

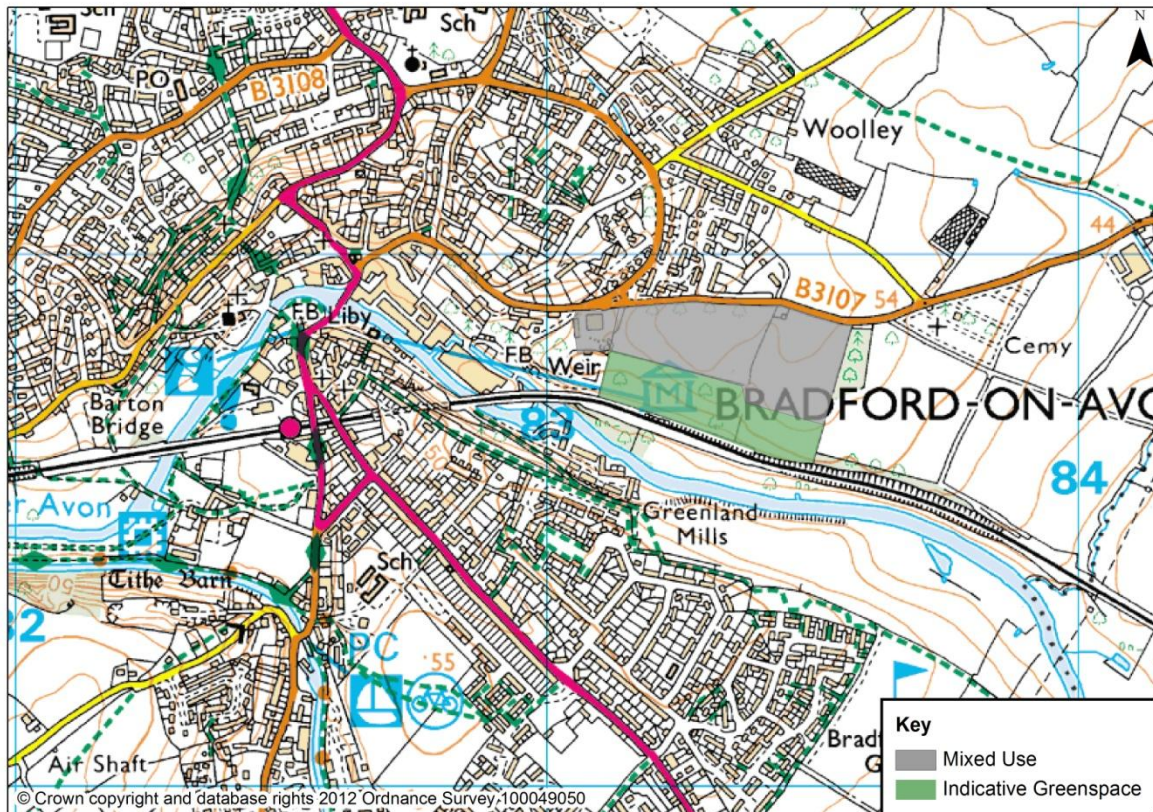
APPENDICES

Appendix A – Development Proforma’s for Strategic Allocation’s

Contents

Land at Kingston Farm, Bradford on Avon	255
North Chippenham Strategic Site	259
Rawlings Green, East Chippenham Strategic Site	263
South West Chippenham Strategic Site	266
Land at Horton Road, Devizes	271
Land at Drummond Park (MSA) Depot, Ludgershall	274
Land at Salisbury Road, Marlborough	277
Ashton Park Urban Extension, South East of Trowbridge	280
West Warminster Urban Extension	283
Land at Mill Lane, Hawkeridge, Westbury	287
Land at Station Road, Westbury	290
Hampton Park, Salisbury	293
Fugglestone Red, Salisbury	296
Land at The Maltings and Central Car Park, Salisbury	299
Churchfields and the Engine Sheds, Salisbury	303
UK Land Forces Head Quarters, Wilton	307
Longhedge, Old Sarum, Salisbury	311
King's Gate, Amesbury	315
Former Imerys Quarry, Salisbury	319

Strategic Sites Development Proforma: Land at Kingston Farm, Bradford on Avon



Use

Up to 150 houses and 2-3ha employment land.

Key Objectives

- To deliver up to 150 houses and 2-3ha employment land thereby helping to improve the self containment of the town.
- To deliver a high quality, sustainable and mixed use urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- Development will need to meet high standards of sustainable design and should incorporate renewable energy provision, to contribute to the town's aspirations to be carbon neutral.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Development will require up-sizing of sewers through the town, construction of on site sewers and improvements will be required to the downstream network.
- Dedicated pumping stations and rail and river crossings to the sewage treatment works (which is to the west of the site) would be required.
- Development will require onsite water mains. Financial contribution will depend upon phasing, layout and minor offsite improvements.
- A financial contribution will be required for offsite works to mitigate against the impact of this development to reduce the risk of downstream sewer flooding, and increased risk of overflow spills.
- The developer is investigating the possibility of a 'living water' sustainable drainage system which could address both foul and surface water drainage from the site. They have also indicated that it has been agreed that Wessex Water will model two foul systems as a more conventional solution. The modelling will confirm what route and associated amendments to their systems these may require. Following this a conclusion will be made about which option will be pursued.
- Development should not precede necessary improvements and off site works.
- Sustainable Drainage Systems (SuDS) should be included as part of the development.
- Reinforcement of the electricity network in line with the normal extensions and alterations to the existing electricity network to provide supplies required.
- Reinforcement of the low pressure gas mains is required.
- A Sustainable Energy Strategy is required for the site, in accordance with proposed Core Policy 41.

Transport

- Appropriate public transport, walking and cycling links should be provided to the town centre. Financial contribution required to assist in the provision of an innovative sustainable transport solution for the town centre.
- Financial contribution required towards the extension of the existing bus service to serve the site.
- Suitable access arrangements from the B3107 (Holt Road) are required.
- Silver Street element of the Historic Core Zone proposals to be provided as these are directly related to the site's accessibility to the town centre.

Social and Community

- Financial contribution required towards childcare provision as the primary school is developed. This includes expansion of the area and matching affordable childcare to the amount of affordable housing being provided.
- Financial contributions are required to expand the Fitzmaurice Primary School and to put infrastructure into St Laurence Secondary School.
- Financial contributions required to assist with expansion of one or both of the existing GP surgeries.
- Financial contribution required towards library services to increase the book stock levels at Bradford on Avon library.
- Financial contributions required towards the extension of the existing cemetery. Additional land in the masterplan will be considered for an expansion of the existing cemetery, either as a conventional cemetery, or as a possible 'green/ woodland' cemetery. A footpath link to the cemetery should be considered.

Economic

- The site is required to contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible

lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should be considered and all businesses should prepare Green Travel Plans.

Green Infrastructure

- Land between housing and the railway line safeguarded as public open space; opportunities to make this as accessible as possible to the wider community must be explored.
- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.
- Financial contribution towards improvement of the existing formal outdoor pitch (Culver Close, Poulton Rec) and development of a multi sport hub club at Culver Close/ Victory Field.
- Financial contributions required towards enhancements to 'The Strips', Barton Farm Country Park, phased towpath improvements and maintenance on the Kennet and Avon canal.

Ecology

- Updated surveys, particularly for bats associated with the Bath & Bradford on Avon Bat SAC and adjacent Combe Mine CWS; assessment of potential impacts upon the SAC required.
- Important habitat features must be retained and buffered from development, and enhanced along retained hedgerows and the railway corridor.
- A sensitive lighting scheme will be required.

Landscape

- Residential and commercial development should be located to the north of the site, with suitable landscaping to minimise impact.
- An attractive 'gateway' to Bradford on Avon along the B3107 (Holt Road) is required.
- Strengthening hedgerows with large native trees will help to decrease views onto the site, while intrusive urban edges should also be screened through planting new woodland.
- The setting of the registered park and gardens of The Hall should be protected.
- Development should limit skyline intrusion particularly along Holt Road where roof height may be limited to two storeys.
- Development should retain or reuse characteristic landscape features such as stone walls.

Archaeology and Historical Interest

Prior to development full assessment and appropriate mitigation should be provided for areas of archaeological and historical interest.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years.

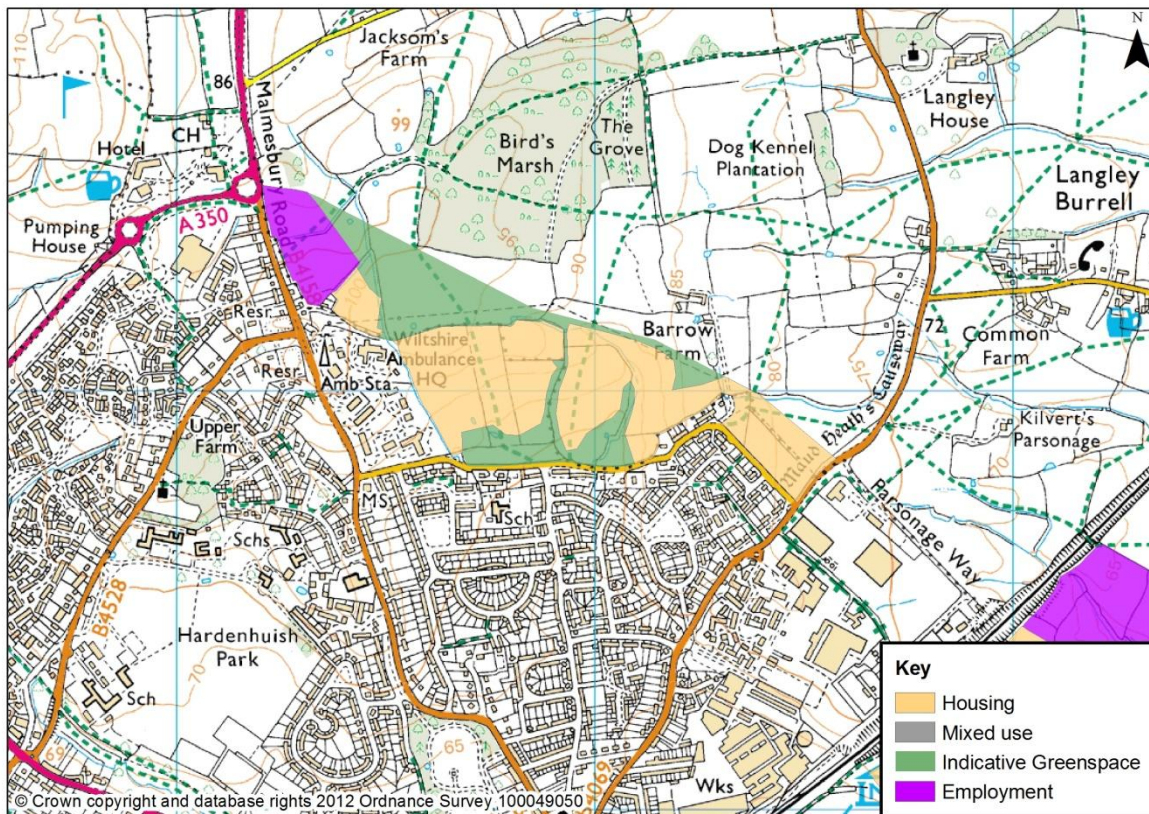
In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core

Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the levels of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: North Chippenham Strategic Site



Use

2.5ha employment land and 750 houses and community facilities.

Key Objectives

- To deliver a sustainable urban extension containing 2.5ha employment land, 750 dwellings and community facilities which will contribute to improving the critical mass of the town thereby supporting improved services and helping to deliver enhanced infrastructure.
- To deliver a sustainable urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- New employment provision in Chippenham is a priority and will help to redress the existing levels of net out-commuting.
- Housing development in Chippenham to be phased for delivery throughout the plan period. This will enable employment development to come forward in advance of further residential development, and will help to ensure a steady supply of new homes across the whole plan period.
- Development to secure a road bridge over the railway in conjunction with the Rawlings Green, East Chippenham allocation to improve transport connectivity around the town.
- Ensure the environment at Birds Marsh Wood is conserved and enhanced. A buffer zone between any development and Birds Marsh Wood is required to limit the impact of development on Birds Marsh Wood. Development will provide for the restoration of the woodland and the development of an educational centre on the site to secure its long term management, through the establishment of a social enterprise or similar sustainable mechanism.

Infrastructure Requirements

Development of this site will be required to meet the infrastructure requirements provided below. Further detail can be found in the Infrastructure Delivery Plan.

Physical Requirements

- A drainage strategy is required to be agreed with Wessex Water. Where network modelling is required Wessex Water will seek financial contributions to cover the additional appraisal and survey costs.
- Construction of on-site sewers, to an adoptable standard required; a pumped connection to the public system may be required. Financial contribution is likely to be required from the developer for offsite works to mitigate against the effects of this development and reduce the risk of downstream sewer flooding. Development should not precede necessary off-site works.
- On site mains under Section 41 requisition arrangements should be provided; the offsite reinforcement works to be confirmed with Wessex Water subject to phasing, layout and demand. Network modelling to confirm the extent of water supply boosting that will be required to serve this site to maintain an adequate level of water pressure. Development should not precede necessary off site works.
- Development types will need to recognise the development vulnerability of the area i.e. Groundwater Source Protection Zone 2.
- Appropriate flood mitigation measures will be required, including sustainable drainage.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

Transport

- Provision of transport infrastructure in line with the emerging Chippenham Transport Strategy.
- Development expected to deliver the road link across the railway in conjunction with East Chippenham.
- Development expected to deliver a road link between Malmesbury Road and Maud Heath Causeway.
- Development expected to improve the A350 Malmesbury Road Junction and corridor.
- Improvements to Rights of Way identified in the IDP.

Social and Community

- 1 new primary school and site is required.
- The situation with secondary schools is more complicated. There is no spare capacity at Hardenhuish and Sheldon Schools. Abbeyfield School has spare capacity and could accommodate some additional school places. Additional land at Abbeyfield School or a new school to be considered. Provision and/or financial contribution will be required.
- New facilities and/or financial contributions for police, fire, ambulance and GP uses required – A shared site should be considered.
- Financial contributions required to help fund a teaching swimming pool at Chippenham.
- The cemetery at Chippenham has limited remaining provision. Provision of a new cemetery or an extension to the existing cemetery should be considered.
- Provision and/or financial contributions for children's play, accessible natural green space, allotments and a skate park required.
- Provision of library facilities will be required - either a new site or financial contributions for refurbishment of existing building. Financial contributions for new book stock required.

Economy

- The site is required to contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should be considered and all businesses should prepare Green Travel Plans.

Green Infrastructure

- Access to Birds Marsh Wood from Hill Corner Road via CHIP 27 / 42 and LBUR31 to be retained within green corridors. Safe crossings across link road to be carefully designed.
- Provision of an educational centre on the site (outside the 50m buffer) and improved access and interpretation within Birds Marsh Wood, with gates / bollards required to prevent increased flytipping, and use by motor cycles during operational phase.
- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.

Ecology

- Surveys required for habitats, bats, reptiles, breeding / wintering birds, invertebrates, great crested newt and dormouse, with mitigation as necessary.
- 50m buffer between Birds' Marsh Wood and development (including road) to include woodland planting and neutral meadows.
- Financial contributions required for the long-term ecological restoration and management of the nearby Birds Marsh Wood and Bird's Marsh Meadow County Wildlife Sites.
- Ponds to be restored / enhanced, while SuDS should include a permanently wet retention basin and wetland mosaic.
- Sensitive lighting along link road and close to any mature trees / hedgerows.

Landscape

- Employment provision on the west of the site will form a gateway to the town and should be of outstanding design, incorporating buildings within a structured landscape setting.
- Development should strengthen the existing landscape infrastructure to reduce urbanising views onto the site from the town and to minimise impact upon the nearby listed Barrow Farmhouse and its setting. Filter views of the urban edge from the wider countryside and retain rural characteristics through additional structural native tree planting along ridgelines and strategic contours.
- Development should incorporate veteran oak trees into landscape infrastructure, seek opportunities to plant new succession oak trees for future generations and restore and maintain declining hedgerows.
- The required road link between the proposed development and Birds Marsh Wood shall be appropriately mitigated in landscape and visual terms.

