~~ICB (formerly Clinical Commissioning Groups)~~ and ~~other Health and Care Providers~~ regarding ~~future~~ primary, community, and hospital care ~~infrastructure~~ requirements for Salisbury to determine if there was scope in policies or site allocations to facilitate changing provision or modernisation of services.
2. A wide variety of parties are responsible for commissioning and providing health and care services. An overarching NHS Estates Strategy is underway for ~~Bath and North East Somerset, Swindon Swindon, and Wiltshire~~ ~~Integrated Care system, which and~~ will help articulate the ~~principles for future~~ premises ~~provision linked to the~~ need to support the demand for health care services and plans for south Wiltshire and Salisbury City. As part of the preparation of ~~this strategy~~, key stakeholders have been engaged with which are described in Figure XX.

Figure 29: Key NHS Stakeholders with ~~potential~~ Estate requirements in Salisbury

| Healthcare Stakeholder | Role | Requirements |
|--|---|---|
| Clinical Commissioning Group Integrated Care Board (formerly Clinical Commissioning Group) | Commissioner of health care services, with role in the development of primary, community and acute care facilities and services in the area working with a number of providers, led by local family doctors (GPs) | <ul style="list-style-type: none"> Three Chequers surgery require a new site for the co-location of services across all their practices Salisbury Medical Practice require group consultation space with shared back office space |
| Wiltshire Health and Care | Community provider A partnership focused on delivering improved community services enabling people to live independent and fulfilling lives as long as possible and provider of community health and wellbeing services. | <ul style="list-style-type: none"> 1-2 clinic rooms which may be shared with other providers Community Podiatry and Continence services Dental Access Office space |
| Avon and Wiltshire Mental Health Partnership | Provider of adult inpatient and community-based mental health care for people | <ul style="list-style-type: none"> Older adult frailty hub Outpatient services |
| HRCG | Provider of Child and Adolescent Mental Health Services | <ul style="list-style-type: none"> Soft clinical space |

| | | | | | | | |
|---|--|---|---|---|---|-----------------------------|--|
| | <table border="1"> <tr> <td data-bbox="1357 316 1644 483">Salisbury NHS Foundation Trust</td> <td data-bbox="1644 316 1928 483">Provider of local acute hospital services and specialist services</td> <td data-bbox="1928 316 2177 483"> <ul style="list-style-type: none"> • Community Phlebotomy • <u>Generic outpatients consulting space</u> • <u>Sexual Health</u> </td> </tr> <tr> <td data-bbox="1357 483 1644 576"><u>Community Dental Services</u> <u>Great Western Hospital</u></td> <td data-bbox="1644 483 1928 576">Provider of dental services</td> <td data-bbox="1928 483 2177 576"> <ul style="list-style-type: none"> • <u>Dental services</u> • <u>Dental Access</u> </td> </tr> </table> <p data-bbox="1285 651 2177 762">. The highest priority estate planning project for health in Salisbury is to secure better and more <u>flexible</u> space for local GP surgeries <u>and community providers</u>. Other requirements, though as high a priority, should also be met in the Salisbury area to promote the co-ordination and integration of services.</p> | Salisbury NHS Foundation Trust | Provider of local acute hospital services and specialist services | <ul style="list-style-type: none"> • Community Phlebotomy • <u>Generic outpatients consulting space</u> • <u>Sexual Health</u> | <u>Community Dental Services</u> <u>Great Western Hospital</u> | Provider of dental services | <ul style="list-style-type: none"> • <u>Dental services</u> • <u>Dental Access</u> |
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| | | | | | | | |

In response, the HEAT project (Health, Education and Technology Project) is being formulated. This hospital-led project plans to integrate the existing hospital facility with a potential range of other services designed to complement health care. These could range from education and training to research and development. The aim is to help the hospital thrive and succeed, with the resources to attract and retain talented people, and the ability to create independent revenues. It's also about remodelling and facilitating the changes needed to bring the approach to clinical care up to date, including how it is delivered to patients over the next decade. Moreover, it is about creating a sustainable development that is environmentally friendly, using innovation and technology to lead the way in healthcare of the future.

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

Therefore, this SNDP seeks to encourage the location, relocation and/or development of healthcare services in the city centre on existing, accessible, brownfield sites such as the Maltings and Central Car Park or Brown Street Car Park. Co-location of health care services and co-location of health and social services would be welcomed. Facilities ensuring easy and comfortable use by people with varied disabilities will be particularly welcome. There are possible advantages of vacant space/existing buildings being repurposed for health care and

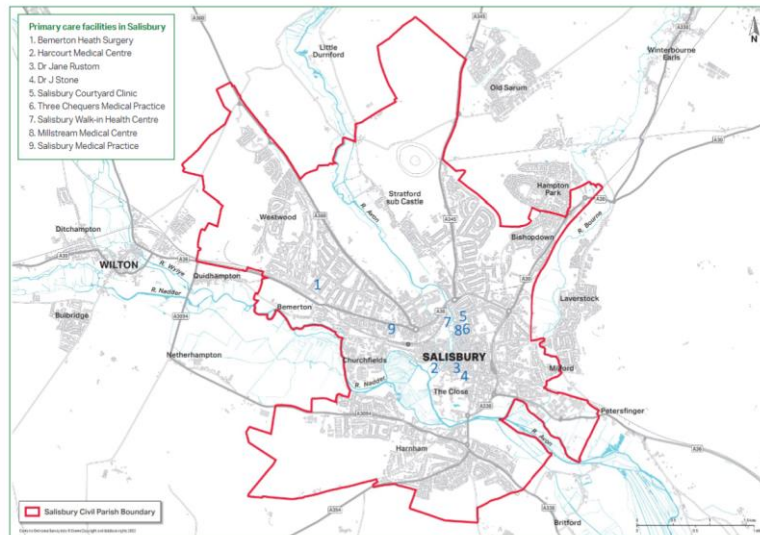
term sustainability and viability, it has to reconfigure to make the best of its specialist services and work with other providers in the community to ensure it can deliver an optimum service to the city and surrounding region.

254 In response, the HEAT project (Health, Education and Technology Project) is being formulated. This hospital-led project plans to integrate the existing hospital facility with a potential range of other services designed to complement health care. These could range from education and training to research and development.

The aim is to help the hospital thrive and succeed, with the resources to attract and retain talented people and the ability to create independent revenues. It is also about remodelling and facilitating the changes needed to bring the approach to clinical care up to date, including how it is delivered to patients over the next decade. Moreover, it is about creating a sustainable development that is environmentally friendly, using innovation and technology to lead the way in healthcare of the future.

255 The Neighbourhood Plan cannot formally address the HEAT project because

Figure 30. Primary Care provision in Salisbury



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Policy 17:

Healthcare facilities

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

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

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

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

of its location outside the Salisbury City parish boundary, but the policies in the Neighbourhood Plan can support the project indirectly. It can work directly with healthcare stakeholders in the Salisbury NHS trust by providing space in site allocations, for instance at Coldharbour Lane and at Brown Street, and also by providing a supportive planning framework to protect existing services and allow for their modernisation.

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

257 Ward councillors compiled a list of healthcare facilities in their areas, shown in Appendix 4 and illustrated in **Figure 30**. The appendix contains hyperlinks to add detail to the individual entries. This data shows that some wards have very limited or no local healthcare facilities.

Community infrastructure

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

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

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

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

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

262 For the purposes of the SNDP, "community infrastructure" is defined as Class F1 and Class F2 Development⁷⁶. Community infrastructure includes but is not limited to: post offices, community halls and meeting places, places of worship, education and training facilities, pre-school centres and other children's services whose main purpose is not education, doctors' surgeries and dental practices, day-care centres, cultural facilities such as arts centres, theatres, libraries and museums.

Survey findings

Organisation information

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

Schools and colleges

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

Churches/community organisations

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

Policy 18:

Community infrastructure

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

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

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

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

- Amend second para: insert “larger” before “major” (larger major development)

Allotments

263 Allotments are important sites for food production but also provide for health, social capital, and environmental engagement.⁷⁷

264 Urban areas present unique challenges for the conservation of ecosystems. Allotments are an important greenspace feature of urban landscapes in Europe, which have the potential to offer multiple social and bio-physical ecosystem services in addition to food production.⁷⁸

265 There are currently 15 allotment sites in

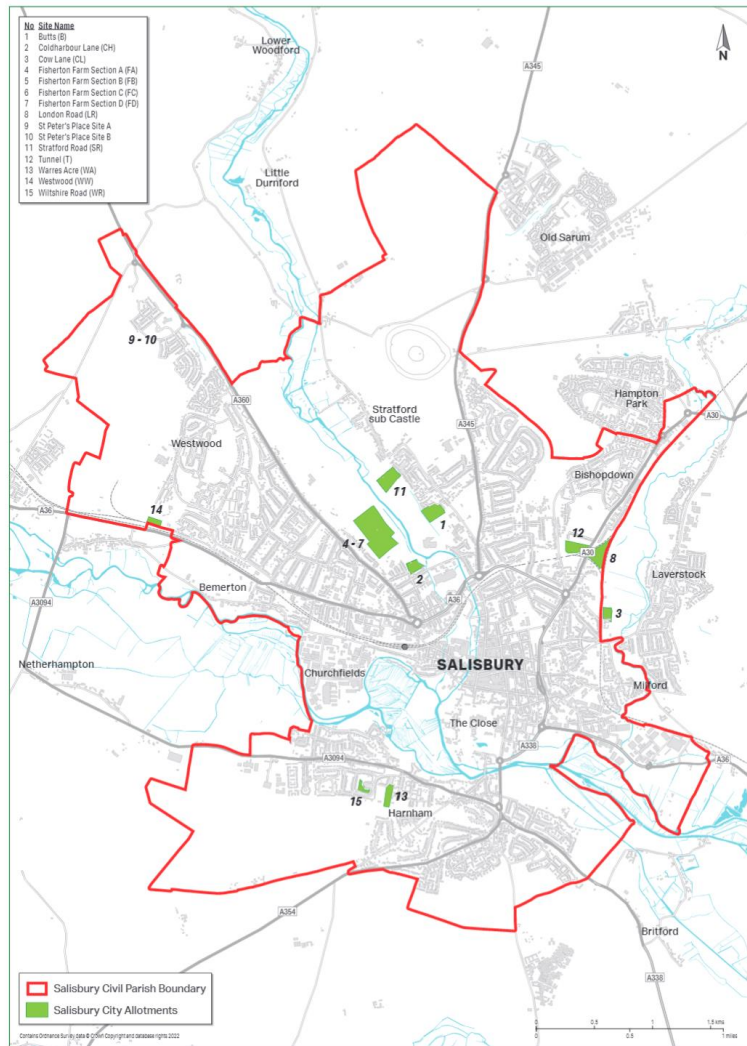
Salisbury, with a total of 762 plots which are administered by Salisbury City Council and supported by the Allotments and Gardens Association Salisbury. In February 2021, there was a waiting list of 348 which has grown from only 150 before the Covid-19 pandemic and subsequent lockdowns. **Figure 31** shows the sites, number of plots and size of waiting list. There is clearly a demand for allotment space in Salisbury. These waiting lists are only for existing residents and the shortage of spaces will become exacerbated when new planned residential development comes on stream.

Figure 31. Allotments in Salisbury

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

Source: Salisbury City Council, February 2021

Figure 32. Location of Salisbury city allotments



Source: Salisbury Greenspace Partnership

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

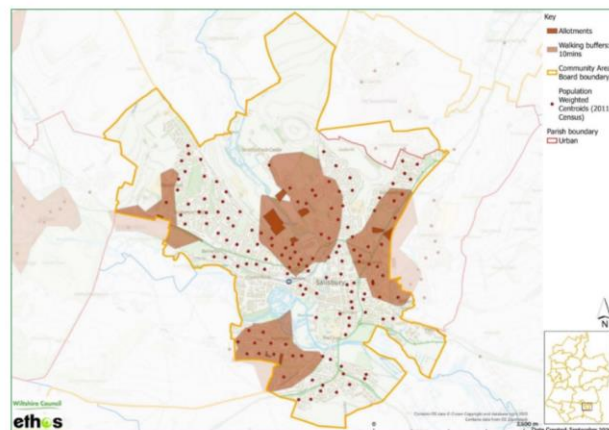
267 Figure 32 illustrates the location of the allotments. It shows that there are relatively few allotments on the south side of the city: only 43 plots at two sites (Warres Acre and Wiltshire Road). The City Council seeks to direct new users to the London Road allotments, but this will require users to drive to the site. Most demand comes from

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

268 Figure 33 shows the location of allotments plotted against 10-minute walking buffers. This shows that at present, only a handful of Salisbury neighbourhood are within a 10-minute walk of an allotment.

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

Figure 33. Access to allotments in Salisbury



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

Policy 19:

Allotments

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

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

Provision for play and sport

270 The Core Strategy does not make specific provision for play in its policies. However, the NPPF 2019 supports healthy lifestyles⁷⁹, the provision of sports venues and open spaces⁸⁰ and to guard against their loss⁸¹.

Provision for play

271 The Wiltshire Open Space Assessment (2020) considered access to play in Salisbury which indicated the overall, there was reasonably good provision and most residents could access play facilities for children and youth within comfortable walking distance, as illustrated in **Figure 34**.

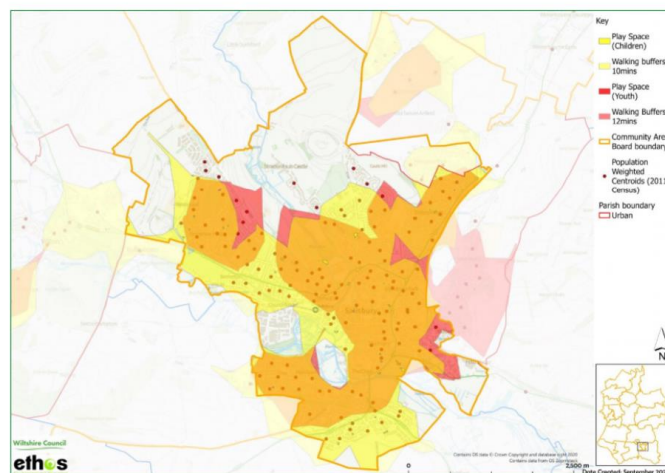
272 The study concluded that due to the

shortfalls in play space shown in **Figure 35**, new on-site provision should be sought where new development opportunities arise, for both children's and youth facilities. The priority should be for fewer, larger and higher quality play spaces as opposed to a proliferation of small play spaces. There is potential for new play spaces to be added within parks and recreation grounds.⁸²

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

274 Play England advocates the creation of adventure playgrounds⁸³ which offer a range of play opportunities. Outdoor play areas should offer a variety of playable spaces including:

Figure 34. Access to Play Space (Children and Youth) in Salisbury



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

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

landscaping, planting and community art installations can offer children considerable play value. Play can be embedded in the way we design and plan for public space, transforming the way to school into a learning opportunity, or polluted/unsafe sites into vibrant assets. A combination of formal and informal play solutions can cultivate a greater sense of place, allow fuller play experiences, and reap substantial benefits for children, families, and communities.⁵⁵

275 Where possible there should be changes of level in landscaped features as well as in built structures. There should be regular access to fire and cooking outdoors, earth, water, sand, other loose materials and objects, nooks and crannies, natural features and forms. Children should be able to experience the elements as part of their play and use tools and materials to build and modify a flexible and evolving play space.⁵⁴ A fundamental principle of adventure playgrounds is that they are a neighbourhood drop-in provision for children in the local community.

277 Partly due to an over-concern with safety, or fear of litigation, there is a tendency for new or refurbished play spaces to be unimaginative and formulaic. There is often an over-emphasis on fixed equipment at the expense of landscaping and other features. Imaginative changes of levels and hard and soft landscaping can be well suited to meeting the needs of various age groups and relatively easy and cheap to maintain. Such environments can stimulate creative play in a way that standardised equipment will not. Many of the most traditional and well-loved forms of play such as ball games, hide and seek, run-outs, building dens and informal bike tracks, are indeed dependent on imaginative natural landscaping rather than manufactured equipment, although the latter of course can have an important role in an overall design.⁵⁶

276 Play is often seen as an activity confined to playgrounds or children's facilities, but the whole built environment can offer a critical play and learning opportunity for children. Play permeates all aspects of a child's life, in a wide variety of locations and environments – e.g.

Figure 35 Results of Open Space Assessment

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

278 Provision for play, whether informal provision in adventure playgrounds, or as incidental opportunities for play as part of the design of the street scene, or formal provision of playing pitches or playgrounds, should be delivered by new development in Salisbury. Play opportunities should be accessible on foot, and should become part of the built environment, though equally, play opportunities in natural settings will also encourage healthy lifestyles.

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

Provision for sport and physical activity

280 Sport provision is an important dimension of the lifestyle of Salisbury residents. Sport provides opportunity to enhance physical, mental and social wellbeing in the community and opportunities include formalised sports clubs, informal play, fitness (gym activity), walking and cycling for leisure/transport, running, dance and many more.⁸⁷

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

- Wiltshire Playing Pitch Strategy (WPPS)
- Sport's National Governing Bodies (NGBs including NGBs not covered in WPPS)
- Sport England (SE) –Uniting the Movement Strategy
- Local sports clubs and providers of sports provision in Salisbury – Through Salisbury Sport and Activity Forum⁸⁸ and SCC survey Evaluating Sporting Need (ESN)
- Salisbury City Council based on the Salisbury City Council Strategic Plan 17-21 (SCCSP)

282 Only 60% of adults in England met the recommended 150+ minutes per week of physical activity recommended by the NHS⁸⁹ and only 40% of children in England met the recommended 60+ minutes per day of physical activity.⁹⁰

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

284 Current provision by Salisbury Ward is outlined in Appendix 5.

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

- 70% of respondents reported that shortages of facilities was their main concern.

- 60% were concerned that they had inadequate access to new and developing coaches.
- 60% reported that funding was not a priority issue.
- Clubs report on average 217 members per club - of this number, 67% are people living within SP1 and SP2 Postcodes.
- 76.3% of clubs considered their participants to be informal rather than elite/competitive participants.
- On average, clubs believe they could increase their membership by 45 participants if facilities were not limited. Overall this could mean an increase over 2000 regular participants throughout the city.

286 There is also an identified shortage of sports pitches in Salisbury and the

WPPS identified shortages for football, rugby, cricket and hockey that could be addressed by new development, either as part of larger schemes or as targeted developments. The WPPS is due to be refreshed in 2023. The current requirements have largely been met through recent schemes that have been delivered, namely a full size 3G pitch and expanded changing rooms at Salisbury Rugby Club. Harnham Cricket pitch was not mentioned in the WPPS, however it does provide opportunity to extend provision.

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

- Additional cricket field to be identified and developed within Salisbury.
- Safeguarding current provision of Hockey Compliant Artificial Grass Pitch (AGP) through sole or restricted use.