Archaeology and Historical Interest

- There are likely to be archaeological constraints to development. Further investigation and appropriate mitigation required.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

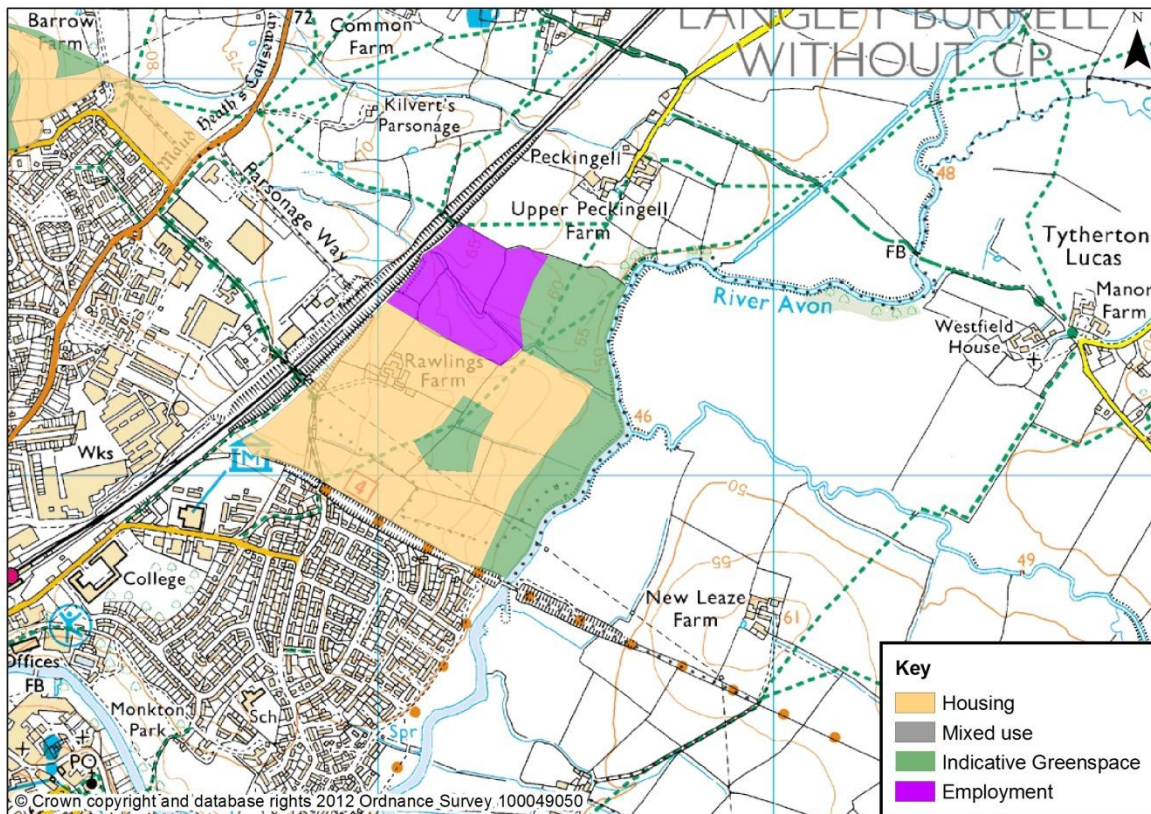
This site has been chosen because strategically, environmentally and consultatively it can make a significant contribution to providing best solutions to accommodate sustainable development at the town.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Proforma: Rawlings Green, East Chippenham Strategic Site



Use

6 hectares of employment land and 700 houses and community facilities.

Key Objectives

- To deliver a sustainable urban extension containing 6ha employment land, 700 dwellings and community facilities which will contribute to improving the critical mass of the town thereby supporting improved services and helping to deliver enhanced infrastructure.
- To deliver a sustainable urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- New employment provision in Chippenham is a priority and will help to redress the existing levels of net out-commuting.
- Housing development in Chippenham to be phased for delivery throughout the plan period. This will enable employment development to come forward in advance of further residential development, and will help to ensure a steady supply of new homes across the whole plan period.
- Development to secure a road bridge over the railway in conjunction with the North Chippenham allocation to improve transport connectivity around the town.
- Development to enhance and protect the landscape quality and biodiversity of the River Avon corridor, promoting its recreational use, and the sites connectivity to the town and wider countryside through enhanced pedestrian and cycle access along the corridor.

Infrastructure Requirements

- Development of this site will be required to meet the infrastructure requirements provided below. Further detail can be found in the Infrastructure Delivery Plan.

Physical Requirements

- A drainage strategy is required, to be agreed with Wessex Water. Where network modelling is required, financial contributions will be sought to cover the additional appraisal and survey costs. The developer will be responsible for the construction of the on-site sewers, to an adoptable standard.
- Financial contribution required for offsite works to mitigate against the effects of this development and reduce the risk of downstream sewer flooding. Development should not precede necessary off-site works.
- Wessex Water advises developer to provide onsite mains under Section 41 requisition arrangements; it is predicted that a local connection will not be available and network modelling will confirm the extent of offsite reinforcement. Development should not precede necessary off site works.
- Appropriate flood mitigation measures will be required, including sustainable drainage.
- SFRA Level 2 assessment required to ensure that development is not encroaching within the flood zone and to inform the sequential test.
- Development types will need to recognise the development vulnerability of the area i.e. Groundwater Source Protection Zone 2.
- Overhead lines cross the site. In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

Transport

- Provision of transport infrastructure in line with the emerging Chippenham Transport Strategy.
- Development is required to deliver the road link across the railway in conjunction with North Chippenham.
- Improvements to public transport connectivity and pedestrian and cycling links between the town centre, railway station and Wiltshire College campuses, with improved pedestrian and cycle access along the River Avon corridor, are required. Improvements to the Rights of Way identified in the IDP.

Social and Community

- 1 1FE primary school and site is required.
- There is no spare capacity at Hardenhuish and Sheldon Secondary Schools. Abbeyfield School has spare capacity and could accommodate some additional school places. Additional land at Abbeyfield School or a new school to be considered. Provision and/or financial contribution will be required.
- New facilities and/or financial contributions for police, fire, ambulance and GP uses are required – A shared site should be considered.
- Financial contributions required to help fund a teaching swimming pool at Chippenham.
- The cemetery at Chippenham has limited remaining provision. Provision of a new cemetery or an extension to the existing cemetery should be considered.
- Provision and/or financial contributions for children's play, accessible natural green space, allotments and a stake park is required.
- Provision of library facilities will be required – either a new site or financial contributions for refurbishment of existing building. Financial contributions for new book stock is required.

Economy

- The site will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare Green Travel Plans.

Green Infrastructure

- Public footpath CHIP43 should be carefully incorporated into the scheme to ensure this green link between the town and countryside is maintained.
- Riverside access to be extended alongside the site from Monkton Park (Riverside Drive)– linking with LBUR1 and the wider countryside to the north.
- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.
- Development of a country park will require a funding mechanism to implement a long term management plan.

Ecology

- Surveys required for habitats, bats, reptiles, breeding / wintering birds, invertebrates, great crested newt and dormouse with mitigation as necessary.
- Buffering and ecological enhancement of all site boundaries, incorporated into public realm along with important hedgerows.
- Creation / enhancement of substantial riparian corridor along River Avon through creation of wetland habitat mosaic.

Landscape

- Considerable landscape enhancement to strengthen hedgerows, hedgerow trees and riparian vegetation to accommodate housing and employment, retain rural characteristics and minimise impact upon nearby conservation areas.
- New woodland planting and tree belts required along ridgelines and along contours to screen and break up development on sloping higher ground and fragment the new urban edges with countryside.

Archaeology and Historical Interest

- There are likely to be archaeological constraints to development. Further investigation and appropriate mitigation required.

The site contains a listed building. The development should be designed appropriately to minimise the impact upon the listed building and its setting

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen because strategically, environmentally and consultatively it can make a significant contribution to providing best solutions to accommodate sustainable development at the town.

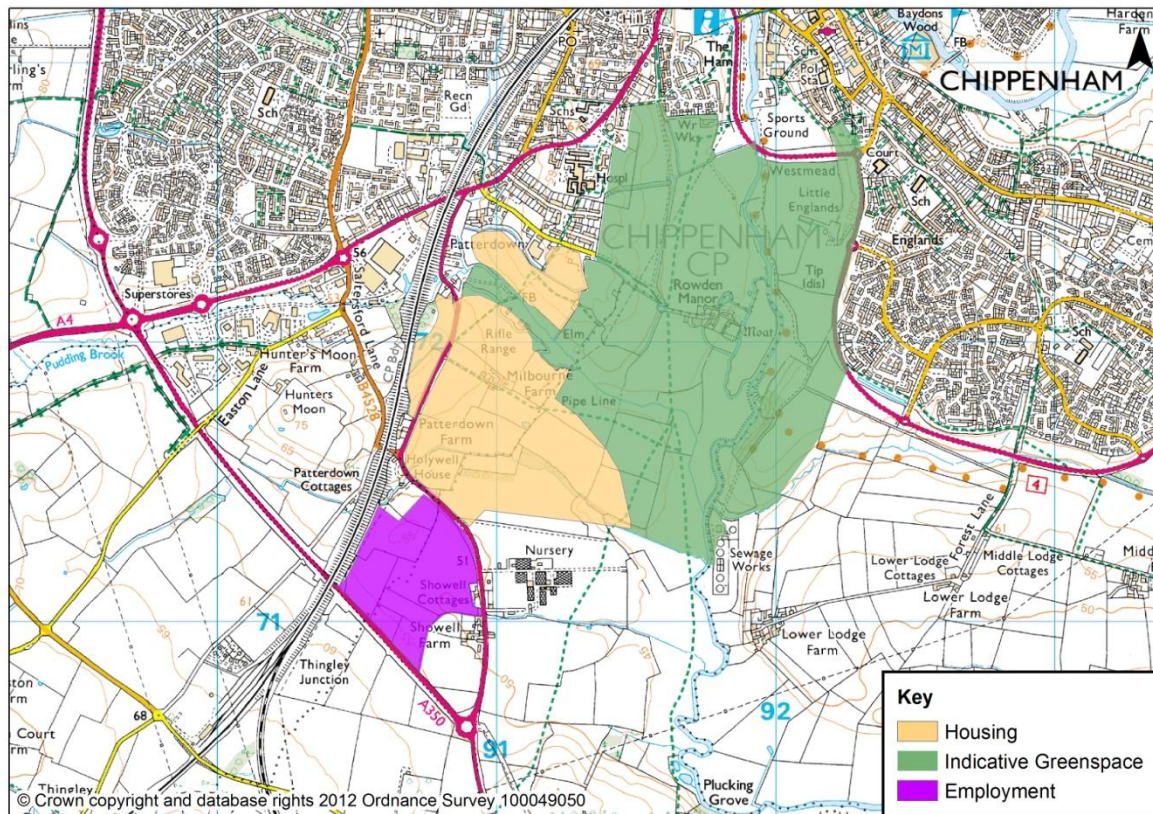
In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that

significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: South West Chippenham Strategic Site



Use

18ha employment land and 800 houses and community uses.

Key Objectives

- To deliver a sustainable urban extension containing 18ha employment land, 800 dwellings and community facilities which will contribute to improving the critical mass of the town thereby supporting improved services and helping to deliver enhanced infrastructure.
- To deliver a sustainable urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- New employment provision in Chippenham is a priority and will help to redress the existing levels of net out-commuting.
- Housing development in Chippenham to be phased for delivery throughout the plan period. This will enable employment development to come forward in advance of further residential development, and will help to ensure a steady supply of new homes across the whole plan period.
- Development to enhance the River Avon corridor and its connectivity to the town and wider countryside.
- Development to improve transport connectivity around the town.

Infrastructure Requirements

Development of this site will be required to meet the infrastructure requirements provided below. Further detail can be found in the Infrastructure Delivery Plan.

Physical Requirements

- A drainage strategy required to be agreed with Wessex Water. Where network modelling is required Wessex Water will seek financial contributions to cover the additional appraisal and

survey costs.

- The developer will be responsible for the construction of the on site sewers, to an adoptable standard.
- Wessex Water advises developer to provide on site mains under Section 41 requisition arrangements, proportional contributions to off site reinforcement to be confirmed. Network modelling will confirm the scope of reinforcement from the upstream reservoir to protect supply to existing and potential customers. Development should not precede necessary off site works.
- A 400m radius should be left clear around the sewage treatment works.
- Development types will need to recognise the development vulnerability of the area i.e. Groundwater Source Protection Zone 2.
- SFRA Level 2 assessment required to ensure that development is not encroaching within the flood zone and to inform the sequential test.
- Appropriate flood mitigation measures will be required, including sustainable drainage.
- The existing Cocklebury primary substation has sufficient spare capacity to supply the anticipated electrical demand for the above development. The development is expected to require the normal extensions and alterations to the existing electricity network to provide supplies.
- Overhead lines cross the site. In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.
- Further consideration should be given to the opportunity to extract the mineral in the area in phase with development e.g. as part of flood mitigation measures.

Transport

- Provision of transport infrastructure in line with the emerging Chippenham Transport Strategy.
- Improvements to public transport connectivity and pedestrian and cycling links between the town centre, railway station and Wiltshire College campus are required, including better integration of different modes.
- Sustrans Route 4 provides access to the town centre and should be safeguarded.

Social and Community

- 1 1FE primary school and site.
- There is no spare capacity at Hardenhuish and Sheldon Secondary Schools. Abbeyfield School has spare capacity and could accommodate some additional school places. Additional land at Abbeyfield School or a new school to be considered. Provision and/or financial contribution will be required.
- Childcare provision is close to capacity. Development will be expected to provide for extra childcare provision.
- New facilities and/or financial contributions for police, fire, ambulance and GP uses are required – A shared site should be considered. Financial contributions required to help fund a teaching swimming pool at Chippenham.
- The cemetery at Chippenham has limited remaining provision. Provision of a new cemetery or an extension to the existing cemetery should be considered. Provision and/or financial

contributions for children's play, accessible natural green space, allotments and a skate park required.

- Provision of library facilities will be required - either a new site or financial contributions for refurbishment of existing building. Financial contributions for new book stock required.

Economy

- The site is required to contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should be considered and all businesses should prepare Green Travel Plans.

Green Infrastructure

- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.
- Provision of green link to town centre across river to Pewsham through country park, linking with wider footpath / cycle network.
- Secure the enhancement and protection of the River Avon corridor as a key multifunctional green infrastructure feature for recreation, flood mitigation, biodiversity enhancement, sustainable transport and landscape character.
- Establish a long term management plan and funding mechanism for the country park to enhance landscape quality and biodiversity and promote appropriate recreational uses.

Ecology

- Surveys required for habitats, bats, reptiles, birds, great crested newt, invertebrates and dormouse.
- All watercourses to be treated as wildlife corridors within the masterplan – buffered and ecologically enhanced, particularly the River Avon and its floodplain – floodplain meadows, bankside trees (willow), wetland mosaics.
- Existing areas of BAP habitat / mosaics, mature trees, ponds to be retained and managed favourably.
- Neutral meadow, woodland planting, hedgerow restoration and pond creation within the country park.

Landscape

Showell Farm (employment)

- Site to be well screened with native tree and shrub planting.
- The very open rural character at Lackham Roundabout will need to be respected in the design of any commercial development.
- Bunds should be avoided to create screening, while landscape features such as stone walling on Showell Road should be retained.
- Development should consider the views from PROW and the high visual sensitivity of the Lacock to Lyneham limestone ridge. Development should maintain the visual integrity, open views and characteristics to the east and avoid harsh urban edges fronting open countryside.

Patterdown (housing and community use)

- The Rowden Conservation Area will play an important part in providing a visual and landscape buffer between the south and east of Chippenham.
- New Development should avoid the creation of harsh urban edges fronting countryside by providing structured landscape infrastructure to mitigate the effects of urbanisation and to

protect the pastoral riverside character and tranquillity of the river corridor.

Rowden Country Park

- Opportunities include fragmenting the urban edges of Rowden Hill with additional tree planting and improvements to the PROW network.
- Harmful effects of cumulative visitor pressure due to proposed development should be carefully considered. Tranquil and passive recreational uses should be promoted along with sensitively enhanced pedestrian and cycle access to the town centre.
- There are likely to be significant cultural heritage and archaeological constraints to development within the conservation area and on land west of the Avon due to the presence of statutory designations. Further investigation required.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen because strategically, environmentally and consultatively it can make a significant contribution to providing best solutions to accommodate sustainable development at the town.