Below
The Greencroft



- Para 286 – replace “replaced” with “renewed”

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- The 3G AGP is currently in development at Sarum Academy. However it is already fully booked and at capacity at peak times leading to reduced community offer and sport development. Additional provision would benefit the community.
 - Teams currently use the artificial pitches at South Wilts Cricket Club (SWCC), however heavy use has rendered the playing surface virtually unusable. Alternative or improved provision is required.
 - The WPPS does not count Harnham Pavilion as having a cricket provision. There has been an adult team using Harnham pre-2017 and since then there are now 2 children's groups, women's cricket provision, over 50s cricket provision and irregular other adult team usage. The ground needs improvement to get the surface to a safe and usable level.
 - AGP needs resurfacing for hockey and SWCC are actively looking for opportunities for funding.
 - The Local Tennis Association considers that Salisbury area is in need of further indoor tennis provision.
 - The British Gymnastics Strategic Plan 2017-2021 highlights key targets for British Gymnastics and is due for renewal imminently. There is current unmet demand in Salisbury.
- 288** Salisbury City Council priorities include:
- Resurfacing of current Multi Use Games Areas (MUGAs) at Bemerton Heath and The Friary to bring them up to a safe and quality standard.
 - Increasing quality and quantity of provision in areas of high deprivation.
 - Increased quantity of indoor space, including sport specific venues.
 - Increased football provision both grass based and artificial for matches and practice.
 - Increased quantity and quality of outdoor community spaces for public and sports clubs to access.
 - Legacy planning for facilities must be created to prevent loss of current and future facilities.
 - Investing in lighting at public facilities to increase the amount of safe spaces for young people throughout the city.
- 289** New developments, particularly larger scale residential developments, will give rise to the need for additional sporting facilities. Applicants are encouraged to contact local clubs in their area to identify local shortfalls in provision that might be addressed. It may not be necessary in planning terms for schemes to meet all unmet need for an area, but by working in partnership with local clubs, it may be possible to access funding and support that would enable the development to demonstrate that it has met its own unmet need by facilitating local clubs in their own strategies. A rounded local view from clubs is essential to highlight specific needs that may be unique to Salisbury. Partnerships between developers and local clubs is encouraged.

- Para. 289 – delete second sentence starting with “Applicants are.....”
- Para 289 – change “in partnership with local clubs” to “in partnership with Salisbury City Council who may work with local clubs”
- Para 288: add new bullet point
 - *Churchill Gardens youth and adult recreation*

Policy 20:

Provision for play and sport

The loss of play provision and sport infrastructure will be strongly resisted, including trading one for the other.

The creation of new, or enhancement of existing, play or sport infrastructure will be supported where it will create high quality opportunities for healthy lifestyles.

All major residential developments will make proportionate provision for play and sport to meet the demand that the scheme gives rise to but are encouraged to work with local play and sports providers to create enhanced schemes.

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

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

Policy 20 – add new first clause:

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

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Chapter 5:
References

- ⁶⁷ *Wiltshire Council Local Plan - Planning for Salisbury, January 2021, para. 9.*
- ⁶⁸ *ibid, para 11.*
- ⁶⁹ *Brownfield land is also known as "previously developed land", which is defined in Annex 2 of NPPF 2021.*
- ⁷⁰ *NPPF 2021, para. 70 and Annex 2, "Sites not specifically identified in the development plan".*
- ⁷¹ *Paragraph: 103 Reference ID: 41-103-20190509*
- ⁷² *Central Area Framework, Tibbalds, August 2020, page 6.*
- ⁷³ *Housing Needs Assessment, AECOM, 2020, para. 87 and table 4-5.*
- ⁷⁴ *ibid, para 100A.*
- ⁷⁵ <https://www.gov.uk/guidance/first-homes#first-homes-definition-and-eligibility-requirements>
- ⁷⁶ *Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020*
- ⁷⁷ *"My little piece of the planet": the multiplicity of well-being benefits from allotment gardening | Emerald Insight*
- ⁷⁸ *Allotment gardens and parks: Provision of ecosystem services with an emphasis on biodiversity - ScienceDirect*
- ⁷⁹ *NPPF 2021, para 92 c. and 93 b.*
- ⁸⁰ *ibid, para 93 a.*
- ⁸¹ *ibid, para 93 c.*
- ⁸² *ibid, page 17.*
- ⁸³ *Adventure Playgrounds: the essential elements, Play England, <http://www.playengland.org.uk/wp-content/uploads/2018/07/Adventure-Playgrounds.pdf>*
- ⁸⁴ *ibid, page 7.*
- ⁸⁵ <https://www.arup.com/perspectives/publications/promotional-materials/section/reclaiming-play-in-cities>
- ⁸⁶ *ibid, para 3.71.*
- ⁸⁷ *For more information on the benefits of a promoting a healthy lifestyle please go to: Sport England.*
- ⁸⁸ *Minutes available on request to Salisbury City Council.*
- ⁸⁹ <https://www.nhs.uk/live-well/exercise/>
- ⁹⁰ *Physical activity guidelines for children and young people - NHS (www.nhs.uk)*

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6: Transportation and movement

Above
College Road
Roundabout

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Transportation and movement

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

291 In addition to the Salisbury Transport Strategy, Wiltshire Council

have also produced a number of county-wide strategies as part of their adopted Local Transport Plan (LTP3)⁹¹ and work is now underway to produce LTP4. WC are currently working on producing a Local Cycling and Walking Infrastructure Plan (LCWIP), and the SNDP will support aspirations in the emerging LCWIP as well as government targets for modal shift.



Right
Castle Road
Roundabout

Sustainable transport

292 The Salisbury Transport Strategy 2018 (STS) reflects Wiltshire Council’s approach to meeting the transport needs of the city as it grows, and this provides the basis for sustainable transport provision in Salisbury. The STS has been refreshed in July 2018⁹² as part of the evidence base for the Wiltshire Housing Sites Allocations Plan (WHSAP) and was adopted as part of that process⁹³. The three main themes identified are as follows [see STS Refresh, p.6]:

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

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

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

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

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

295 The overarching theme of improving the attractiveness if the city centre is made more difficult due to the A36, part of the strategic road network (SRN). Traffic on the A36 Ring Road (Churchill Way) passes around the outskirts of the historic core, leading to severance and air quality issues. Congestion on the ring road means that some through traffic cuts through the city centre, which is detrimental to the attractiveness of the city. A 2019 survey undertaken to inform the CAF found that half of all weekday traffic is within the A36 for less than 15 minutes indicating through traffic⁹⁴.

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

297 To mitigate the additional traffic which will be caused by new developments, Core Policy 63 in the current Wiltshire Core Strategy⁹⁵ states that:

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

developer contributions, LTP funding and joint working with partners and others."

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

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

300 The original Salisbury Transport Study contained targets for modal shift, as explained in the Summary document⁹⁶:

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

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

301 Targets for modal shift based on the Salisbury Transport Strategy have been incorporated into the planning

applications put forward for strategic sites in the Wiltshire Core Strategy. Thus, as examples:

- Longhedge: Planning application 13/00673/OUT. Option A for up to 673 homes. Journey to work by car drivers: the residential car driver mode share taken from the Census 2011 is 71%. This has been reduced to around 56% to reflect the 'radical' approach which is to be pursued as part of the Salisbury Transport Strategy.⁹⁷
- Fugglestone Red (St Peter's Place): Planning application S/2012/0814. Proposal for 1,250 homes and 8.0 ha of employment: the target for the site will be to reduce single occupancy vehicles by 10%.⁹⁸

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

303 In February 2019, at a meeting of full council, Wiltshire Council resolved to: "acknowledge that there is a climate emergency and to seek to make the county of Wiltshire carbon neutral by 2030". It is estimated that 45% of carbon emission in the county are attributable to transport and tackling unsustainable travel patterns/ modes is seen as one of the biggest challenges. This was acknowledged in the January 2021 publication Wiltshire Council Local Plan – Addressing Climate Change and Biodiversity⁹⁹ [para 3.19]. Salisbury City Council also declared a Climate Change Emergency at their Full Council meeting on 17 June 2019. It is recognised that this situation, and the urgent need to address climate change emissions related to

transport, may impact policies in this area.

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

- The Department for Transport's July 2020 'Gear Change' document, setting a bold vision for walking and cycling¹⁰⁰. This is further backed up by revised guidelines for cycle infrastructure design in Local Transport Note 1/20¹⁰¹.
- The March 2021 'Bus Back Better' document from the Department for Transport reflecting a national vision to deliver better bus services across England.¹⁰²
- The Department for Transport's July 2021 'Decarbonising Transport' plan, which prioritises an acceleration of modal shift to public and active transport and the decarbonisation of motor vehicles.

Below
New Canal



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Policy 21:

Sustainable transport

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

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

Transport assessments or site travel plans will demonstrate a reduction in the need to drive into and within the city centre,

particularly for larger vehicles, and will encourage modal shift to more sustainable transport modes for this destination.

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

- Add following text to end of first bullet:

“are being met in accordance with Core Policy 60 and the Local Cycling and Walking Infrastructure Plan.”

- Add following text to third clause:

“sustainable transport modes for this destination in accordance with Core Policy 60 (ii and v).”

- Modify second clause and add *“and the Local Walking and Cycling Infrastructure Plan”* after *“Transport Strategy”*

Connectivity to walking and cycling routes for new development

305 The Neighbourhood Plan supports the creation and enhancement of a network of safe walking and cycling routes, through improvements to existing routes and the development of new routes. It is assumed that the ongoing process of developing an LCWIP¹⁰³ for Salisbury will result in the definition of a cycle network comprising primary routes, secondary routes, local access routes and long distance and leisure routes, as referred to in LTN 1/20 (para 3.4.2). This will develop the cycle network for Salisbury which is currently shown on Wiltshire Council's website¹⁰⁴.