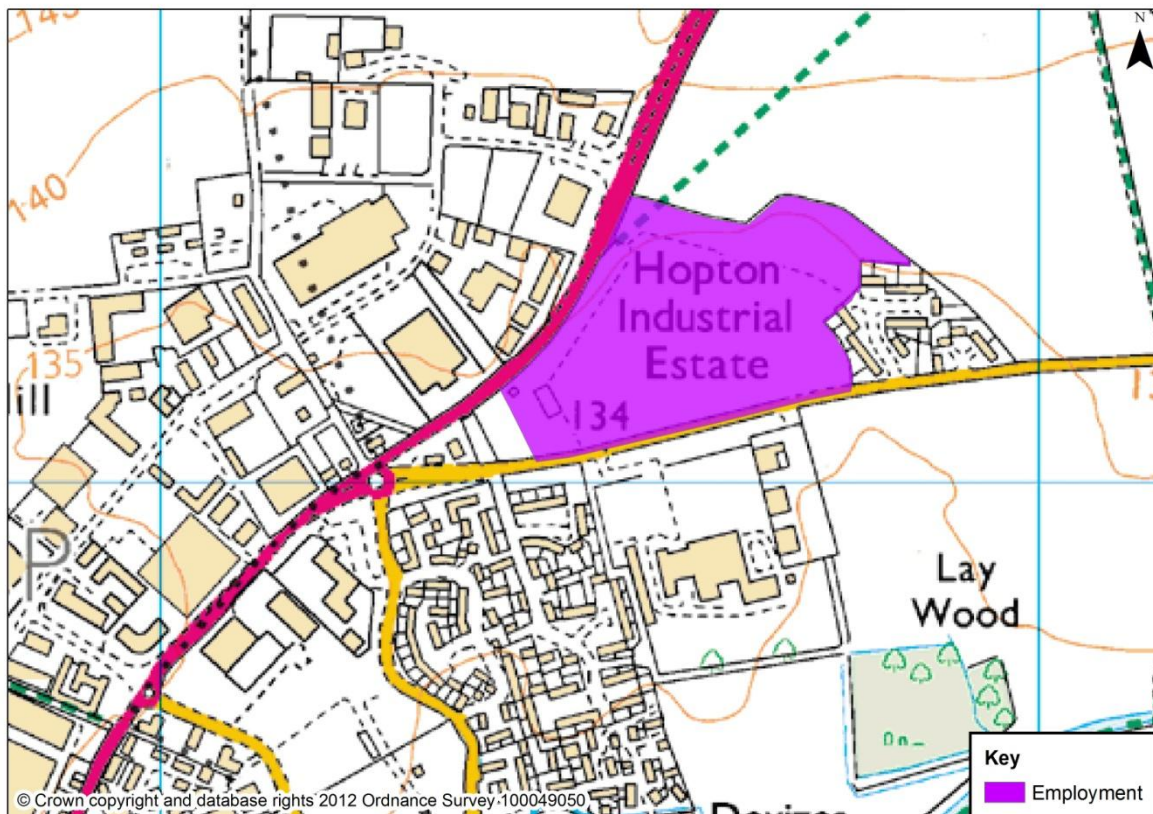
This site includes the strategically important Showell Farm employment site. In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate phased delivery of this important site.

This site includes the delivery of housing and community facilities. In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: Land at Horton Road, Devizes



Use

8.4 hectares of new employment land for business space and incubator workspace function.

Key Objectives:

- To provide 8.4 hectares of new employment land that will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare Green Travel Plans.
- To provide a much needed expansion to the existing employment base in the area.
- Delivery of employment land that is integrated with the existing town.
- Provision of business space and an incubator workspace function.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Capacity improvements to public sewer network and pumping stations.
- Reinforcement of the electricity network and primary sub-station.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

Transport

- Provision of off-site transport infrastructure in line with the Devizes Transport Strategy.

- An assessment of the most appropriate points of access to the site should be included in the Master Plan.

Green Infrastructure and Biodiversity

- A safe and quiet area of the site should be retained for public recreation – this should be landscaped naturally and screened from the main development as far as possible. This area should be accessible from Horton Road and London Road.
- Development should not impinge on footpath BCAN6.

Ecology

- Habitat, reptile, invertebrate and badger surveys required with mitigation where necessary.
- The Master Plan should include sensitive edge treatment of hedgerows (5m buffer), with native planting used in landscaping outside of formal areas.
- Minimum 10% green / brown roof coverage.
- Use of soft SuDS features including a retention basin on site boundary.

Landscape

- The development should provide an appropriate and enhanced entrance to Devizes in keeping with the local landscape and townscape character. Large and visually intrusive buildings should be avoided, particularly facing the AONB or entrances to the town.
- Integrated landscape infrastructure will be required, particularly to screen views from the AONB and local residences.
- Avoid the use of highly reflective surface finishes and consider the use of green / brown roof coverage to reduce visual impact on views from higher ground.
- The Master Plan should include a landscape and visual assessment of the site to indicate how these issues are being addressed and where the most sensitive locations are within and adjacent to the site to inform any landscaping proposals.

Archaeology and Historical Interest

- Prior to development an assessment should be carried out to ensure there are no areas of archaeology and historical interest.

Adjacent Land Uses

- The site is adjacent to existing residential areas to the west on Horton Road and a new residential area to the south of Horton Road. The residential amenity of these areas must be respected by the development.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. Bishops Cannings Parish Council should be involved in this partnership to ensure their knowledge of the local area is taken into consideration. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

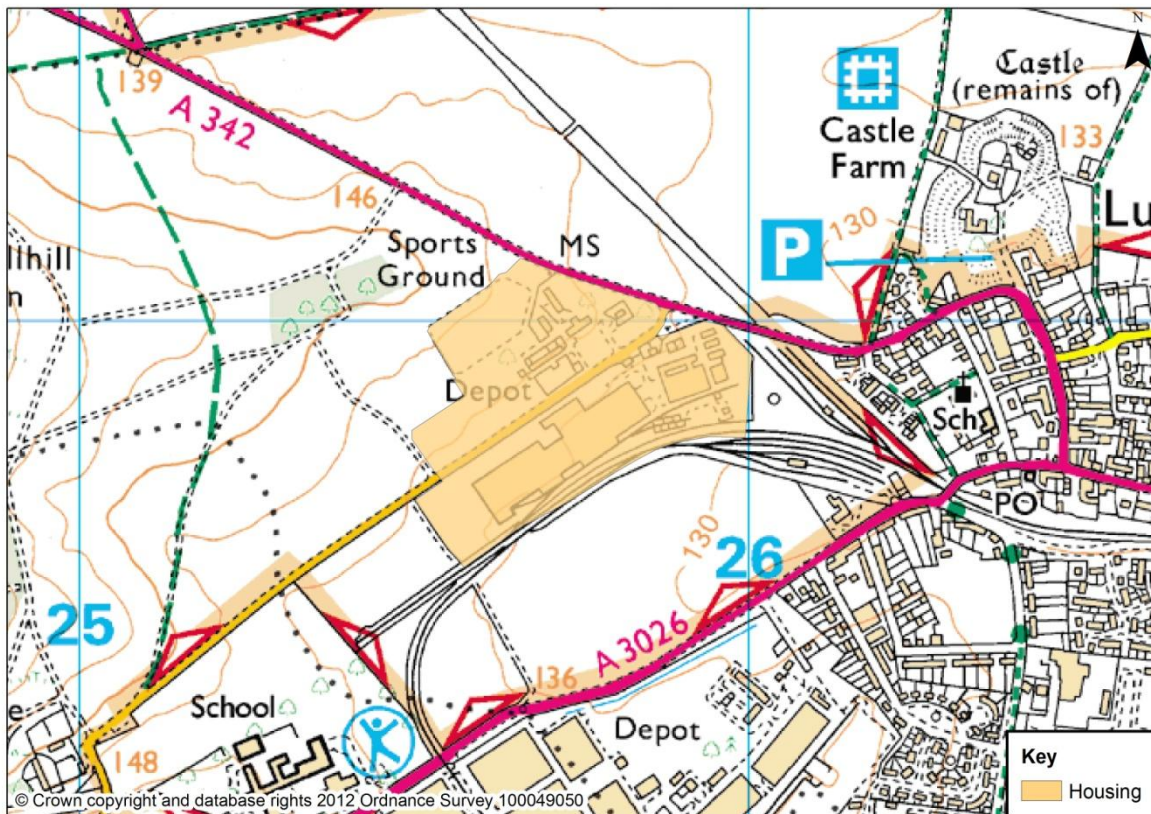
In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. Bishops Cannings and Roundway parishes and Devizes Town Council should be involved in the preparation of the Master Plan because of the potential wider impact on the highway network of this development. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that,

subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: Land at Drummond Park (MSA) Depot, Ludgershall



Use

475 dwellings.

Key Objectives:

- To deliver a high quality and sustainable urban extension to Ludgershall providing affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- To complement and enhance the existing built form and provide environmental improvement.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Details must be provided on how foul drainage and water supply will be provided to be agreed by the Environment Agency prior to development commencing.
- Surface water schemes to be agreed prior to development commencing.
- A contamination survey must be undertaken and de-contamination carried out as necessary.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

Transport

- Traffic capacity at the war memorial junction should be improved, or an alternative solution must be found, to address traffic congestion issues in the town.
- Improvements to bus services in Ludgershall.
- Improvements to pedestrian routes, cycling routes and Rights of Way identified in the IDP.

Social and Community

- Financial contributions towards primary and secondary school provision in line with the IDP.
- Financial contributions towards improvements to GP services in line with the IDP.

Green Infrastructure

- Provision of adequate open space and significant margins to the site for landscaping and wildlife corridors
- Provision for children's play areas.

Ecology

- Bat foraging and other ecological surveys to be completed and updated as necessary.
- Woodland belts and edge planning to act as wildlife corridors.
- Grassland in the north west to be maintained and enhanced for nature conservation.
- Financial contributions towards the Special Protection Area

Landscape

- Woodland belts, edge planting and landscaping margins to reduce any views from the North Wessex Downs AONB.

Archaeology and Historical Interest

- Prior to development an assessment should be carried out to ensure there are no areas of archaeology and historical interest.

Delivery Mechanism

This site should be the subject of a partnership between the private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration.

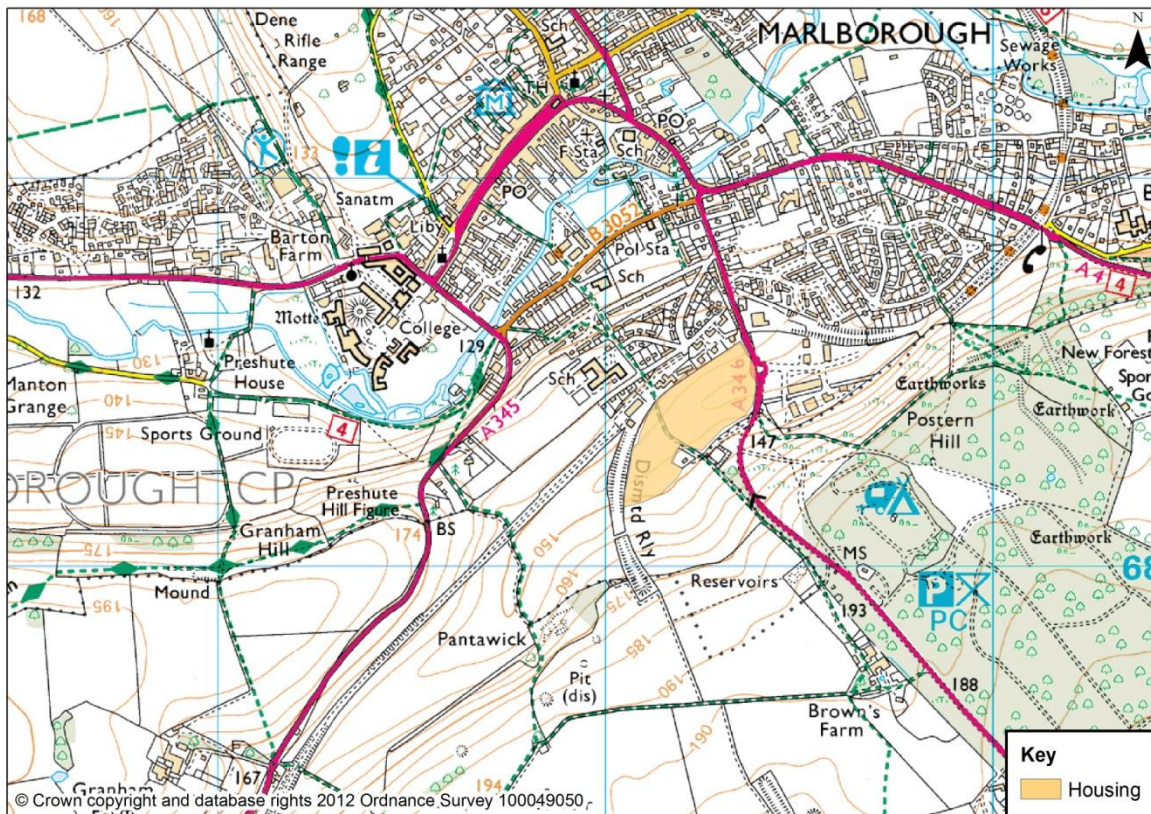
In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.

- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: Land at Salisbury Road, Marlborough



Use

220 houses and open space/allotments/playing fields on The Crown Estates wider landholdings, Marlborough

Key Objectives

- To deliver housing growth to help maintain and enhance the town's role as a service and tourist centre; and help to meet local needs.
- To deliver a high quality, sustainable and mixed use urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- Create development that relates well to the town, ensuring minimal impact upon Marlborough's rich built, historic and landscape assets.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan.

Physical Requirements

- The Groundwater Protection Zone in the south west part of the site must be taken into account – further information is required on the area this covers and whether it is source protection zone 1, 2 or 3.
- Pipelines cross the site. Further consideration to be given to either move these pipelines or plan for an 'easement' setting along the route of the pipeline and three metres either side as green space to remain undeveloped.
- There is not sufficient pressure in the gas network to meet demand. Reinforcement of gas network to meet demand is required.

- Improvements to the works and expansion of the Marlborough Waste Water Treatment works.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

Transport

- Provision for an extension to the existing bus service along Salisbury Road to serve the development. Improvements to walking and cycling routes and Rights of Way detailed in the IDP

Social and Community Requirements

- There are currently some surplus places in existing schools but these are likely to be filled with pupils arising from current housing developments. Options to be considered include (i) Re-build St Mary's Infants and St Peter's Juniors (to accommodate 420 pupils) or (ii) relocate Preshute Primary because extension of the school site is not possible in its current location.
- The secondary school is already full. An expansion of the school will be required.
- Financial contribution equivalent to 1 GP and 0.5 dentist required to cope with additional demand for Primary Care doctor and dentist provision. Most of the practices are up to full capacity.

Green Infrastructure

- Surface upgrades to MARL30 within site path. Must have green borders on both sides and be at least 10m wide to provide an attractive route.
- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.

Ecology

- A nationally important population of barbastelle bats breed and hibernate in the nearby Savernake Forest SSSI and Marlborough Railway Tunnel County Wildlife Site to the north and south of the site. All commuting corridors crossing the site or its boundaries must be incorporated into a 20m dark buffer zone within public open space or other landscaping.
- The Marlborough Railway Tunnel must be secured from increased vandalism by reinforcing the entrance and increased structure planting.
- The site is within a woodland Strategic Nature Area; landscape proposals should show a strong preference for native woodland planting where possible.

Landscape

- Development should avoid visually prominent rising south and south western slopes to avoid unacceptable and unnecessary visual impact to the wider AONB.
- Perimeter tree belts must be retained wherever possible and be set within a strong landscape framework to reflect the local woodland / forest context.
- The design of new built development should work with the existing topography of the shallow dry valley landform.
- The site represents a gateway entrance to the town along the A346 Salisbury Road from the south. Development must deliver an attractive high quality built and landscaped approach into the town.
- Design will need to be of a suitably high standard in the AONB and incorporate the use of appropriate local building materials to reinforce landscape character.

Archaeology and Historical Interest

- Further work needs to be carried out on any impact on an adjacent historical park and garden - further work currently being carried out internally.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen because it can deliver modest housing growth to help maintain and enhance the town's role as a service and tourist centre; and help to meet local needs.