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

307 The Salisbury CAF consultation undertaken in 2019 demonstrates that walking and travelling by private car are the most common ways to access the city centre¹⁰⁵. Approximately twice as many respondents travel by car than bus and twice as many walk than cycle. From the additional comments received, there are perceivable barriers to using more sustainable ways of accessing the city centre, such as limited bus service and unsafe cycle conditions.

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



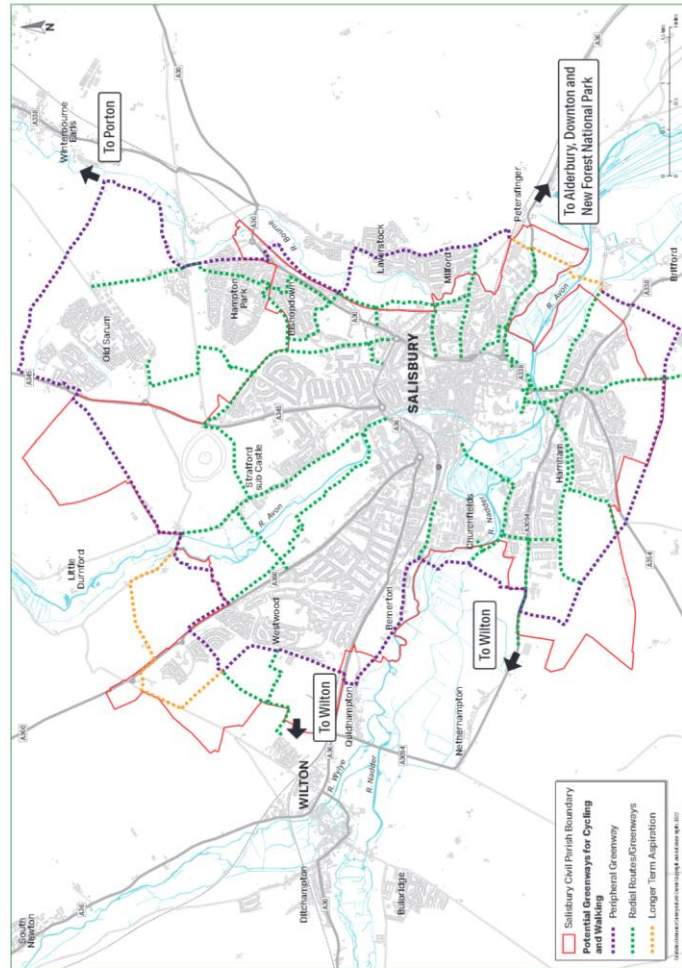
must have sufficient capacity to enable implementation of measures that deliver a reduction in the high volume of vehicles cutting through the city centre. 89% of respondents to the 2019 CAF consultation support a reduction in the volume of through traffic entering the city centre.

Above
Wiltshire College

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

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Figure 36. Walking and cycling connectivity plan



- Change title of figure – replace “plan” with “aspirations”

implement a safe cycling network. Subject to rapid investment in this network, there is a short- to medium-term opportunity for significantly more local journeys to be undertaken by bike and/or on foot as demonstrated in the recent consultation undertaken for the SNDP. 61% of survey respondents said they would walk or cycle more frequently to the city centre if there were safer cycle/pedestrian routes¹⁰⁶.

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

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

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

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

Figure 37. Walking and cycling routes (annotated) based on LCWIP

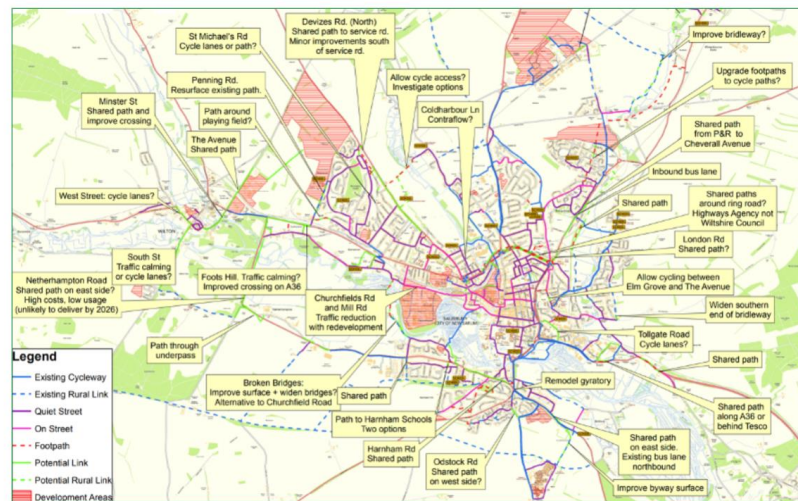


Figure 37 - replace with LCWIP

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Policy 22:

Cycling and walking infrastructure

New residential or commercial developments should facilitate cycling and walking by creating links to or improvements to the network shown in **Figure 36** to standards set out in LTN 1/20 and in a manner that supports the local Green and Blue Infrastructure network.

Improvements for walking and cycling along the key green links showing proposed radial and peripheral routes on **Figure 36** and **Figure 37** will be prioritised over provision of on-road cycle facilities.

these networks will continue to be sought where appropriate.

314 Therefore, new development which supports the creation of safe walking and cycling routes which takes opportunities to create and enhance safe and convenient routes through and out of the city centre will be supported, subject to accordance with other policies. Improvements for walking and cycling along the key green links showing proposed radial and peripheral routes on **Figure 36** and **Figure 37** will be prioritised over provision of on-road cycle facilities. This would be in line with the proposed enhancements to Salisbury's green and blue infrastructure improvements and illustrated in **Figure 21**.

315 The provision of footpaths and cycleways to new developments is supported by a motion to WC's full Council meeting on 20 October 2020 where it was resolved that¹⁰⁷:

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

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

- Delete entire policy and use this revised wording:

*Where developments make contributions towards sustainable transport provision including for the mobility impaired according to Core Policy 61, and after making provision for the Local Walking and Cycling Infrastructure Plan shown in **Figure 37**, provision made for improvements to wider walking and cycling connectivity, as shown in **Figure 36**, will be supported.*

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

Cycling parking and storage

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

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

319 Surveys of cycle parking in the city centre have shown that there is a shortage of publicly-available covered cycle parking which should be addressed. See **Figure 37**.

320 The adopted Local Transport Plan (LTP3) makes provision for cycle parking in the Cycling Strategy (dated March 2014¹⁰⁹). The standards are set out in Appendix 4 of the Cycling Strategy and apply to both new build and change of use.

Figure 38. COGS cycle parking survey 2019

COGS cycle parking 2019

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

Sample key findings:

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

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

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

Summary: Some of the cycle parking provided is remote from city centre amenities and is poorly used. Conversely, bicycles are frequently parked in covered areas in or near this area where there are no stands, particularly when the weather is less than favourable. A favourite location is the railings under cover in front of Tesco's (max 11 bikes, average six in 2019), other popular covered spots were the back of the Public Library, Library Passage, and in the Sainsbury's/Maltings multi-storey car park building.

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

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321 It is acknowledged that:

*"In some cases, where change of use is sought, the appropriate standards may be physically impossible. In these cases, the individual application will be considered on its merits to determine whether substandard provision is acceptable. For older residential buildings, uncovered, on-street parking may be an acceptable alternative to a lockable enclosure, but innovative solutions should be considered first."*¹⁰⁹

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

323 The COGS cycle campaign group have accumulated a considerable amount of data in respect of cycle parking within Salisbury, both at stands and 'informal' parking, and this information can help inform planners regarding where city centre cycle parking is needed. Some sample data from 2019 is given in **Figure 38**.

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

Figure 39. Bicycle parking at Salisbury railway station

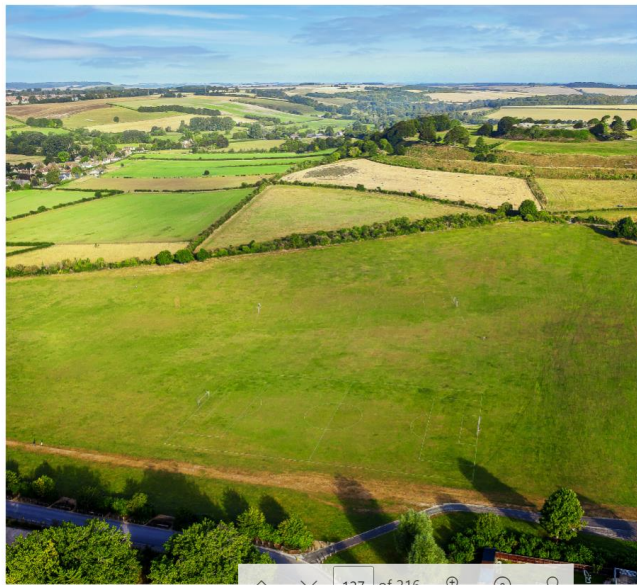


Cycling for pleasure

325 The NHS recommends undertaking daily physical activity, suggesting that adults do at least 150 minutes of moderate intensity activity a week and reduce time spent sitting or lying down and break up long periods of not moving with some activity¹⁰. Cycling for pleasure is one way for Salisbury citizens to be active.

326 The Joint Strategic Needs assessment for Salisbury Community Area¹¹ shows the scope for improvements in health and wellbeing which will help to relieve pressure on the NHS:

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



Left
Hudson's Field

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Policy 23:

Cycle parking

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

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

Policy 24:

Cycle for pleasure

Improvements in provision for facilities for cycling for pleasure will be supported including safe cycle storage at key points of interest, repair stations, and outdoor serving areas with seating. Safer crossing points for cyclists will be supported.

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

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

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

- Change policy to *"Cycling for pleasure"*
-
- Modify policy 24 -
 - First sentence, after "cycling for pleasure" add *"as part of Travel Plans"*
 - Final sentence, after "points for cyclists" add *"and provision of cycling maps and promotional material"*

City centre residential car parking

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

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

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

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

333 The adopted Wiltshire Council Eco Strategy¹¹² indicates (p.23) that one of the steps which can be taken which is within council influence is to "Minimise CO2 emissions from transport by: ... promoting developments in highly accessible locations, some car-free...".



334 Wiltshire Council's Air Quality Supplementary Planning Guidance¹¹³ indicates that: "car parking should be discouraged within AQMA's, particularly for developments located near to public transport."¹¹⁴

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

Above
A Salisbury residential area

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

336 Data from the 2011 census for Salisbury illustrates that car ownership levels are typically lower than for the rest of Wiltshire¹⁵. The table in **Figure 40** shows figures from the 2011 census for Wiltshire, Salisbury, and St Edmunds and Milford Ward in the city centre.

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

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

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

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

Figure 40. Car ownership levels

| Area | 0 Cars | | 1 Car | | 2 Cars | | 3 Cars | | 4 or more | |
|-----------------------------|--------|--------|-------|--------|--------|--------|--------|-------|-----------|-------|
| | Num | % | Num | % | Num | % | Num | % | Num | % |
| Wiltshire | 28660 | 14.76% | 80315 | 41.36% | 63879 | 32.89% | 15513 | 7.99% | 5827 | 3.00% |
| Salisbury | 4506 | 24.92% | 8196 | 45.32% | 4313 | 23.85% | 822 | 4.55% | 246 | 1.36% |
| St Edmunds and Milford Ward | 810 | | | | | | 1 | 2.96% | 19 | 0.79% |

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Policy 25:

Residential parking

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

341 It should be noted that much of Salisbury operates a parking permit system, with permits being allocated for residents, visitors, businesses, and tradesmen¹⁶. This should be seen as an alternative mechanism which allows for car parking where housing does not have allocated parking or where demand for allocated parking exceeds supply. Holders of parking permits for certain zones are permitted to park overnight in certain car parks (typically 5pm to 9am). This restriction may have the adverse effect of resulting in traffic movements to ensure a vehicle is legally parked depending on the time of day. Direct outcomes of the policy will be reduced traffic congestion and improved air quality, and indirect outcomes will be better uptake of other transport modes such as walking, cycling, public transport and car share, leading to healthier lifestyles.

Planning applications for residential developments without allocated parking spaces within Salisbury, particularly in the central area, will be supported.

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

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

- At end of first clause add “according to the provisions of Core Policy 64 (i)(d)”

Chapter 6:
References

- ⁹¹ *Wiltshire Council Local Transport Plans*
<http://pages.wiltshire.gov.uk/roadstransport/policiesandstrategies.html>
- ⁹² *WC Salisbury Transport Refresh, July 3, 2018*
<https://cms.wiltshire.gov.uk/documents/s148760/WHSAP08SalisburyTransportStrategyDraftStrategyRefreshJuly2018.pdf>
- ⁹³ *Email from Wiltshire Council Director of Highways and Environment, 30/3/2021*
- ⁹⁴ *From presentation to Future Salisbury Place Board 1/5/2020, survey based on ANPR (automatic number plate recognition)*
- ⁹⁵ *WC Core Strategy adopted Jan 2015*
<https://www.wiltshire.gov.uk/planning-policy-core-strategy>
- ⁹⁶ *Salisbury Transport Strategy Summary, November 2012*
- ⁹⁷ *WC Planning application 13/00673/OUT, Transport Assessment (May 2013), para 7.7.4*
- ⁹⁸ *WC Planning application S/2012/0814, Transport Assessment (May 2012), para 7.6*
- ⁹⁹ *Wiltshire Council Local Plan – Addressing Climate Change and Biodiversity*
https://www.wiltshire.gov.uk/media/5622/Addressing-Climate-Change-and-Biodiversity/pdf/Wiltshire_Local_Plan_Addressing_Climate_Change_and_Biodiversity_FINAL.pdf
- ¹⁰⁰ <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>
- ¹⁰¹ *LTN 1/20* <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>
- ¹⁰² <https://www.gov.uk/government/publications/bus-back-better>
- ¹⁰³ *Local Cycling and Walking Infrastructure Plan prepared by Wiltshire Council.*
- ¹⁰⁴ <https://www.wiltshire.gov.uk/transport-town-cycle-networks>, Salisbury and Wilton Town cycle map.
- ¹⁰⁵ *WC 2019 CAF Consultation report on* <https://www.wiltshire.gov.uk/article/2125/Salisbury-Central-Area-Framework>
- ¹⁰⁶ *SNDP Community Survey Report available on* <https://www.salisburycitycouncil.gov.uk/your-council/neighbourhood-planning/community-survey>
- ¹⁰⁷ *Minute 81 of the 20/10/2020 Council meeting at* <https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=130&Mid=13053>
- ¹⁰⁸ *WC Local Transport Plan 3 Cycling Strategy*
<https://pages.wiltshire.gov.uk/ltp3-cycling-strategy.pdf>
- ¹⁰⁹ *LTP3 Cycling Strategy, p. 64*
- ¹¹⁰ <https://www.nhs.uk/live-well/exercise/>
- ¹¹¹ *Downloaded from* <https://www.wiltshireintelligence.org.uk/community-area/salisbury/>
- ¹¹² <https://www.wiltshire.gov.uk/media/221/Energy-change-and-opportunity/pdf/Energy-change-and-opportunity-eco-strategy.pdf?m=637084642247230000>
- ¹¹³ <https://www.wiltshire.gov.uk/media/3367/Air-quality-supplementary-planning-guidance/pdf/Air-quality-supplementary-planning-guidance-document.pdf?m=637159007891400000>
- ¹¹⁴ *Page 31.*
- ¹¹⁵ *See table KS404EW for 2011 census:* <https://www.nomisweb.co.uk/census/2011/ks404ew>
- ¹¹⁶ *See information available on* <https://www.wiltshire.gov.uk/parking-permits>



7: Working

Above
High Street

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Homeworking and live-work infrastructure

342 The Covid-19 lockdowns of 2020 and 2021 introduced a new way of working that had previously been rejected by many employers – home working. The Office for National Statistics notes that when the census was taken in April 2021, 47% of people in employment did some work at home¹¹⁷. Occupations requiring higher qualifications and experience were more likely to do some work at home: managers, directors, senior officials, professionals, technical occupations and administrative and secretarial occupations.¹¹⁶

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

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

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

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



Right
Wiltsire College

Visitor accommodation

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

347 Tourism in Salisbury tends to centre on the cathedral and the city's proximity to Stonehenge, with less significance given to the city's other attractions. Salisbury's hotel and hospitality offer is currently limited, which serves to suppress the potential economic benefits of tourism. Many tourists only pass through Salisbury on their way to other destinations and few stay longer than a day. This is partly due to a limited range of accommodation, evening activities and restaurant choice and the lack of knowledge and provision of information on Salisbury's qualities and offer. The impacts of these shortcomings extend to both visitors and residents.¹¹⁹

348 Visit Wiltshire commissioned Hotel Solutions to prepare the "Salisbury Hotel and Visitor Accommodation Study Up-Date".¹²⁰

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

350 Key features of the current supply of visitor accommodation in the Salisbury area are as follows¹²¹:

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

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

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

351 The study concluded that Salisbury and the surrounding area have a strong but seasonal leisure market for staying tourism, with clear shortages of all types of accommodation in and around the city between April and October. The corporate market is relatively limited. Key leisure markets are overseas tourists, midweek breaks and staycations, weekend escapes, group tours, family holidays, visits to friends and relatives, wedding and family occasions, and events. Key business tourism markets are corporate demand and contractors.¹²²

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

Post offices

Below
High Street
Post Office



136

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

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

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

355 In July 2021 according to the Post Office website, there are no local Digital Check and Send Passport Renewal (Southampton or Andover) or Home Office Biometric Enrolment (Romsey) services in Salisbury.

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

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

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

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

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

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

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

362 The new Use Class Order (2020) under Class F2a "a shop of not more than 280 square metres, mostly selling essential goods where there is no other such facility within 1,000 metre radius of the shop's location". Arguably, the post office does not sell "goods" but rather sells services. However, it is unarguable that post office services are essential, particularly in a principle settlement. For this reason, post office services are considered to be Community Infrastructure in Salisbury and Policy 18 therefore applies.

Policy 26:

Working from home and live-work units

Residential development should be designed to facilitate home working and home schooling. Larger residential schemes should provide community work hubs wherever practicable. Provision of new community work hubs, private or public, will be supported. These schemes should provide secure lock-up-and-leave storage.

A planning condition will be attached to any proposal for a community work hub to remove permitted development rights to subsequently convert the facility to Use Class C3. Live work units will be supported.

Policy 27:

Visitor accommodation

Development for new visitor accommodation in Salisbury will be supported.

Policy 28:

Post offices

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

Policy 29:

Major food retail

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

- Remove "and home schooling" from policy. In Policy 26.

- At end of policy 27 add "in accordance with core Policy 40".

- Policy 28 – delete and replace with following:

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

- Policy 29 – reword as follows

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

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Food retail

363 Figure 41 lists all food retailers in Salisbury. It shows that most areas are well served with take-away food

shops and restaurants, and there is also a good distribution of local food retail shops.