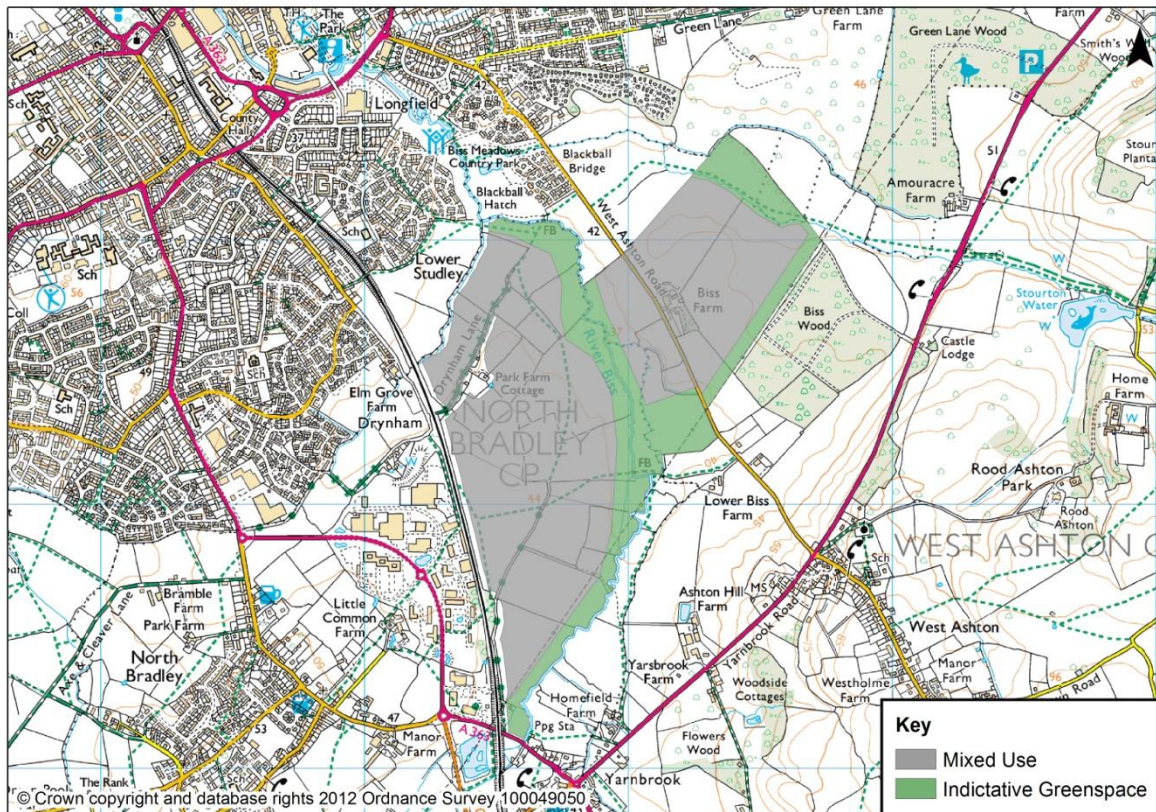
In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments.

If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

Strategic Sites Development Proforma: Ashton Park Urban Extension, South East of Trowbridge



Use

2600 dwellings and 15 hectares of employment land.

Key Objectives

- To deliver a high quality, sustainable and mixed use urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- To provide 15 hectares of new employment land for a mix of B uses through a high quality business park which will provide an expansion to the existing employment base in the area.
- Development that is integrated with the existing town and town centre.
- To ensure the natural environment is conserved and enhanced, particularly any species associated with the Bath and Bradford Bats SAC.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- A Level 2 Strategic Flood Risk Assessment must be undertaken prior to any subsequent planning application process.
- Flood mitigation must be provided including an appropriate sustainable drainage scheme that improves existing capacity.
- Offline flood storage features must be incorporated into a wetland system to reduce current and future flooding risk downstream in Trowbridge as a consequence of the proposed development.
- New infrastructure to link to the sewage treatment works or appropriate on-site provision.

- Provision of on site sewers and financial contributions towards off site works to mitigate against the impact of this development.
- Capacity improvements to water supply and waste networks.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.
- Reinforcement of the electricity network and primary sub-station.
- Connection to existing low or medium pressure gas mains.

Transport

- Provision of transport infrastructure in line with the emerging Trowbridge Transport Strategy.
- Improvements to the Rights of Way identified in the IDP.

Social and Community

- Two new 14 class primary schools on sites of 1.8 hectares.
- Financial contributions towards existing primary schools as required.
- A site must be reserved for a new secondary school.
- Financial contributions towards childcare provision facilities or on-site provision.
- Financial contributions towards a new surgery and dental provision or on-site provision.

Economy

- The site will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare Green Travel Plans.

Green Infrastructure

- Provision of a Destination Play Area.
- Provision of a multifunctional green infrastructure corridor along the length of the adjacent River Biss, linking the development with the town; to provide sustainable transport, informal recreation, flood mitigation, enhanced biodiversity and strengthened landscape character.

Ecology

- 100m woodland / parkland buffer between Biss Wood and built development.
- Bat roost sites, foraging habitat and flight lines within, and in the vicinity of the site must be identified, retained and protected in the long-term, including sensitive lighting.
- Applications will be screened for potential impacts on the Bath and Bradford on Avon SAC; any appropriate assessment must conclude 'no likely significant effects'.
- Surveys for other relevant protected species and habitats required prior to development.
- The riparian corridor along the River Biss should be enhanced to create a mosaic of wetland and species-rich grassland habitats.
- The site is in a woodland Strategic Nature Area; landscaping includes a high proportion of woodland planting, particularly where this provides enhanced ecological connectivity to Biss Wood. Contributions towards opportunities for woodland creation in the landscape setting of the site where possible.

Landscape

- Conserve and enhance the landscape setting of Trowbridge by screening visually intrusive urban edges using landscape infrastructure of native species.
- Existing hedgerows to be retained and repaired and new hedgerow trees of large native species e.g. oak, should be planted to restore the clay vale landscape character.
- Existing woodland should be conserved and managed to maximise ecological, historic and landscape value.

Archaeology and Historical Interest

- Prior to development an assessment should be carried out to ensure there are no areas of archaeology and historical interest.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

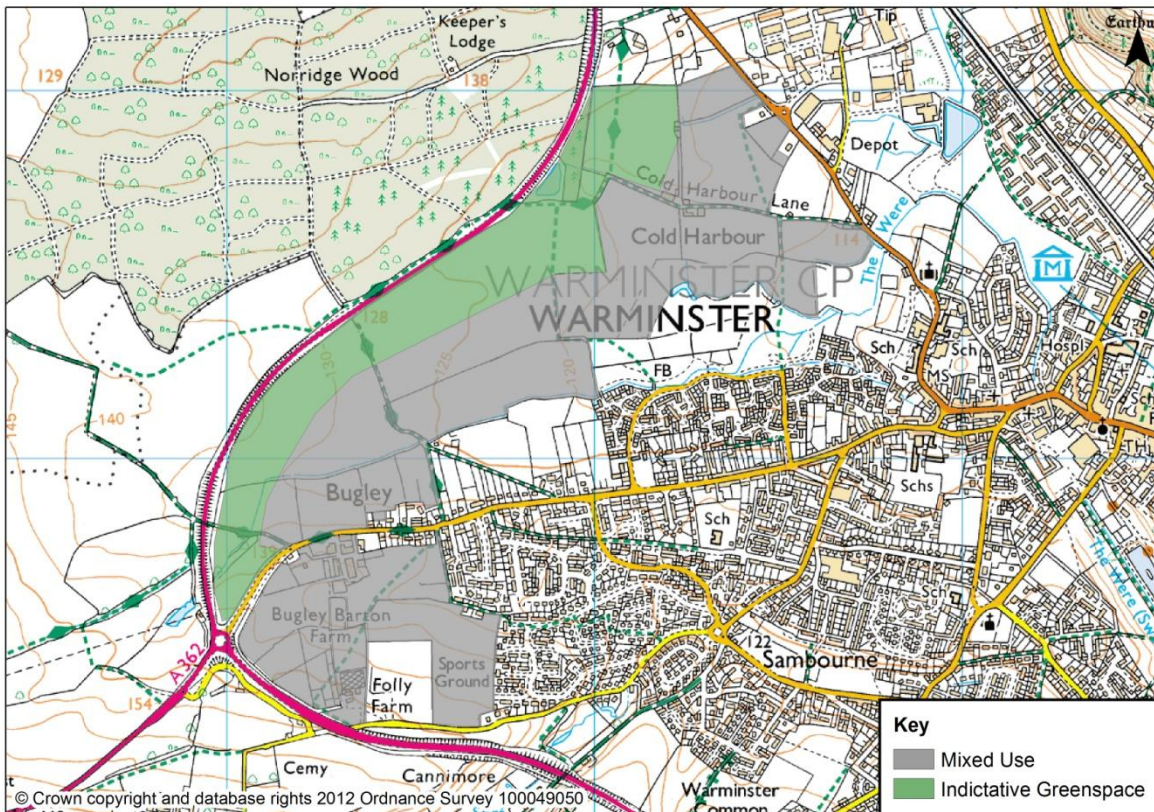
Key Delivery Milestones, Monitoring and Review

In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
 - An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
 - A further independent viability study of the site to assess its delivery.
 - Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: West Warminster Urban Extension



Use

900 dwellings and 6 hectares of employment.

Key Objectives:

- To deliver a high quality mixed use urban extension providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- Development that is integrated with the existing town and town centre.
- Protection of the setting of and views to the West Wiltshire Area of Outstanding Natural Beauty (AONB).
- To contribute towards the development and implementation of a Phosphates Management Plan, or a suitable on-site alternative, to compensate for additional phosphate loading from sewage discharges to the River Avon.
- To reduce the risk of flooding in and around Warminster through a robust and inclusive planning process; and implementing Sustainable Urban Drainage measures.
- To ensure the environment within and around the strategic site is conserved and enhanced.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure and sustainable planning requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Developer contributions towards the implementation of a Phosphate Management Plan or a suitable on-site alternative.
- A Level 2 Strategic Flood Risk Assessment must be undertaken prior to any subsequent planning application process.

- A Surface Water Management Planning process must be undertaken to fully support any subsequent planning application process. The Surface Water Management Plan should consider all aspects of the local flood regime and aim to:
 - a) Bolster the telemetry modelling work being undertaken by the council during 2012;
 - b) Incorporate recommendations from the study to reduce and, where possible, remove flood risk from existing development;
 - c) Provide accurate and robust data to assist the council (as Lead Local Flood Authority) and the Environment Agency to undertake further detailed modelling of local catchment flood processes; and
 - d) Ensure that the catchment works as a whole and not isolated site specific mitigation measures are incorporated into any subsequent detailed master planning exercise.
- Flood mitigation measures must provide appropriately designed sustainable drainage systems and, where appropriate, aim to improve existing capacity.
- Capacity of the drainage network should be fully assessed and appropriately augmented to ensure the risk of flooding is not increased elsewhere as a consequence of development.
- Essential capacity improvements to the public sewer network.
- Financial contributions for off-site water supply improvements and new sewage apparatus required to serve the site.
- Reinforcement of the electricity network and connection to the existing low pressure and gas mains network.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

Transport

- Provision of a link road connecting Bath Road, Victoria Road and Thornhill/St Andrews Road.
- Sustainable transport solutions for pupils attending Kingdown School.
- Development must not negatively impact on traffic along West Street.
- A new bus service to the town centre.
- Financial contributions towards safe cycle and walkways.
- Improvements to the Rights of Way identified in the IDP.

Social and Community

- Financial contributions towards a new 2FE primary school in line with the IDP.
- Financial contributions for secondary school provision in line with the IDP.
- Financial contributions towards the development of childcare provision or suitable on-site provision.

Economy

- The site will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare Green Travel Plans.

Green Infrastructure

- Formalised access to Coldharbour Meadows to reduce damage of sensitive habitats.
- Areas of multifunctional accessible natural greenspace should be established along sections of the River Were floodplain.

- Provision for children's play, accessible natural green space, sports and allotments.

Ecology

- Updated ecology surveys of protected species and habitat must be completed prior to masterplanning.
- Buffer and enhance sections of the River Were corridor through creation of a mosaic of wetland and grassland habitats, linking with Coldharbour Meadows CWS.
- Habitat corridors across the site should be retained, buffered and restored with sensitive lighting close to hedgerows, mature trees and the riparian corridor.
- Sustainable Urban Drainage Systems across the site must be sensitively designed to deliver additional biodiversity enhancements.
- Financial contributions towards the stone curlew conservation project required to offset recreational impacts upon the Salisbury Plain Special Protection Area.

Landscape

- The masterplan and detailed scheme design must have regard to the protected AONB landscape to the west and south. Open views across the landscape to the chalk downland and wooded greensand hills should be maintained, ensuring that the built form does not assume an unacceptable visual prominence.
- The current field pattern should be conserved and enhanced by repairing gaps in hedges and planting new hedgerow trees of large native species.
- Substantial landscape buffer required to screen visually intrusive urban edges using landscape infrastructure of native species.

Archaeology and Historical Interest

- Prior to development an assessment should be carried out to ensure there are no areas of archaeological and historical interest and appropriate mitigation should be proposed where necessary.
- The impact on Warminster Conservation Area must be assessed and appropriate mitigation should be proposed where necessary.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

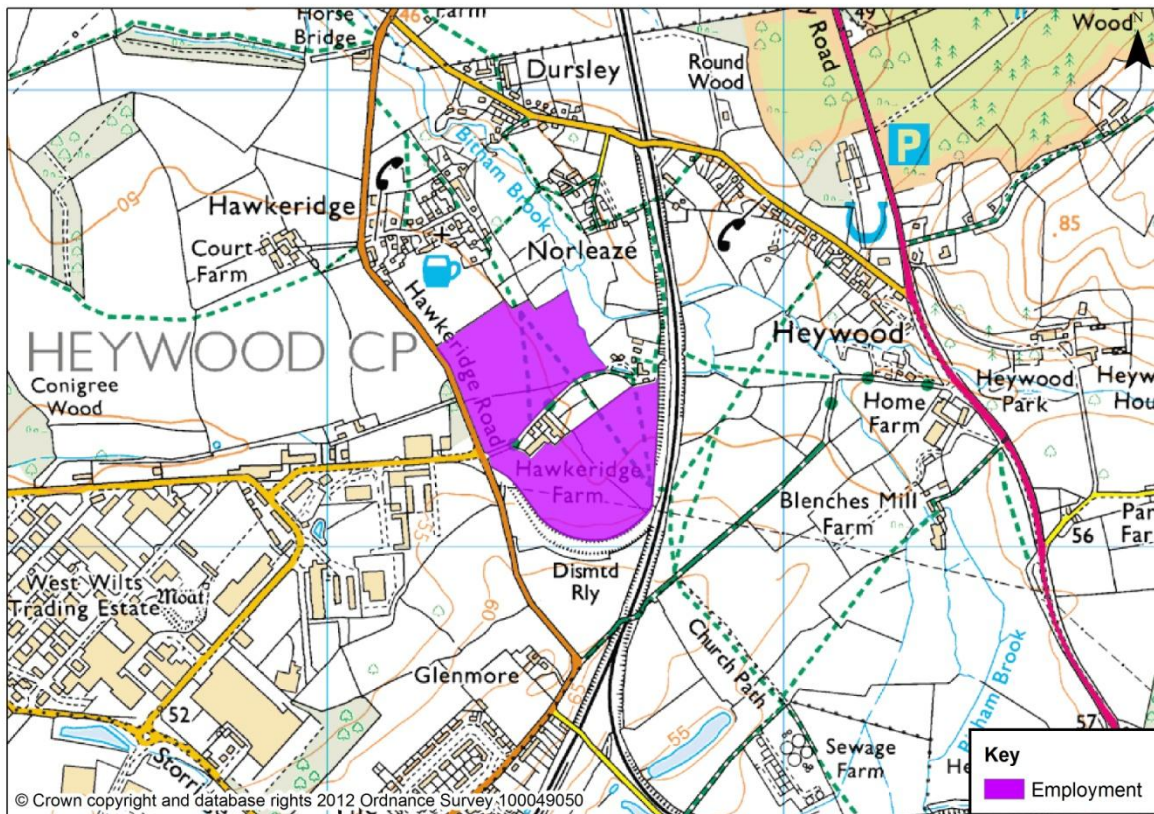
In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.

- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: Land at Mill Lane, Hawkeridge, Westbury



Use

14.7ha new employment land

Key Objectives

- To provide 14.7ha new employment land for a mix of B class uses through a high quality business park which will provide a much needed expansion to the existing employment base in the area.
- The strategic employment role of Westbury, Trowbridge and the surrounding area will be maintained and enhanced.
- Complement and extend the range of employment opportunities already available at the West Wiltshire Trading Estate.
- The development will facilitate improvements to public transport between the site, West Wiltshire Trading Estate and Westbury.
- This development will deliver high quality landscaping and environmental standards.

Infrastructure Requirements:

Development of this site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan.

Physical Requirements

- Foul drainage will be via a new pumping station connected to either existing drainage to the north along Hawkeridge Road or via the existing rising main in Shallow Wagon Lane to the sewage treatment works to the south, subject to an engineering appraisal with details to be agreed prior to development.
- Surface water will be controlled by use of a suitable sustainable urban drainage system (SuD's) discharging attenuated flows to the Bitham Brook, with details agreed prior to

development.

- Reinforcement of electricity network and primary sub-station with possible diversion of existing overhead power lines may be required. To ensure certainty of delivery of development site, any anticipated relocation of existing overhead lines should be formally agreed with Southern Electric Power Distribution.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.
- Land within flood zones 2 and 3 will be used for a diverted footpath route and to enhance biodiversity in the area.

Green Infrastructure

- Maintain use of the footpath network currently crossing and around the site. Footpaths may be diverted and incorporated into landscaped areas of the site and screened from development as far as possible.
- Minimum 10% green / brown roof coverage.

Ecology

- Reptile, bat and badger habitat surveys required with mitigation where necessary.
- The Master Plan should include sensitive edge treatment of hedgerows (5m buffer), with native planting used in landscaping outside of formal areas.
- Use of soft SuDS features to create wetland habitat on site boundary.

Landscape

- Allow existing hedgerows to grow taller and wider and plant with hedgerow trees to reduce the visual impact from higher ground.
- Careful consideration to be given to the scale and massing of any proposals to avoid visually intrusive buildings
- Avoid the use of highly reflective surface finishes and consider the use of green / brown roof coverage to reduce visual impact on views from higher ground.

Archaeology

- A 'watching brief' will be required on part of the site to assess any archaeological interest during construction.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

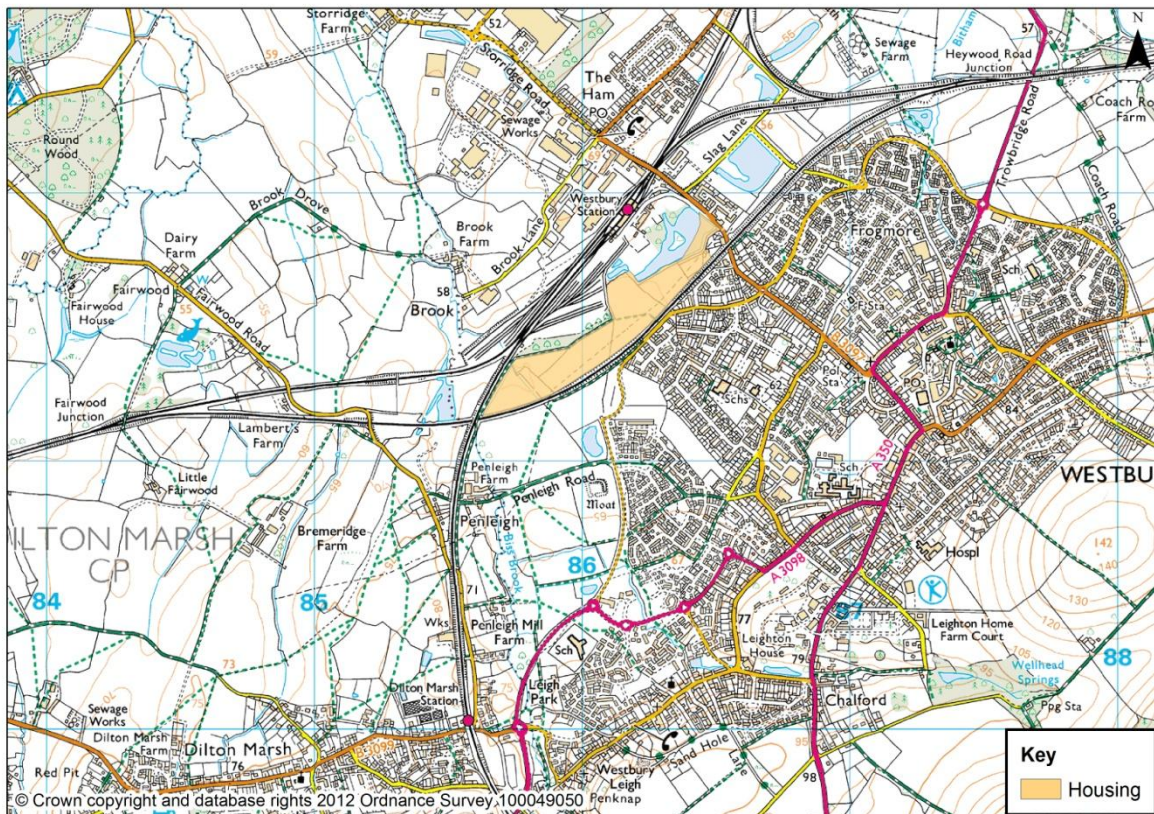
In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.

- An update to identify whether market demand has reduced or is being met through other sources.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma: Land at Station Road, Westbury



Use

250 dwellings.

Key Objectives

- To deliver a high quality, sustainable development, providing 40% affordable housing and a suitable mix of housing in line with core policies 45 and 46.
- Development that is integrated with the existing town and town centre.
- Fully investigate all alternative access options to the railway station as part of the design process, avoiding damage to Westbury Lakes County Wildlife Site (CWS) as a last resort and targeting any unavoidable losses to the least sensitive or valuable habitats.
- To minimise the realignment of the Lake in securing a link road connecting Station Road and Main Way, and make alternative suitable provision for the Sailing Club if required.

Infrastructure Requirements

Development of the site will be required to meet the infrastructure and sustainable planning requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Network modelling will be needed to determine the nature and scope of downstream foul drainage capacity improvements.
- Network modelling will be required to determine a point of adequacy and possible network reinforcement, options include:
 - Possible metered connection from the existing 350mm trunk main on the south side of the railway.
 - Alternative route through Station Road under the railway bridge.

- Process review of Westbury currently being undertaken with regard to sewage treatment and improvements may be necessary to accommodate development. Development must not precede necessary improvements.
- Extensions and alterations to the existing electricity network to provide supplies.
- Any anticipated relocation of overhead powerlines crossing the site to be discussed with Southern Electric Power Distribution prior to the submission of a planning application.
- Connection to the low pressure network (along Station Road approach to railway station) will provide sufficient pressure to support 200 homes, or a connection to the medium pressure network (opposite Oldfield Road) can be made for a more direct route to the site.
- The presence of the railway line will incur engineering difficulties which attract additional costs (such as the use of directional drilling if necessary) when connecting to the Medium Pressure Gas Infrastructure.
- Improvements to the road infrastructure on Station Road (leading to the railway station).
- Re-instate former platform at Westbury Station.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.
- Proposals will need to ensure that the development does not encroach within the climate change 1 in 100 year floodplain.
- Surface water flows should be attenuated down to greenfield run off rates by using SuDs.
- Flood mitigation must be provided including an appropriate sustainable drainage scheme that improves existing capacity.

Transport:

- Improved access to Westbury Railway Station.
- Provision of a link road connecting Station Road and Mane Way, via a new railway bridge crossing.
- Access for buses through the development from the railway station access road and from either Oldfield Road (across the railway line) or Station Road. Extension of existing town bus service through the development.
- Improvements must be made to public transport connectivity and pedestrian and cycling linkages to the station and town centre.

Social and Community

- Contribution to development of childcare provision at Leigh Park.
- Contributions to the extension of one of the existing primary schools and secondary school provision.
- Provision/relocation of a sailing clubhouse.

Green Infrastructure

- Any loss of amenity (sailing and fishing) and accessible natural greenspace should be compensated in line with the West Wiltshire Leisure and Recreation Development Plan Document and green infrastructure policy (CP52).
- Improve public accessibility to the lake where this does not conflict with sensitive wildlife.
- Any additional requirements for provision of public open space, sports, children's play and allotments must also be met in line with the Wiltshire open space standards.

Ecology

- Detailed surveys of Westbury Lakes CWS will be required to inform any design proposals; this will include National Vegetation Classification vegetation, protected species and hydrological surveys.

- Development must buffer the CWS as far as possible and avoid fragmentation of the lake and losses of sensitive habitats including wet woodland and swamp / fen communities.
- Long-term management of the Westbury Lakes CWS to be secured under an Ecological Management Plan.
- Offsite compensation may be required for unavoidable impacts upon Westbury Lakes CWS and associated fauna; a suitable offsite location for wetland creation / enhancement must be identified and necessary long-term management secured through a planning obligation.

Landscape

- Existing woodland should be conserved and managed to maximise ecological and amenity value.

Archaeology and Historical Interest

- Pre-application archaeological evaluation.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

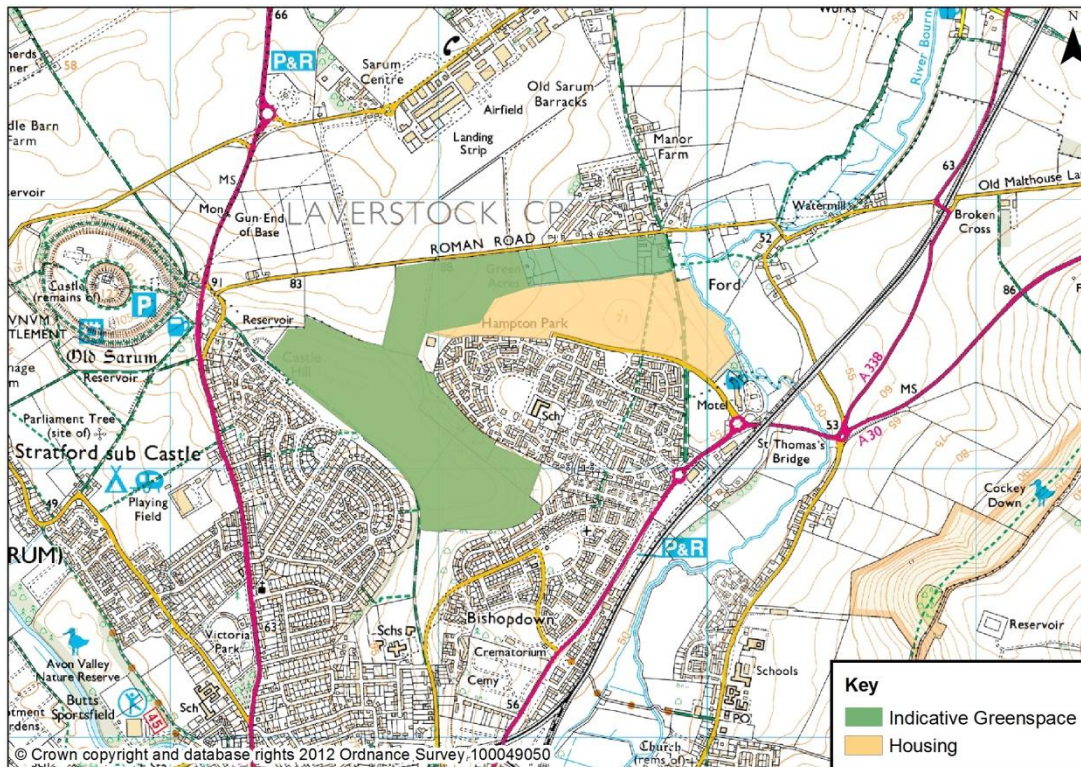
Key Delivery Milestones, Monitoring and Review

In order to expedite the delivery of development the Council will work closely with the developers and landowners to facilitate delivery. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.
-

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - Hampton Park, Salisbury



Site Description

This area of land to the east of the city is limited by the A345, the built envelope of Paul's Dene, Bishopdown, and Hampton Park, the flood plain of the River Bourne, the village of Ford, and the Conservation Area at Old Sarum Airfield. It has a gradual slope down to the Bourne with some level sections in the centre and south. There is a sharp rise towards Castle Ridge.

Objectives for the development

To develop 500 new homes through a high quality residential development which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location close to Salisbury in a manner that complements the existing community at Bishopdown Farm and makes a significant strategic contribution to meeting the local housing needs of South Wiltshire. Specific issues to be addressed are:

- Protection of the strategic landscape setting of the northern slopes of Salisbury including safeguarding views to and from Old Sarum Scheduled Ancient Monument.
- Strategic gap planning to ensure Ford retains its independent character and does not become merged with the city.
- The delivery of a significant country park that will be handed to the local community in perpetuity.
- To deliver a development that is adequately served by essential infrastructure including transportation, water, drainage, education, healthcare and emergency services and green infrastructure.
- To plan for the permanent retention and enhancement of the Castle Hill/Bishopdown green lung to the city as a key area of habitat retention and informal recreational open space.
- To deliver a development which conserves and in places enhances the natural environment, including the quality of the Bourne which is within the River Avon SAC/SSSI

Site Constraints

- The sensitive landscape at the northern slopes of Salisbury including the setting of Old Sarum SAM
- Strategically important green lung at Bishopdown/Castle Hill
- Retention of the separate identity of Ford and avoiding potential coalescence
- The River Bourne, part of the River Avon SAC
- High pressure gas main to west of the site
- Retention of existing byways
- Existing residential amenity to the north and south
- Salisbury Air Quality Management Zone
- Interface with existing residential properties and rural fringe

Land uses and quanta of development

500 new dwellings of which a minimum of 40 % will be affordable.

Essential Infrastructure Requirements

Education: 1 form entry primary school and contributions towards secondary education

Transportation: Any major infrastructure requirements outcomes identified by the Salisbury Transport Model or subsequent Transport Assessment and Travel Plan. A Transport Assessment setting out how the model shift promoted at national and RSS level will be achieved, including improved bus, cycle and walking routes.

Green Infrastructure: 1 New woodland hedging and native species to connect to retained hedges to River Avon. Surveys of protected species, especially botanical, in June/July. Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.

Heritage/Salisbury Historic Environment Assessment: High risk to the west at Old Sarum SAM. Great potential for archaeology, field systems and Roman remains. Trial pitting under supervision of Wiltshire Council Archaeologist required.

Drainage and Water: Capacity improvements required downstream. Network modelling will be required as part of an engineering appraisal to determine the scope and extent of these improvements prior to the commencement of development. A contribution towards management and mitigation of phosphate levels in the River Avon SAC and their threat to protected species as well as its implementation.

PCT: Financial contribution towards new or improved doctors and dentist surgeries. **Emergency Services:** Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

Renewable energy: 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements and the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

Place shaping requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:

- Safeguarding zone for the high pressure gas main
- A strongly defined urban/rural edge to the north of the site
- The layout and utility of the Country Park
- Defining the strategic gap between the development and the settlement of Ford

Strategic Linkages

Linkages with the existing residential development at Bishopdown Farm and Hampton Park, to ensure that the new communities can integrate.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

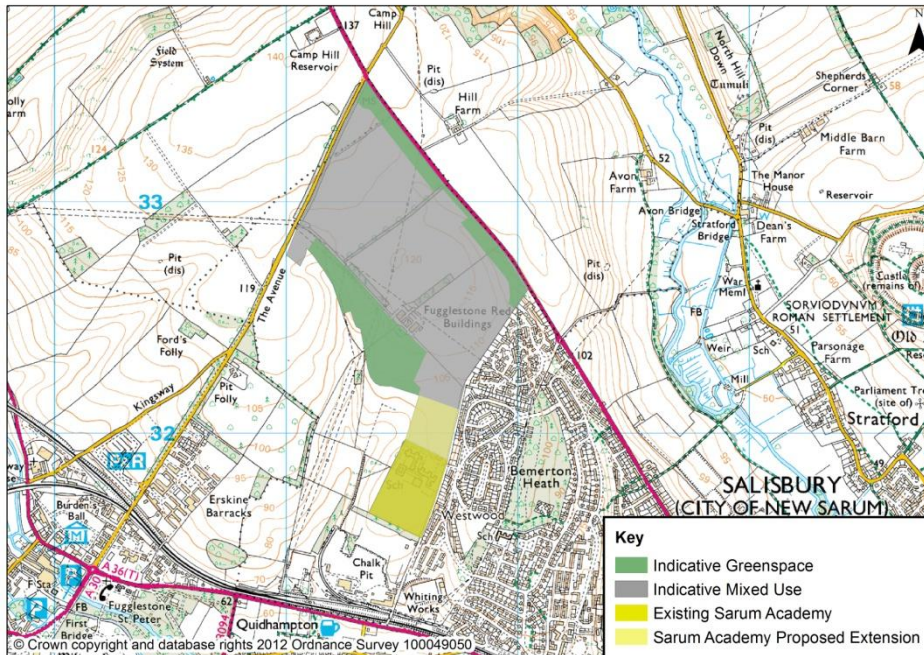
This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - Fugglestone Red, Salisbury



Site Description

The site is to the north west of Salisbury and is bounded by The Avenue to the north west, the A360 Devizes Road to the north east, the extent of the built envelope of Salisbury (Fugglestone Red and Bemerton Heath to the south east and the Imerys quarry site, a significant dry valley and the UK Land Forces site to the south) The site is mainly agricultural land but with significant treed features. It also includes an existing secondary school (Salisbury High School) to the south east of the site. The "townscape/countryside interface" of the whole area is of "elevated views, little/no foreground, generally harsh, abrupt settlement edge".

Objectives for the Development

To develop 1250 new homes and 8 hectares of employment land, through a high quality development which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location close to Wilton and Salisbury, in a manner which complements the existing communities and makes a significant strategic contribution to meeting the local housing needs of south Wiltshire and helps facilitate the delivery of the proposed Sarum Academy or a replacement of Salisbury High School. Specific issues to be addressed are:

- The delivery of a new local centre for the Fugglestone Red area.
- Assistance with and /or contributions towards improving the secondary school
- Retention of a Strategic gap of open countryside to ensure Wilton retains its independent character and does not become merged with Salisbury.
- To deliver a development which conserves and in places enhances the natural environment, including the quality of the Camp Down SSSI and the River Avon SAC
- To conserve and where possible enhance views from the Wilton Estate and Old Sarum SAM
- Conservation of the historic Avenue.

Site Constraints

- Potential coalescence between Salisbury and Wilton and the need for a strategic landscape belt to be retained.
- The sensitive landscape, especially the north eastern edge and the setting of Old Sarum SAM
- Copses, wooded belts, and other tree planting

- Overhead power cables (several running N-S and E-W)
- Existing residential amenity to the east of the site.
- Salisbury Air Quality Management Area on Devizes Road and Wilton Road
- Setting of Wilton House and its historic park and garden.

Land Uses and Quanta of Development

- 1250 new dwellings of which 40% will be affordable.
- 8 hectares of employment land to include some start-up units
- New primary school and enhanced secondary school / Academy provision
- Public open space
- Space for a new cemetery
- Local Centre

Essential Infrastructure Requirements

Education: 2 form entry primary school and either a secondary contribution or assistance towards construction of new 'Salisbury High School'

Transportation: Any major infrastructure requirement outcomes identified by the Salisbury Transport Model Study 2010 or subsequent Transport Assessment and Travel Plan. New access including improvements to the junction between the A360 and The Avenue. A Traffic Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes

Green Infrastructure: Formal and informal public open space to be provided on site to reduce pressure on Camp Down SSSI. New woodland, hedges and standard trees to connect retained hedges and woodland. An agreed proportion to contain features suitable for roosting bats. Improved linkages to Wilton House historic park and garden. Extended phase 1 survey to be undertaken. Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.

Heritage: Archaeological investigations to be undertaken prior to finalisation of the site design, with the design responding to finds

Drainage and Water: Requires boosted supply from existing local reservoir and a dedicated spine main to serve local distribution mains. On site sewers required to be provided by developers with separate systems of drainage. Off site surface water disposal to local land drainage systems with attenuated discharge needed to satisfy PPS25. On site foul-water pumping station with rising main to Devizes Road. Long off site connecting sewer (>1km) to agreed point of connection, where planned capacity is available to accept future foul flows. A contribution is required towards a management and mitigation of phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation

PCT: Financial contribution towards new or improved doctors and dentist surgeries or on-site provision, if appropriate

Emergency Services: Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies

Community Facilities and Services: Need to deliver a local centre to provide the local access to basic services this area of Salisbury currently lacks

Renewable Energy: 10% renewable energy generated on or near the site

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements and the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:

- Significant tree planting to protect key views from Wilton Park.
- Overall building mass should be in keeping with the setting to Wilton Conservation Area.
- The Avenue not to be widened or subject to major road improvements, apart from the proposed new roundabout with Devizes Road.
- The visual gateway into Salisbury from the A360 is conserved and enhanced.
- A significant green buffer is retained between the built up areas of Salisbury and Wilton.
- Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow.
- Overhead cables to be buried

Strategic Linkages

Improved linkages between Wilton House historic park and garden and UKLF site. Development will also need to integrate with the existing developments at Fugglestone Red and Bemerton Heath.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

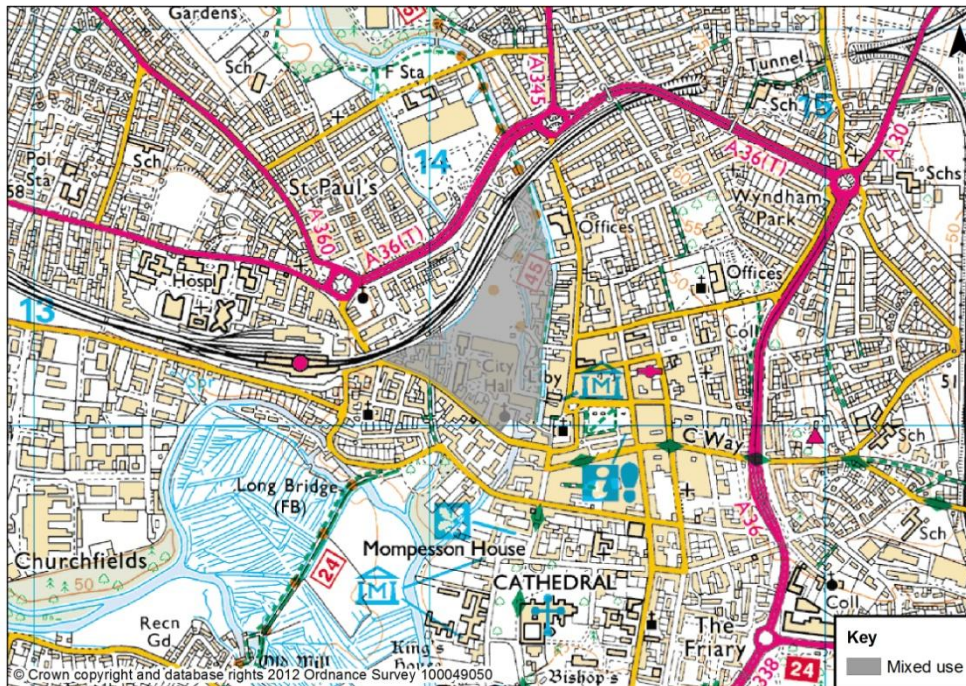
This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - Land at The Maltings and Central Car Park, Salisbury



Description of Site

A city centre site situated to the west of the city's established secondary shopping area. The southern part of the site predominantly comprises The Maltings shopping centre. To the north is the central surface level car park. To the north east is the 'Millstream' coach park. To the east of the coach park is the Boathouse bar and brasserie. To the south of the coach park are offices owned and occupied by the Probation Service and the Wiltshire PCT. To the immediate south of Avon Approach, leading to Central Car Park, is a service yard and private car park owned by Tesco's. The Playhouse Theatre, City Hall and Summerlock House (Department of Work and Pensions) are situated adjacent to The Maltings, to the south west of the site. Public Open Space runs along the eastern boundary and the city Library and Galleries are adjacent. To the extreme north of the site is an electricity substation and private car park. Several courses of the River Avon SAC flow through the site. To the west lies a railway embankment

Objectives for the Development

To develop a retail led mixed use regeneration scheme through a high quality development, which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location within Salisbury city centre, in a manner which complements the existing retail provision and makes a significant strategic contribution to meeting local housing needs of south Wiltshire.

Specific issue to be addressed are:

To provide a range of retail unit sizes including a department store format and supermarket and a mix of major shop units and smaller store units

- To ensure the continued viability and vibrancy of the whole of Salisbury city centre
- To provide a range of homes including affordable suitable for a city centre location
- A relocated library
- To provide a range of office space

Site Constraints

- Protection of views of Salisbury Cathedral
- Protection and proximity of the River Avon SAC
- Salisbury city centre Air Quality Management Area
- Salisbury Conservation area and a number of listed buildings
- Electricity Sub-station
- Flooding
- Some fragmented land ownership.
- Access, parking and servicing (including coach parking)

Land Uses and Quanta of Development

- Potential for a total of 40,000 sq m of retail floorspace (gross external area).
- A single or few large retail outlets providing the whole of the floor area will not be appropriate to achieve the aims of the development and will not be permitted
- Comparison shopping uses, comprising a range of unit sizes including a department store format and a mix of major shop units and smaller store units
- Convenience floor space replacing the net loss of such floorspace
- Around 200 dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 6.
- Office use
- Leisure uses (15% of comparison floor space), to improve the quality of leisure facilities
- A replacement library
- Adequate car parking spaces using undercroft and multi-storey car parking
- A new park based around existing watercourses and opening linkages to the Market Square and Fisherton Street
- Improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street

Essential Infrastructure Requirements

Education: Contributions towards primary and secondary

Transportation: Any major infrastructure requirement outcomes identified by the Salisbury Transport Model or subsequent Transport Assessment and Travel Plan. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes

Green Infrastructure: Formal and informal public open space to be provided on site including a new park. Adequate land to be set aside for treatment of surface runoff. Incorporation of at least buffer strips adjacent to the river, restricting lighting near river. Construction method statement required with application. Other essential GI an BAP habitat and species requirements will be determined at or prior to master planning

Flooding: Requirements of SFRA level 2 to be incorporated into design. No development in Flood Zone 3b. Development should be directed to areas of lowest risk from flooding with lower flood depths and velocities. Old landfill sites should be avoided where possible due to the risk of potential contaminants. Culverts both at the site and upstream need to be maintained. Model shows that safe access/egress will be possible via both Churchill Way West and Avon Approach during a 1 in 100 year flood event with climate change

Heritage: Archaeological investigations should be undertaken prior to finalisation of the site design with the design responding to finds.

Drainage and Water: On site sewers provided by developers with separate systems of drainage, no spare capacity in local networks for a development of this scale. Off site surface water disposal to

local land drainage systems with attenuated discharge to satisfy PPS25 is required. May require a pumped discharge and an off site link sewer to agreed point of connection, subject to engineering appraisal and network modelling to confirm the scope and extent of capacity improvements. There is a high probability of capacity improvements being necessary associated with downstream overflows to reduce risk of pollution and maintain water quality. A contribution is required towards a management and mitigation plan to address phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation

PCT: Financial contribution towards new or improved doctors and dentist surgeries

Emergency Services: Contributions towards the Fire Service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies

Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

Place Shaping Requirements

- As the site sits in a sensitive location between two river courses of the River Avon SAC any proposal will also need to meet the following requirements:
- Softening the hard edges of the river to provide better marginal habitat for wildlife including improved cover for fish and invertebrates.
- Meet the requirements of Policies 19 (water efficiency) and 20 (phosphate levels) of this Core Strategy.
- Be designed and provide for flood defences and mitigation measures in accordance with the SFRA level 2 for the site.
- Protection of views of Salisbury Cathedral.
- A development that upgrades public open space including riverside walks.
- A holistic approach to addressing the piecemeal nature of car parking, rear aspects of properties and land ownerships in a comprehensive manner.
- A development that is well integrated and opens up links to Fisherton Street, Market Walk and the surrounding City Centre.
- Retention and enhancement of the 'Shopmobility' scheme.
- Continued provision of public toilets.
- Massing of new development respects the scale and building forms of the historic urban fabric.
- The development can protect and enhance both the built and natural conservation interests surrounding the site.
- The character of the development creates a sense of place that responds to and is sympathetic to locally distinctive patterns of development.
- Providing a high quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all in society.

Strategic Linkages

Provision of a key link in the retail circuit of Salisbury, particularly between the High Street, Fisherton Street and Market Place/Castle Street.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning

application process. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

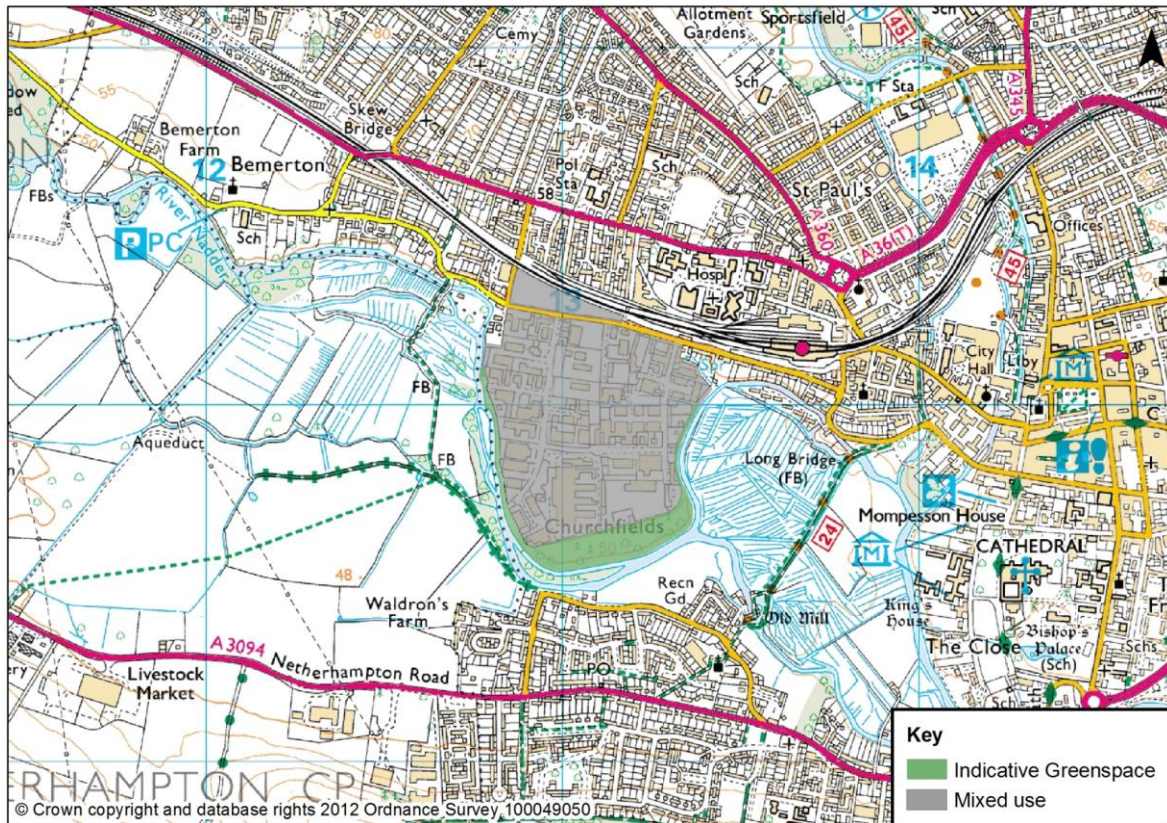
This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - Churchfields and the Engine Sheds, Salisbury



Site Description

A major employment site serving Salisbury. The site accommodates approximately 200 businesses of varying types and size on 33 hectares. It lies to the west of Salisbury city centre and to the south of the railway line, close to the railway station. The east, south and west of the site is bounded by the River Nadder (part of the River Avon SAC), with water meadows beyond. To the west of the engine shed site lies Cherry Orchard Lane with residential development beyond. To the east is Ashfield Road. Both Cherry Orchard Lane and Ashfield Road pass under railway bridges providing northward routes to Wilton Road. The site is currently overgrown with dense scrub and a number of fairly large trees, is a vacant site, and is bounded by the railway line to the north and Churchfields Road to the south and residential development to the west.