Figure 41. Food retail by ward in Salisbury

| Ward | Major food retail | Local food retail | Restaurants, pubs and take-aways |
|--------------------------------|--|---|--|
| Bemerton Heath | | <ul style="list-style-type: none"> • Pinewood Stores | <ul style="list-style-type: none"> • New Pinewood Fish Chip shop • Tasty bites |
| Fisherton and Bemerton Village | | <ul style="list-style-type: none"> • Spar local shop • BARGAIN STOP FOOD and WINE • Londis • Bargain Booze Select Convenience • BP • Co-op Food - Salisbury - Wilton Road | <ul style="list-style-type: none"> • Britz • Halfway House |
| Harnham West | | <ul style="list-style-type: none"> • One Stop • Shop on the Old Harnham | |
| Harnham East | | <ul style="list-style-type: none"> • M and S Simply Food • Nisa Local • Harnham Local | <ul style="list-style-type: none"> • The Jade • The Refectory • The Wig and Quill • Cosy Club • Thai Sarocha • Prezzo Italian Restaurant |
| Milford Ward | <ul style="list-style-type: none"> • ALDI • Lidl • Southampton Road Tesco | <ul style="list-style-type: none"> • Tollgate Stores • The Co-operative Food • BP Garage • One Stop | <ul style="list-style-type: none"> • Railway Inn • The Winchester Gate • Hampton Inn Table |
| St Francis and Stratford | | <ul style="list-style-type: none"> • Co-op Food | |
| St Paul's | <ul style="list-style-type: none"> • Waitrose and Partners Salisbury | <ul style="list-style-type: none"> • Shell • Tesco express • Prime Stores | <ul style="list-style-type: none"> • Hoi Fan • Fry's Fish and Chips Restaurant • Maceys • The Duke Of York • The Devizes Inn • The Village Freehouse • Snack Packers • Everest Brasserie • The Balti House • The Horse and Groom • King's Wok • Café SP2 |

In Milford, delete “Southampton road”

In St Pauls delete “and partners in Salisbury

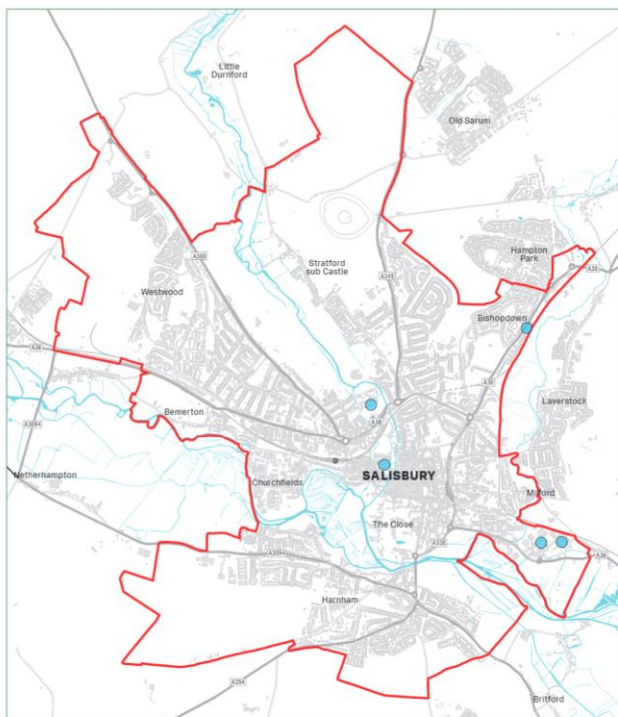
AC to tidy this up with the designer.

Figure 41. Food retail by ward in Salisbury (cont.)

| Ward | Major food retail | Local food retail | Restaurants, pubs and take-aways |
|-------------|---|---|---|
| St Edmund's | <ul style="list-style-type: none"> Sainsbury's | <ul style="list-style-type: none"> Poundland Charlie's Store Tesco Metro Iceland Foods The Asian Foodstore | <ul style="list-style-type: none"> Cafe Diwali The Old Ale and Coffee House The Salisbury Orangerie Wafflemeister Boston Tea Party Greggs Costa Coffee Pret a Manger Noodle Camp The Bell and Crown White Hart Hotel Greengages The Red Lion Nando's YOYO Mauls Wine and Cheese Bar Lee's Fish Bar Wongs Chinese CHEF CHINA The Anchor and Hope McDonald's Saray Kebab and Pizza Pizza Express Wildwood Chic-O-Land Costa Coffee The Ox Row Inn The Haunch of Venison Giggling Squid Wagamama The Cake Forge The Bishops Mill Zizzi Qudos Domino's Pizza Pizza Hut Delivery Thai Orchid Anokaa Cactus Jacks The Cure Coffee Lab Salisbury Spice Indian Takeaway Deacons Lalahan Turkish Restaurant Marrakech Restaurant The Shah Jahan The Kathmandu Kitchen Railway Tavern Georgie Baker |

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Figure 42. Location of major food retailers in Salisbury



364 However, the data also shows that there is an uneven distribution of major food retail outlets in Salisbury. This is shown graphically in **Figure 42** where it is clear that there are no major food retailers in Harnham and to the south of the ring road. This means that

residents in these areas must travel some distance to gain access to major food retailers and this adds additional traffic to already congested roads. In future, it would be preferable for major food retail to be focused in areas where no such provision exists.

Chapter 7:
References

¹¹⁷ [https://www.ons.gov.uk/employment andlabourmarket/peopleinwork/employ mentandemployeetypes/bulletins/corona virusandhomeworkingintheuk/april2020](https://www.ons.gov.uk/employment-andlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/coronavirusandhomeworkingintheuk/april2020)
¹¹⁸ *Ibid.*
¹¹⁹ *Central Area Framework, August 2020, page 15.*

¹²⁰ *January 2020*
¹²¹ *Page I, Salisbury Hotel and visitor Accommodation Study Up-Date – Final Report, Hotel Solutions, (Jan 2020).*
¹²² *Ibid, page ii.*

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8: Site allocations

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Churchill Gardens

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Site allocations

365 To meet Salisbury's housing requirement (see Living section), the SNDP will allocate sites in order to improve levels of affordable housing than would otherwise be achieved through Wiltshire Council's strategic policies. These sites will meet identified affordable housing needs for younger and older people.

366 A call for sites methodology was agreed with Wiltshire Council and a call for sites was undertaken in the period 1 June to 19 July 2020. This returned 13 sites which were assessed for planning constraints and with an interim Strategic Environmental Assessment (SEA). The interim SEA accompanies the SNDP as a separate document.

367 Appendix 6 shows the site assessment and was distributed to all site proposers and posted on the city council's website.

368 On 9 February 2021, the Steering Group agreed to progress the following sites:

- 18 College Street because it could yield affordable housing in the city centre.
- 22/30 High Street because it is a large site that might yield multiple benefits.
- Gasworks site at Coldharbour Lane as a large site that can yield multiple benefits.

- Quidhampton quarry because it is a large site that can yield multiple benefits.

- Brown Street car park as a site identified within the CAF with the potential for affordable housing in the city centre which might yield other benefits.

369 The Steering Group worked with site proposers and officers from various Wiltshire Council departments. Two sites dropped out: 18 College Street was withdrawn, and 22/30 High Street changed owners - the new owner did not progress the proposal.

370 Also since that time, the Steering Group received grant funding support from MHCLG (now DLUHC) to progress Neighbourhood Development Orders (NDOs) for Coldharbour Lane and Brown Street car park. The NDOs can and are progressing on timescales independent from the SNDP itself. The NDOs relate to sites allocated in the SNDP but will not necessarily be what will be developed on those sites. For this reason, the NDOs and SNDP allocations must be considered separately. The final outcome of each NDO will be independently determined according to procedures set out in the Neighbourhood Planning (General) Regulations 2012.

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The Quarry, Wilton Road

371 Quidhampton Quarry is located on Wilton Road in the north-west sector of Salisbury south and east of Bemerton Heath in the Bemerton Heath ward. The site is a former chalk quarry that was first excavated around 100 years ago. A recent planning permission for restoration of the site, with the creation of a 4ha development platform, by importing top soil, intended to be derived from HS2, has lapsed because the soil could not be made available. The site remains unrestored and vacant. It is deeply recessed with steep sides in parts, particularly in the north-east corner of the site. The quarry, and associated industrial workings, were accessed by road from the A36, and from a rail spur which enters the site from the south-east. The British Rail mainline runs on the southern boundary of the site.

372 It is generally agreed by the landowner and Wiltshire Council that the current vehicular access to the site is unsuitable for any significant increase in traffic above historic levels and associated with a change in use of the land. The site has not been subject to restoration and has not naturally regenerated on the quarry floor, though there are some scrub trees, and it is possible that other parts of the site have naturally regenerated. On the northern section of the site, where quarrying has not occurred, there is naturally occurring scrub tree growth and there may be trees worthy of protection and ecological mitigation may be required with potential for biodiversity net gain.

373 To the north of the site is the Sarum Academy and Woodlands County Primary

Figure 43. Quidhampton Quarry and surrounding area



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School. The Bemerton Heath Harlequins Sports and Social Club is to the east of the site, as are Salisbury City Council owned allotments. Quidhampton Village is to the south of the site on the opposite side Wilton Road, though this is not within the SNDP area. The quarry and surrounding area are illustrated in **Figure 43**.

374 The site is being promoted by the landowner who is progressing discussions regarding a scheme that could provide between 300 and 400 new homes, including many affordable or first homes and which would be attractive for younger people, alongside community hub/ workspace and significant areas of green space, to include walking and cycling trails. The site could be designed to provide good links to the surrounding community so neighbours could also enjoy the new green and accessible development and its environment. The unusual location and landform of the old quarry allows for modern design solutions for both built and natural environment. There is scope for this, including the provision of some apartments within the site, without clashing with constraints such as spire views. The scheme could provide a parkland setting

for residential development with a work and community hub building. Natural play features could be added within the landscaping to provide an attractive and healthy environment for families. A mock up of the current proposals are shown in **Figure 44 and Figure 45**. These proposals will be refined following Regulation 14 consultation.

375 The site currently does not have an access to the main road network that is considered suitable to serve a substantial residential development of the site. It is a requirement of national policy that safe and suitable access is provided to all development, and initial discussions have taken place between the landowner and Wiltshire Council as Highways Authority to consider various access options. Access has been acknowledged as a primary issue from the outset but it is agreed between the parties, at this stage, that it may be possible to achieve a safe and suitable access solution, that does not rely on the trunk road. The options, and details, will need to be further tested at application stage, alongside mitigation proposals, for example addressing parking arrangements in, and surfacing of, local roads.

Figure 44. Possible scheme layout



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Figure 45. A scenario how the scheme could progress



Figure 46. Indicative and possible access arrangement for Quidhampton Quarry



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376 The site proposer has prepared indicative proposals for a one-way system incorporating areas of formal on-street parking and kerbed build-outs which have the potential to be used to accommodate planting or to act as rainwater gardens. Access in this scenario would be on existing residential streets (Western Way and Stanley Little Road). These streets were not designed for the level of traffic proposed, and a reconfiguration of the road is proposed where there would be a one-way system and existing unmarked parking would be rationalised so that local residents could be assured of having sufficient on-street parking whilst allowing traffic to flow.

377 Whilst any future scheme would need to be designed in more detail and with more consultation, the current scheme balances



Figure 47. An example of a roadside rainwater garden and a kerbed build-out with tree pits

the opportunity to create build-outs with the need to maintain a suitable level of parking provision, but uses raised block-paved sections as a speed-reducing feature to help with traffic calming and aid sense of place. **Figure 47** shows examples of a roadside rainwater garden, and kerbed build-out with tree pits. Narrowed junctions onto Western Way and Stanley Little Road restrict vehicle movements and provide an improved crossing environment for pedestrians.

378 Core Strategy Policy 20 allocates the site for 4ha of employment. However, no employment has been proposed on the site since the policy was adopted in 2015. In order to be developed as envisaged by this policy, significant volumes of spoil would need to be transported to the site and extensive access improvements would need to be made, sufficient to accommodate commercial vehicles. In terms of the development need in the area, and constraints, including viability matters, it is not considered that an employment development would make the best use of the site. Further, the site is allocated for waste/recycling uses in the Waste Core Strategy, adopted July 2009, and Waste Site Allocations Plan, adopted February 2013. Waste uses would probably also require access improvements, to accommodate commercial vehicles, and could impact negatively on surrounding residential amenity.

379 There is no intention to review the waste plans within the SNDP timescales and the Local Plan only covers the period to 2026, but early versions of the review documents (January 2021) do not contain any proposals or draft policies for this site. Still, its beneficial reuse and contribution to regeneration objectives in some form, and led by a plan-process, is desirable.

380 The Steering Group asked the LPA whether it was progressing a policy or an update for Core Policy 20 in the Local Plan review for this site. The Head of Spatial

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Planning wrote in an email dated 3 September 2021:

"Quidhampton Quarry, also known as 'Former Imerys Quarry' is included within Core Policy 20 as an employment allocation - referred to as land that is identified for strategic growth. As you appreciate, it is also an allocation in the Wiltshire and Swindon Waste Site Allocations Plan Local Plan (adopted February 2013) and the site has not been restored from its former mineral use, therefore the existing or any future landowner would be bound by outstanding restoration requirements.

The site as you also know has access issues, which Highways England (now National Highways) has reiterated their concerns about in the response to the recent consultation on the Local Plan.

The above in itself illustrates the complexity of bringing forward this site as we have discussed with you previously, and also in the light of the basic conditions that the neighbourhood plan will need to pass through examination. We still have concerns about the neighbourhood plan being the right vehicle to bring forward the regeneration of this site given the strategic policies that relate to it. Even if the site was no longer identified for employment through the Local Plan Review there would still remain the issue of the waste allocation.

The desire of the Steering Group to look at this site is fully appreciated, as is the work that has gone into considering its future. We would be happy to meet with you together with the landowner and their agent to explore the issues surrounding this site more fully."

381 In February 2021, the Local Planning Authority announced in a press release that it would object to this SNDP policy if it were to progress to Regulation 14 consultation.

382 As discussed in the Living section of the SNDP, neighbourhood plans are empowered to amend settlement boundaries and allocate

land for housing, and are encouraged to exceed set housing requirements in order to provide flexibility. The HNA identified that there is a shortage of affordable housing for young people and that there are families that would like to be on the housing ladder but are prevented from doing so by the housing market and lack of supply.

383 Core Policy 20 has not been delivered nor is it likely to be so, and the LPA has not put forward any alternative proposals for this site. On the other hand, the SNDP has identified a need for housing for young people and families, which this site can provide. It would be more effective to make housing provision on this site in a planned manner through a housing allocation rather than to rely upon such housing coming forward as windfall development. Therefore, the SNDP will seek to allocate this land as suitable for housing and Class E and F development. The approach to housing allocation and the balance between strategic and non-strategic policies is set out above in paragraphs 217 and 218 above. Despite the LPA's objection to this allocation, the SNDP steering group considers that this site is very likely to make a significant contribution to Salisbury's housing requirement and is unlikely, based on past lack of development interest, to be utilised as envisaged in current Development Plan policies for waste, minerals and commercial development.

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Policy 30:

Quidhampton Quarry

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

- a) The housing scheme will be set within a landscape framework, integrating landscape and ecological value, and biodiversity net gain (including mitigation) with recreational access and sustainable urban drainage features.
- b) The landscaping scheme should maximise the potential offered by the quarry landform, and provide adventure trail and play to encourage a healthy lifestyle for residents and visitors. It must be accessible to residents from Bemerton Heath via attractive walking and cycling routes.
- c) All gardens, allotments and those areas of public green infrastructure designed for new tree and shrub planting will be restored with topsoil to BS 3882 together with soil conditioner. In addition, subsoil (to BS 8601) will also be required to agreed depths on the chalk platforms in the areas of public green infrastructure where there is to be new tree and shrub planting. Areas of public amenity grassland will require subsoil only of pH7 or above at a depth to be agreed and seeded with typical chalk grassland species of local provenance. Further ecological advice will be required to ascertain the depth of topsoil to be specified.

- d) Allotment space will be provided for the residents and also for residents of Bemerton Heath. This land restored with topsoil will be given to Salisbury City Council before the start of the development.
- e) Provision of necessary facilities for movement from the site. As a first priority, these should provide high quality pedestrian and cycle connections to nearby bus stops and services as well as the adjoining Bemerton Heath community and education facilities, to maximise the number of trips made by non-car travel modes and to discourage the use of single occupancy car travel.
- f) Any planning application will be expected to be accompanied by a Transport Assessment and Travel Plan that will first take into account the benefits from sustainable movement strategy described above and consider the effects of the residual car-borne trips on the operation of the highway network. Where required, new highway infrastructure will be required to mitigate those impacts to an acceptable level.
- g) The design of individual buildings will be imaginative and carbon neutral and may be up to six stories in height. Generic design will not be tolerated.
- h) Flats should have at least one individual private balcony that is large enough to accommodate a small dining table and chairs and should have provision for outdoor clothes drying.

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- i) Car parking should be unobtrusive and could be located under the main residential portion of buildings.
- j) All homes will have electric vehicle charge points installed.
- k) There will be provision for a community centre and work-from-home hub within walking distance of all homes to encourage home working and to allow for community activities. This will provide as a minimum: toilets, kitchen, two meeting rooms and a multi-functional activity space.
- l) There will be high speed internet access provided as wi-fi which is free to use by the community residents.
- m) Health and safety provisions with regard to the reuse of this former quarry for the purposes outlined in this policy will ensure that all quarry faces will be made safe and/or managed in perpetuity.
- n) A 30 year planting management plan will be agreed and implemented which will ensure that all publicly accessible green infrastructure will thrive and be well-managed throughout the life of the scheme.
- o) A construction management plan will be agreed and implemented that will demonstrate that wherever possible, plant and materials have been brought on site by rail.
- p) The rail infrastructure will be retained on site after project completion and will be made safe from trespass.

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Coldharbour Lane

384 This site is owned by National Grid and is located on Coldharbour Lane and Marsh Lane. It was put forward for consideration in the July 2020 Call for Sites. The site's eastern border is the Summerlock Stream, part of the River Avon SAC and SSSI. There is an existing unadopted footbridge nearby crossing the Summerlock Stream to allow non-public access between Marsh Lane and the car park of Waitrose and Partners. The site is within 15 minutes walking distance of Salisbury city centre via an underpass under the A36 and there are established allotments and a play park to the north-east of the site within a 10 minute walk. The site is currently unrestored from its former use as a gas holder site and there remains a need for land decontamination. National Grid are

progressing this and expect that the land to will be decontaminated by 2022 and ready for development by 2023. **Figure 48** shows the site and its surroundings.

385 Wiltshire Council's Residential Development Team has a clear remit to deliver 1,000 new affordable homes over the next 10 years. Homes will be delivered through a variety of routes: new build development on WC land, acquisition for new build development, S106 acquisitions and purchase of properties to meet more specific needs. Wiltshire Council has a long-established presence in the SNDP area as a housing provider and has ambitious plans for refurbishment of existing stock to meet modern/climate friendly standards.

Figure 48. The Coldharbour Lane site showing the gas holder which has now been removed.



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386 Alongside the new build programme, the team will be undertaking a review of existing Wiltshire Council sheltered stock. It is intended that Wiltshire Council will develop 2 to 3 new sheltered housing complexes in Salisbury following on the back of two successful recent developments in Amesbury and Devizes.