Objectives of the Development

To develop a housing led mixed use redevelopment of around 1100 dwellings and retaining 5 ha of employment through a high quality master plan, which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location, in a manner which complements the existing community and makes a significant strategic contribution to meeting local housing needs of South Wiltshire. Specific issues to be addressed are:

- Project alignment with the LDF to ensure there is adequate and appropriate land available to allow a successful decant for existing employers in and around Salisbury so the existing protective policy preventing change of use away from employment can be relaxed
- Redevelopment that sympathetically capitalises on the assets of the site, such as proximity to water meadows, town path, Harnham and cathedral views
- Master planning to be undertaken for both sites to ensure that the two developments integrate
- Providing green links from the east and west of the River Nadder, to contribute towards the environmental and ecological aspirations of the Salisbury Vision

- The incorporation of a central green to act as a focal point and encourage vitality
- A mix of heights of up to 6 storeys determined by detailed context planning
- Planning in and making features of key vista to the cathedral
- To provide an element of carbon neutral homes
- Maximising the site's south facing orientation

Site Constraints

- Poor access through narrow rail bridges and via residential areas
- Potential land contamination (including former land fill site, abattoir and steam engine shed)
- Protection and proximity of the River Avon SAC
- Salisbury city centre Air Quality Management Area
- Protection of views of Salisbury Cathedral
- Interdependencies with the Waste Site Specific Allocations DPD to find a suitable decant site for the Household Recycling Centre currently on site
- Flooding
- Engine shed:
- Issue over level of site, which appears to be mainly 2-3m above that of Churchfields Road: investigations need to be made as to whether this is artificial or natural
- 3m high blank retaining wall along Churchfields Road provides an unattractive 'dead' frontage
- Proximity to railway line

Land Uses and Quanta of Development

- Approximately 1100 dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 6.
- 5 ha of employment land
- Public Open Space
- Local neighbourhood centre
- Primary school

Essential Infrastructure Requirements

Education: 2 form entry primary school. Contributions towards secondary education

Transportation: Any major infrastructure requirement outcomes identified by the Salisbury Transport Model or subsequent Transport Assessment and Travel Plan. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes. The site's proximity to the city centre and railway station provides opportunities for the implementation of strong demand management techniques to be applied

Green Infrastructure: Formal and informal public open space to be provided on site including a central green and green corridors adjacent to the River Nadder. Off-site contributions may also be required. Incorporating a significant buffer strip adjacent to river.. Woodland habitat creation to create buffer, to help absorb additional public pressure. Identifying suitable recreational areas within the site to reduce pressure on river corridor. Restricting lighting near river. Adequate land to be set aside for treatment of surface runoff. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning

Flooding: Requirements of SFRA level 2 to be incorporated into design and resilience planning measures. Much of the site is within Flood Zone 1. Future development should be situated in this zone. Highly vulnerable' uses in Flood Zone 2 will have to pass the Exception Test. If development is necessary to the north west of the site, development should be directed towards the areas of lowest risk. On old landfill sites, contaminated land poses additional problems because of the risk that polluted groundwater/leachate may be generated. The proposed drainage system must not remobilise any contaminants and infiltration should not therefore be used unless a full study of

groundwater flow paths is undertaken. SUDS techniques that utilise infiltration should not be used here

Drainage and Water: Existing supply mains provide limited capacity at peak demand.

Redevelopment of this site will therefore require additional capacity with off site reinforcement. On site sewers provided by developers with separate systems of drainage also required. Sewer diversions may be required to accommodate development proposals. Surface water disposal to local land drainage systems with attenuated discharge needed to satisfy PPS25. Improvements required to downstream overflows to reduce risk of pollution and maintain water quality. Additional capacity improvements to foul water sewers may be needed subject to engineering appraisal. A contribution towards a management and mitigation of phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation

PCT: Financial contribution towards new or improved doctors and dentist surgeries

Emergency Services: Contributions towards the Fire Service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies

Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of the site needs to specifically address:

- Views to the cathedral as an integral part of the site layout and design
- Linkages and enhancement of the water meadows and Town Path
- Provision of green links from the east and west of the River Nadder to contribute towards the environmental and ecological aspirations of the Salisbury Vision
- Incorporation of a central green to act as a focal point and encourage vitality
- A mix of heights of up to 6 storeys on the Churchfields site determined by detailed context planning
- Significant landscape buffer planting to the river
- Pedestrian, public transport and cycle linkages to the city centre, including integration with the Railway Station Interchange.
- Integration of both sites with each other and with existing residential uses
- Orientation of the Engine Sheds site to maximise solar gain

Strategic Linkages

- Pedestrian, public transport and cycle linkages to the city centre, including integration with the Railway Station Interchange
- Linkages and enhancement of the water meadows and Town Path
- Provision of green links from the east and west of the River Nadder to contribute towards the environmental and ecological aspirations of the Salisbury Vision
- Incorporation of a central green to act as a focal point and encourage vitality.

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan. This Master Plan will guide the private sector led delivery of the site. The site will also include the need for some site assembly and management of 'decanting' or moving of existing businesses. There is an opportunity for some of the 'dirtier' uses, such as the household recycling centre, to move to the former Imerys quarry site and there are consequently interdependencies. In addition, decant of other uses will be dependent upon other employment

sites within this Core Strategy coming forward.

Key delivery milestones, monitoring and review

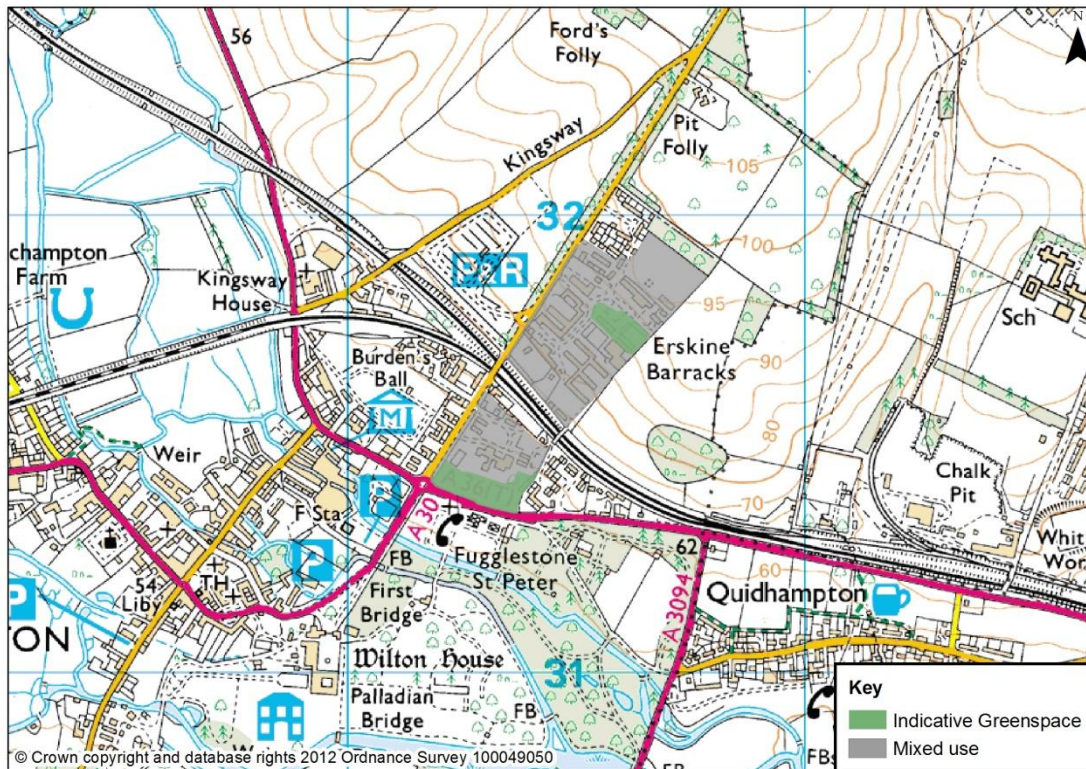
This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - UK Land Forces Head Quarters, Wilton



Site Description

This site is situated approximately 0.7 km to the north of the centre of Wilton. It is to the east of The Avenue and the north of the A30 and Wilton Conservation Area. The site is divided into two parts to the south west and north east of a railway embankment. Beyond the A36 at the southern end of the site is Wilton Park (a registered historic park and garden). To the east of the northern part of the site falls there is agricultural land and to the south residential dwellings. The site is currently used for a mixture of military offices and accommodation.

Objectives for the Development

To develop around 450 new homes and a minimum of 3 hectares of employment land to provide a minimum of 1200 jobs, to match those that will be lost due to the military site closing. The development should be of a high quality which delivers an appropriate sense of place in accordance with the south Wiltshire design guide 'Creating Places' in a sustainable location close to Wilton, in a manner which complements the existing community and makes a significant contribution to meeting local housing needs in south Wiltshire, whilst improving the number and range of jobs available in the local area. Specific issues to be addressed are:

- To replace the employment opportunities lost by the MOD relocation to Andover
- Replacing the contribution the MOD jobs make to keeping existing shops and services in Wilton town centre viable.
- Strategic gap to ensure Wilton retains its independent character and does not become merged with Salisbury
- To deliver a development that conserves and enhances views into and out of the Wilton Conservation Area including Wilton Park and House
- Conservation of the historic gateway to Wilton along The Avenue

Site Constraints

- Potential coalescence between Salisbury and Wilton: a strategic landscape belt to be retained

- Setting and views to and from Wilton Park and Wilton Conservation Area
- Existing residential amenity to the east of the southern part of the site
- Numerous mature trees on the site
- Potential impact on amenity of noise from the railway that divides the site and the A36 adjoining the southern half of the site
- Links between the northern and southern parts of the site and to Wilton
- Proximity to River Nadder (part of River Avon SAC)

Land Uses and Quanta of Development

- Around 450 new dwellings of which 40% will be affordable. The breakdown will be as detailed in Core Policy 10.
- A minimum of 3 hectares of employment land to provide around 1200 new jobs and to include some startup units
- New 1 FE primary school and secondary contributions
- Public Open Space

Essential Infrastructure Requirements

Education: 1 form entry Primary school and either a secondary contribution or assistance towards construction of new 'Salisbury High School'

Transportation: Any major infrastructure requirement outcomes identified by the Salisbury Transport Model or subsequent Transport Assessment and Travel Plan. New access including improvements to the junction between the A360 and The Avenue and at the A30. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes.

Green Infrastructure: Formal and informal public open space to be provided on site. New woodland, hedges and standard trees to connect retained hedges and woodland and ultimately link River Avon. Improved linkages and contributions towards improvements to Wilton House historic park and garden and links through to proposed Fugglestone Red development. Other essential GI and BAP habitat and species requirements will be determine at or prior to master planning.

Heritage: Site design and massing of buildings enhances views from Wilton Park and the setting of Wilton. Design and massing is sensitive to its location on rising ground. The existing tree belt along the southern road frontage is retained and enhanced as a backdrop to Wilton Park. Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow. The open character of the land to the east of the development site is maintained as it also features in views from Little Park. Possible enhancements of The Avenue.

Drainage and Water: No off site reinforcement required for this redevelopment - capacity available to serve this level of development. Existing site served by private sewers, on site sewers provided by developers with separate systems of drainage will be required. Off site surface water disposal to local land drainage systems with attenuated discharge to satisfy PPS25. Off site foul sewer to agreed point of connection to public sewer system. There is a low probability that downstream improvements will be required and will need to be confirmed by engineering appraisal to confirm the scope and extent of any capacity improvements. Existing railway at the southern boundary may restrict gravity discharge from the site. A contribution towards management and mitigation of phosphate levels in the River Avon SAC and their threat to protected species as well as implementation.

PCT: Financial contribution towards new or improved doctors and dentist surgeries.

Emergency Services: Contributions towards the Fire Service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies.

Community Facilities and Services: Need to deliver a local centre to provide the local access to basic services this area currently lacks.

Renewable Energy: 10% renewable energy generated on or near the site

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements and the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:

- Tree planting to protect key views from Wilton Park
- The Avenue to be retained and enhanced
- Massing and design of buildings sympathetic to Wilton Conservation Area
- Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow
- Show how the new neighbourhood can be integrated into the existing community of Wilton, both residential and commercial and into the built and natural environment.
- Employment land should not comprise development that will cause a nuisance to the new or existing residents
- The Avenue not to be widened or subject to major road improvements

A significant green buffer retained between the built up areas of Salisbury and Wilton

Strategic Linkages

Improved linkages with the built up areas of Wilton, Wilton House historic park and garden and the site at Fugglestone Red

Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a Master Plan. This Master Plan will guide the private sector led delivery of the site.

Key delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally, meeting local needs and consultatively it is a favoured site, but also because of the clear threats that the MOD vacating the site can have on the viability and vitality of Wilton. Early discussions with landowners have indicated to the Local Planning Authority that this site needs to be developed in the first five years of the plan in order to mitigate the potential impacts on Wilton and also to satisfy rules for the disposal of 'Crown' land.

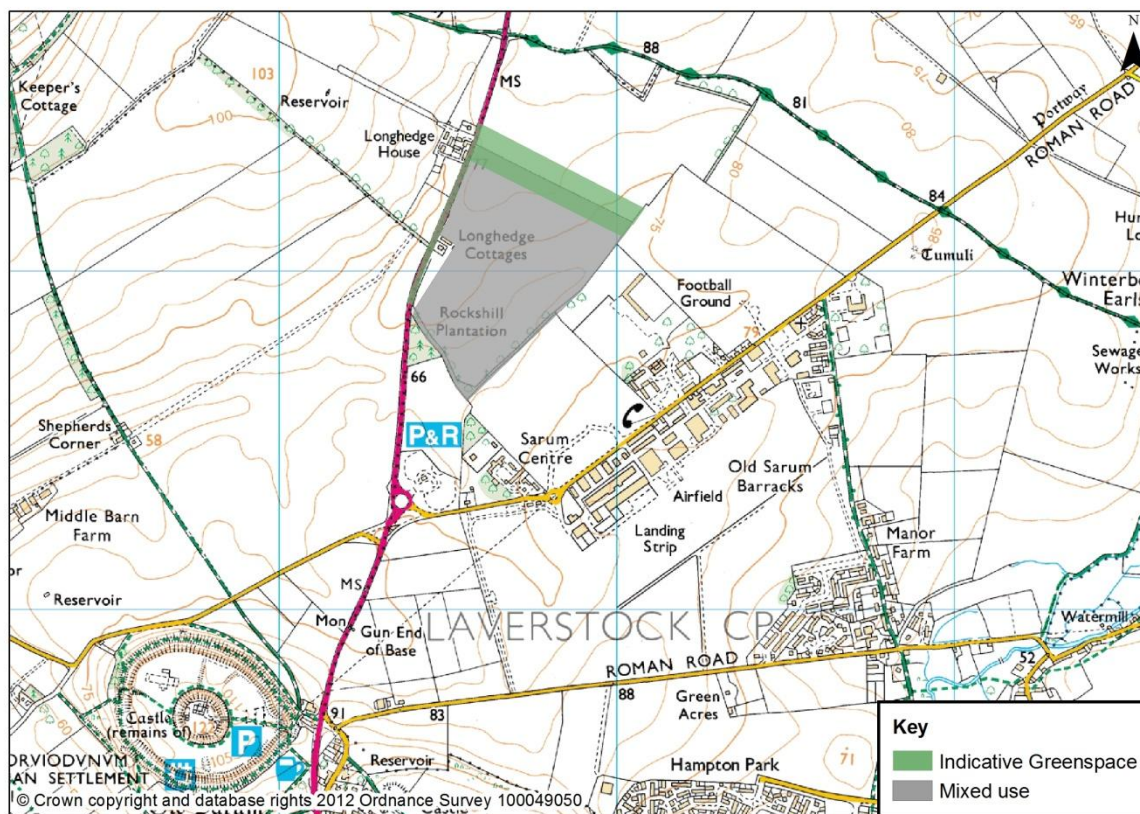
In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.

- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - Longhedge, Old Sarum, Salisbury



Site Description

The site is located to the north of Salisbury city, to the north east of Old Sarum and the A345. To the south of the site is the Beehive Park and Ride site, largely screened by trees, and a small area of employment land. To the east is an employment site and Old Sarum Airfield, which is a Conservation Area. To the immediate east is an existing Local Plan allocation site, where detailed planning permission has been granted for 600 dwellings and building has commenced. This site lies to either side of the Salisbury City Football Club stadium.

Objectives for the Development

To develop a housing led mixed use development of 450 dwellings and 8 ha of employment, through a high quality master plan which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location, in a manner which complements the existing community and makes a significant strategic contribution to meeting local housing needs of South Wiltshire. Specific issues to be addressed are:

- The introduction of additional dwellings to the Old Sarum area will add a critical mass to secure the delivery and viability of planned and new local facilities to create a more self-contained community based around a neighbourhood centre.
- The provision of employment opportunities for both new investment and decant from Churchfields.