387 The schemes in Amesbury and Devizes offer state of the art facilities for older people providing lifetime individual homes in a safe and comfortable setting. Residents range from 55 to 100+ and have quickly developed a sense of community. Younger residents provide support and companionship to older residents and vice-versa and they can use communal facilities as much or as little as they wish. The existing facilities contain large, accessible apartments of a decent size and light, and corridors are wide and well lit. Residents have a range of communal facilities and beautifully landscaped gardens and opportunities for gardening. **Figure 49** shows examples of the scheme from Amesbury.

388 Salisbury has had many developments in recent years aimed at an elderly clientele. However, most of these have been at market rates and cannot be considered affordable. Wiltshire Council aims to provide equality within the market place, offering affordable opportunities, allowing older people to remain living independently within a safe home and with a real sense of community.

389 The first and major hurdle in delivering something of this magnitude in a city as compact as Salisbury is land availability within close proximity to the city centre. The Residential Development Team have confirmed that this has been a problem.

390 The call for sites did not yield any alternatives to Coldharbour Lane that

Figure 49. A similar sheltered scheme in Amesbury



would be suitable for this purpose and that would also meet the need for affordable housing for a growing elderly population identified in the HNA. The Quidhampton Quarry site is not within walking distance of the town centre and local green infrastructure that would be easily accessible for older people, and the Brown Street car park would be on the level and might be suitable in terms of accessibility but would not provide the greener environment which is key to the delivery of such schemes. Therefore, this

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site is the only site that can provide this level and quality of affordable housing for older people in Salisbury in a reasonable timescale.

391 In 2021, older people in affordable housing in Salisbury are living in a range of properties that are located across the city and suburbs. The housing team have indicated that these are predominantly one-two-bedroom flats and houses. It is anticipated that a few of the existing sheltered sites will become surplus to requirements following the development of the new sheltered housing schemes. The intention, therefore, is that as these properties eventually be refurbished and made available to other people also needing affordable housing. The HNA indicated that there are many people seeking affordable housing, particularly younger people, who would be interested in properties of this size.

392 Given all the above, it is considered realistic to expect this natural evolution in the use of these properties. This scheme will ultimately result in 60 purpose-built sheltered units for older people and 60 refurbished affordable homes for others, particularly younger people.

393 The site offers benefits for future residents and the wider community that other sites cannot: there is the potential to create a new riverside pocket park and to create a new footbridge linking the site to Waitrose. Waitrose and the Environment Agency have both been approached about a possible bridge and both have provisionally supported the scheme subject to design.

394 A Neighbourhood Development Order is being progressed for this proposal which will follow this site allocation. That has resulted in close attention to structured feedback from users of the Amesbury development.

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Policy 31:

Coldharbour Lane

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

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

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

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

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

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

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

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

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

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Brown Street car park

395 Wiltshire Council produced the Central Area Framework¹²³ (CAF) which offers a clear pathway towards delivering an exciting and vibrant city centre well into the future.

396 One key objective is to consider the future redevelopment of Brown Street car park for a mix of uses, potentially including residential, retail and hotel/tourism uses and strengthening pedestrian routes between Culver Street car park and the city centre (Brewery Lane/Milford Street).¹²⁴

397 The CAF suggests that the Chequers could be enhanced through redeveloping Brown Street car park, which could also help to improve the link between Culver Street car park and the city centre. Prior to any proposals to redevelop Salt Lane and/or Brown Street car parks, the CAF recommends that a study should be undertaken to determine the city's overall parking requirement, including an assessment to determine the degree to what extent each of these car parks are used by local residents, and by those attending events at Salisbury Arts Centre and other nearby venues. Brown Street car park is clearly identified as an opportunity site.¹²⁵ In 2020 the NDP Steering Group formally requested that a Car Parking Study of the kind proposed in the CAF be undertaken by Wiltshire Council. The Council advised that this would not be done. However, subsequently, officers provided guidance on what the NDP should include to support the site allocation and facilitate a proposed Neighbourhood Development Order. Together with funding from Locality this has made it possible to undertake a focussed parking study in accordance with that guidance.

398 The CAF proposals for the Brown Street Opportunity Site are replicated in **Figure 50**.

399 The Core Strategy does not contain a

policy or allocation regarding Brown Street car park, but the supporting text made the following comments in paragraph 5.117:

"The Salisbury Central Area Regeneration Sites also represent a key source of housing delivery. Although not classified as strategic sites (Core Policy 20), as there is uncertainty over the deliverability timescale, any development must be balanced with clear community, stakeholder and key landowners' support. These sites will be brought forward through master-planning in a similar way to the strategic sites in accordance with Core Policy 20."

The sites where further work is needed include:

- Salt Lane (10 dwellings)
- Brown Street (15 dwellings)
- Bus station (10 dwellings) 157
- Bus depot (25 dwellings)
- Southampton Road (750 dwellings) (emphasis added)

400 Though Brown Street car park was included in the CAF, it was not formally master-planned and was not considered to be strategic in the Core Strategy. It is therefore appropriate for the site to be allocated in the neighbourhood plan.

401 The site was proposed by Wiltshire Council in the 2020 Call for Sites.

402 Alongside the SNDP, a Neighbourhood Development Order is being prepared for this site to deliver the aspirations of the CAF. The scheme will follow this site allocation. Considerable consultation has been undertaken with the NHS, seeking to use this site for a major integrated primary and community services health opportunity alongside housing provision and some Class A3 development. Wiltshire Council's

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Residential Development Team have expressed interest in being able to provide affordable housing on this site subject to viability. It is understood that this housing might be reserved for younger residents including those who might particularly benefit from a flat in city centre location e.g., to access work opportunities.

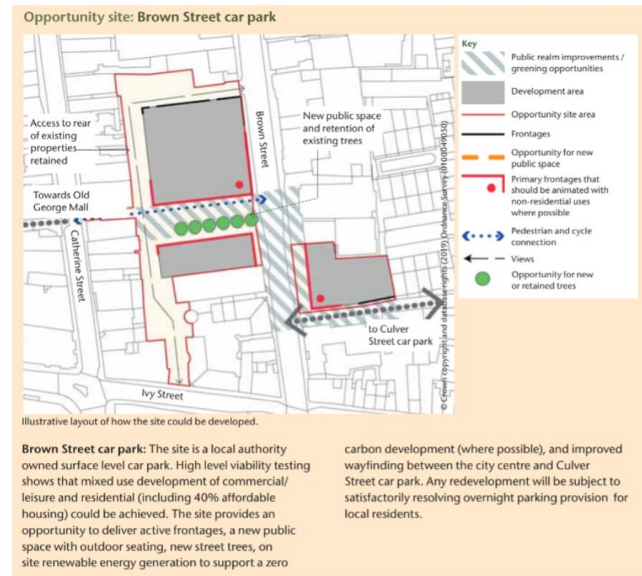
403 The overall scheme will be designed to respect the height limits set out in Policy 9, seek to improve urban environment between Culver Street Car Park and the city centre, with special emphasis on improving the Antelope Chequer in line with Policy 18, in such a way as to improve the amount of planting and greenery in this part of the City Centre in line with Policy 1. This will be a

complex scheme and the design will require significant levels of ongoing consultation and careful consideration of scheme viability. At this Regulation 14 stage, it appears that it will be possible to accommodate 450 square metres of gross external area, 3000 square metres of NHS provision and 5000 square metres of flats. A parking study is underway to determine the amount of required onsite provision and to consider the impact on parking in the area.

Chapter 8:
References

¹²³ August 2020
¹²⁴ Central Area Framework, Wiltshire Council, 2020, page 36.
¹²⁵ *Ibid.*, page 37.

Figure 50. CAF recommendation for Brown Street car park



Source: Central Area Framework page 38

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Policy 32:

Brown Street car park

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

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

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

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

There will be a minimum 10% Biodiversity Net Gain with green infrastructure in the form of green walls, green roofs and green screens to be incorporated into the scheme design as well as tree planting at street level. The scheme will ensure full access

to Electric Vehicle Charging in an economic, sustainable way for all users including visitors.

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

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

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

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Figure 66. Schedule of Open Space Provision by Type in Salisbury (cont.)

| Number | Site Name | Typology | Age Range(s) | Usage | Quality | Evidence of maintenance? | Improvement Required? | Does it meet local need? | Comments/Issues |
|--------|--|--------------------------------|--------------|--------|----------|--------------------------|-----------------------|--------------------------|--|
| 116 | St Peter's CE Primary School | Education | 5-12 | High | Good | Yes | Yes | Yes | Potential for biodiversity uplift |
| 117 | St Peter's Place Open Space | Park and Recreation Ground | All | - | - | - | - | - | Under construction |
| 118 | St Michael's Road Open Space | Accessible Natural Green Space | All | Low | Poor | Yes | Yes | Yes | Management Plan required for scrub woodland |
| 119 | The Valley Open Space | Accessible Natural Green Space | All | Low | Poor | No | Yes | Yes | Management Plan required for scrub woodland |
| 120 | The Valley Open Space | Amenity Green Space | All | Medium | Adequate | Yes | Yes | Yes | Different grass cutting regimes could be introduced to favour biodiversity |
| 121 | St Michael's church And Community Centre | Churchyards and Cemeteries | All | High | Adequate | Yes | Yes | Yes | Potential for biodiversity uplift |
| 122 | Woodlands County Primary School | Education | 5-12 | High | Good | Yes | Yes | Yes | Potential for biodiversity uplift |
| 123 | Wagstaff Way Open Space | Accessible Natural Green Space | All | Medium | Adequate | Yes | Yes | Yes | Scrub woodland in need of management |
| 124 | Salisbury Tennis Club | Outdoor Sport (Private) | All | High | Good | Yes | No | Yes | |
| 125 | All Saints' Church | Churchyards and Cemeteries | All | Medium | Good | Yes | No | Yes | |

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Delete 124 and renumber from that point.