Site Constraints

- Football stadium and airfield noise will need to be mitigated
- Highways impact on Castle Road and wider area, and associated impact on air quality
- Impact on setting of Old Sarum SAM and Old Sarum Airfield Conservation Area
- High potential for unknown archaeology on the site

Street lighting designed to minimise light pollution and sky glow.

Land Uses and Quanta of Development

The site comprises approximately 51ha and will accommodate a mix of employment and housing. The site will deliver approximately 450 dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 6. Community infrastructure and approximately 8ha of employment land which will include general industrial, office, research and development, storage and distribution, but exclude retail.

Essential Infrastructure Requirements

Education: 2 form entry primary school and financial contributions for secondary. **Transportation:** Any major infrastructure requirement outcomes identified by the Salisbury Transport Model or subsequent Transport Assessment and Travel Plan. A Transport Assessment which sets out how the modal shift promoted at national and soon to be abolished RSS level will be achieved, including improved, bus, cycle and walking routes and possible junction improvements at Beehive roundabout, opportunities for links cycle and footpath to Salisbury city centre, Beehive Park and Ride and other strategic sites. Implementing measures to prevent overloading of Castle Road and potential contribution to Beehive Park and Ride. Contribution to addressing the objectives set out in the Salisbury AQMA

Green Infrastructure: Formal and informal public open space to be provided on site. Strategic landscape plan required to ensure opportunities to improve views from Old Sarum, through the screening of existing functional buildings. The strengthening of existing tree belts at the site. Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.

Flooding: A flood risk assessment will be required and satisfy the requirements of PPS 25, reference should be made to the Level 1 SFRA

Drainage and Water: This should pay particular attention to drainage and the control of surface water by the use of SUDS. Engineering assessment of water and foul sewer drainage at the site and potential capacity improvements at Petersfinger sewerage works and potable water capacity. Cumulative development within the upstream catchment at Old Sarum, Hampton Park and Longhedge developments will trigger significant works with new relief sewer to ensure that risk from sewer flooding is resolved. A contribution towards a management and mitigation of phosphate levels in the River Avon SAC and their threat to protected species as well as its implementation.

PCT: Financial contribution towards new or improved doctors and dentist surgeries.

Emergency Services: Contributions towards the Fire Service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies. **Community**

Facilities and Services: Additional community facilities and services to complement and reinforce the viability of the already planned district centre.

Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements and the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:

- Density and building height of development will vary in response to the visual sensitivity of different parts of the site allowing a balance between built and 'green areas' with a higher density of development in the southern part of the site through to predominantly 'green / planted areas'. This 'topographical progression' of development would be matched by a

‘structural landscape / green infrastructure progression’ in order to minimise visual impact and help to maintain an appropriate landscape setting for Old Sarum.

- Retaining and strengthening the landscape elements of the site to inform the layout of development and allowing it to relate, respond and assimilate with the surroundings.
- Embedding the majority of the new development within a newly established network of green corridors and strategic landscaping.
- Ensuring the design responds to a detailed analysis of the historic environment; safeguards key views to and from Old Sarum and; integrates the sites important archaeology.
- Overall building mass is in keeping with the rural setting.
- Key views to and from Old Sarum and impact on the SAM.
- Show how the new neighbourhood can be integrated into the existing community, both residential and commercial and into the built and natural environment.
- Employment land should not comprise development that will cause a nuisance to the new or existing residents.

Strategic Linkages

Linkages with the existing allocated site at Old Sarum to ensure that the new communities can integrate and function as one

Delivery Mechanism

This site should be the subject of partnership working towards based on frontloading a Master Plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will show integration with the existing proposed development of 650 dwellings at Old Sarum

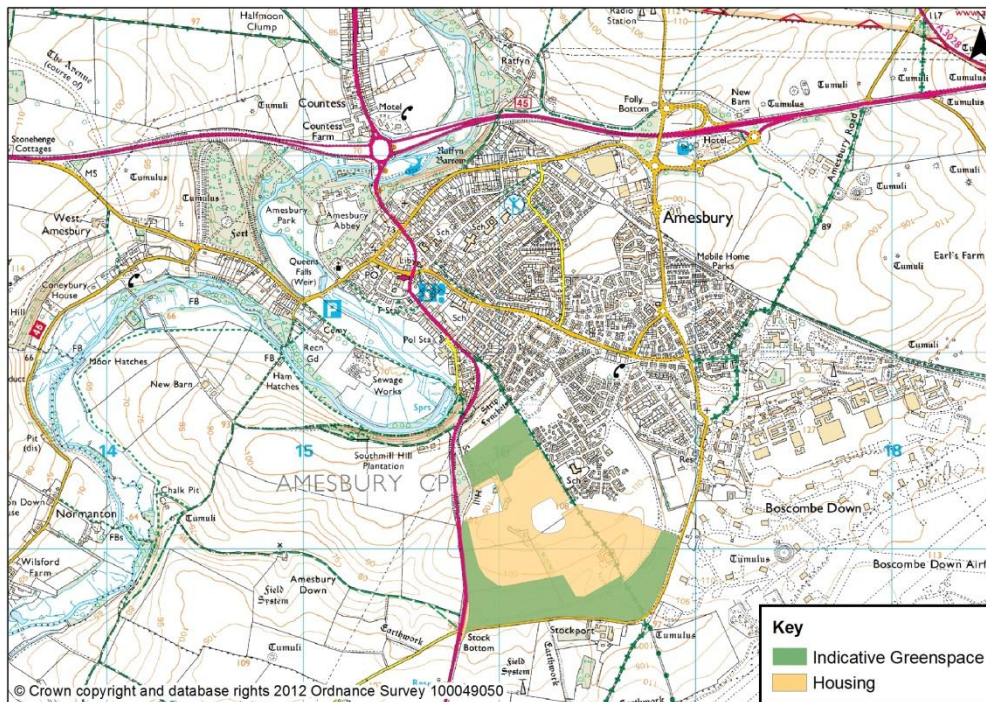
Key delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council’s influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - King's Gate, Amesbury



Site Description

The site is located to the south of Amesbury and comprises former agricultural land. The site is bounded by residential development. Agricultural land surrounds the site on the western and southern boundaries, which is in turn bounded by the A345 to the west and Stockport Road to the south and east. There is further open agricultural land beyond Stockport Road and beyond the A345. Former military housing and MOD outdoor sports facilities are located to the east of the site, beyond which lies the Boscombe Down Military Garrison.

Objectives for the Development

- To develop 1300 houses through a high quality development, which delivers an appropriate sense of place in accordance with the south Wiltshire design guide 'Creating Places' in a manner which complements the existing development at Archer's Gate and makes a significant strategic contribution to meeting local housing needs of south Wiltshire. The site masterplan should: Make provision for a A new wing of the existing Amesbury Archer primary school
- Allocate land for an additional 1 form entry primary school
- Ensure any new development respects the scale, setting and form of the existing settlement and appropriate design and mitigation measures are put in place to accommodate new development without significant adverse effects on key views to and from upper chalk downland slopes
- Explore the potential to soften visually harsh and abrupt settlements edges in this area through a strong structure of tree and shrub planting and to ensure that the new development does not encroach onto previously identified amenity land, but compliments the Archers Gate master plan
- Take account of the Special Landscape Area which abuts the western edge of the site and ensure that the built form integrates well with existing natural features. Development would need to ensure a sensitive interface between the natural and man-made setting
- Make provision for the introduction of local facilities to create a more self-contained community based around the existing Archers Gate neighbourhood centre

Site Constraints

- Potential impact on the River Avon SAC
- Possible protected species including badgers, birds, reptiles
- Existing tree belt
- Area of Special Archaeological Significance. The strip lynchets to the north west of the site are a Scheduled Ancient Monument
- Proximity to Boscombe Down military airfield and noise implications
- Special Landscape Area abutting the western edge of the site

Land Uses and Quanta of Development

- 1300 houses of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 11
- New 1 form entry primary school
- Public Open Space

Essential Infrastructure Requirements

Education: New wing of existing primary school to be built plus an additional 1 form entry primary school. Secondary contribution to expand Stonehenge School.

Transportation: Any infrastructure requirement outcomes to be identified by the Transport Assessment which will cover the following

- An updated Transport Model based on updated traffic counts and traffic generation impact assessments on the local network including the links to the site and the town centre
- An assessment of the effectiveness of the double-mini roundabout on the junction of Underwood Drive and Boscombe Road
- An assessment of committed development, including the development at Solstice Park.
- The potential development at Boscombe Down
- A pedestrian and cyclist audit of the link between Byway 20 and the town centre

Green Infrastructure: Formal and informal public open space to be provided on site. Site should look to minimise impact on River Avon SAC. New chalk grassland habitat in several connected blocks each of minimum 1 ha, located to connect with grassland habitat to south and east. New hedgerow planting especially within new chalk grasslands to encourage farmland birds and butterflies. New grassland and wood habitat to link this habitat into the landscape, depending on possible future use of this area. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning

Drainage and Water: A contribution is required towards a management and mitigation plan to address phosphate levels in the River Avon SAC catchment and the threat to protected species as well as its implementation.

PCT: Possible provision of land or Financial contribution towards new or improved doctors and dentist surgeries.

Emergency Services: Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

Community facilities: Additional facilities and services to complement and reinforce the viability of the already planned district centre.

Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements and the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, the master plan

should:

- Ensure the built form integrates well with existing natural features
- Ensure that building design and massing respect the edge of settlement location
- Show how the new development will integrate with earlier phases of development at Archers Gate
- Take account of the adopted design code
- Development to be set back from the northern boundary and limited in height to two storeys to protect views from the designed parkland at Amesbury Abbey and water meadows and limited any adverse impact to the setting of the Stonehenge World Heritage Site
- Strategic landscape buffer to the north of the site to minimise the landscape impact of development
- Retain, strengthen and extend existing tree screens to the north of the site
- Lighting not to exceed the height of the development and designed to minimise light pollution and skyglow
- Appropriate design and mitigation response of the important archaeology identified by a programme of evaluation

Strategic Linkages

Linkages with the existing allocated site at Archers Gate to ensure that the new communities can integrate and function as one.

Delivery Mechanism

The site should be the subject of partnership between private and public sector based on frontloading a Master Plan. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

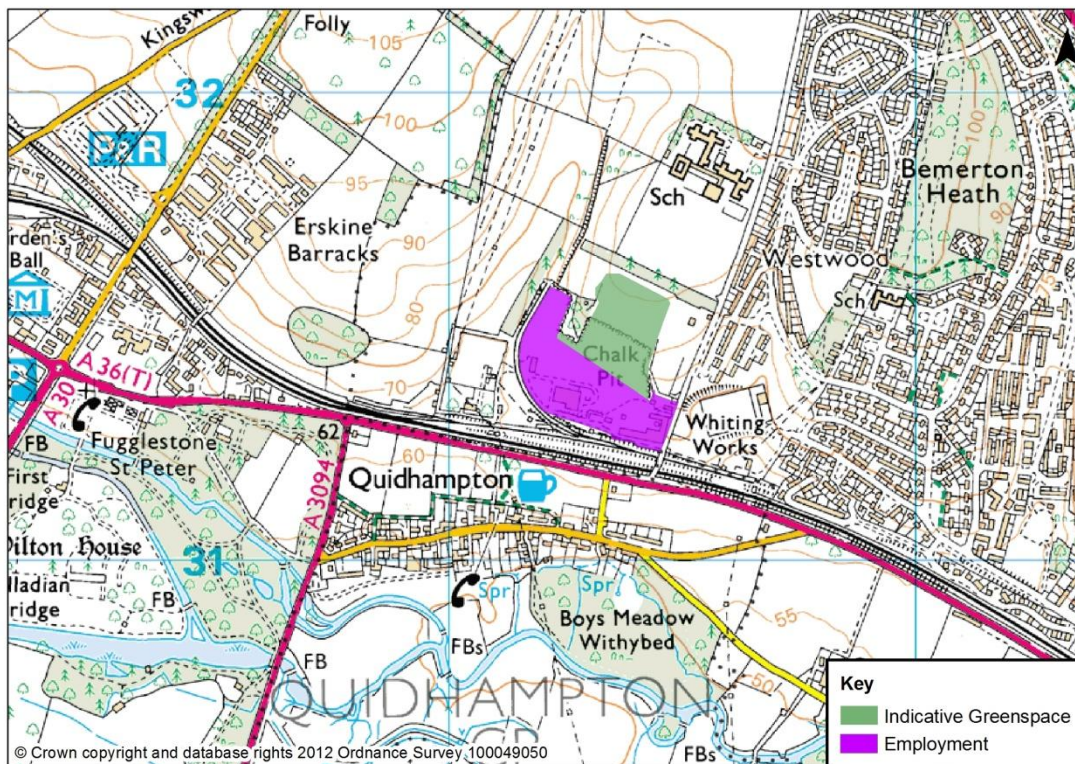
- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.

As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the

appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Strategic Sites Development Proforma - Former Imerys Quarry, Salisbury



Site Description

The Imerys site is located between Wilton and Salisbury, immediately north of the A36 and the railway line. To the north of the site is an existing secondary school (Salisbury High School) and to the east is recreation space. It falls partly within the Larkhill and Winterbourne Chalk Downland Landscape Character Area and is in a slightly elevated position with the natural ground level sloping in a south westerly direction.

Objectives for the Development

To develop 4 ha of employment land through a high quality development which delivers a sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location close to Salisbury whilst making the efficient use of previously developed land. Specific issues to be addressed are:

- Restoration of the site
- To delivery a development which conserves and in places enhances the natural environment

Site Constraints

- Impact on River Avon SAC
- Possible protected species
- Cliff face between the Quarry and Secondary School
- Areas of chalk pit and settling pools are undevelopable
- Access currently gained from A36 over the railway, however railway bridge is narrow and possibly inappropriate for more intensive traffic use.
- Potential coalescence between Salisbury and Wilton
- Retention of Railway sidings
- Salisbury Air Quality Area on Wilton Road
- No water supply mains close to this development - Development at this site will require off site connecting supply main from agreed point on the existing network

- There is no recorded public surface water sewer system in this area. No surface water discharges will be permitted to foul sewer

Land Uses and Quanta of Development

- 4 ha of employment land

Essential Infrastructure Requirements

Transportation: Development will be permitted if it can be demonstrated that the operation and highway safety of the A36 is not compromised, non-motorised users can safely access and egress the site, and that suitable sustainable transport options exist for users OR through the completion of a Transport Assessment and Travel Plan a package of suitable mitigation measures is identified, agreed with the Highways Agency and implemented prior to operation of the site.

Green Infrastructure: Site should look to minimise impact on River Avon SAC. Potential for undevelopable areas to create additional habitat. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

Drainage and Water: Development at this site will require off site connecting supply main from agreed point on the existing network. On site sewers provided by developers with separate systems of drainage, limited spare capacity available in local foul network. Off site link sewer to agreed point of connection subject to engineering appraisal. Network modelling to confirm the scope and extent of capacity improvements to downstream network. A contribution towards a management and mitigation of phosphate levels in the River Avon SAC catchment and the threat to protected species as well as its implementation.

Emergency Services: Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:

- Care will have to be taken to ensure the built form integrates well with existing natural features, as well as the proposed development to the north and the existing development to the east
- Archaeological investigations are undertaken prior to finalisation of the site design with the design responding to finds, as required by English Heritage
- The tree screen is retained between the development and the road, helping screen views from Wilton Park and providing a green break between the built up areas of Wilton and Salisbury
- Visibility splays at the entrance do not require major tree loss
- Development is shelved within the chalk pit and does not exceed the height of the current development on site (which is not visible in views from Wilton Park)
- Lighting is low level and does not intrude above the height of the tree screen and is designed to minimise skyglow

Strategic Linkages

Linkages with the allocated site Fugglestone Red and existing development to the east of the site so that the new employment community can integrate with the existing.

Delivery Mechanism

The site should be the subject of partnership between private and public sector based on frontloading a Master Plan. This Master Plan will guide the private sector led delivery of the site.

Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners have encouraged the Local Planning Authority that this site can be brought forward within the first 5 years.

In order to expedite the delivery of development within this period the Council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.
- An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.
- A further independent viability study of the site to assess its delivery.
- Using the Council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community.
- As a last resort, if the Council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the Strategy.

Appendix B – List of Topic Papers

In order to identify the challenges that Wiltshire faces and to demonstrate that the proposals in this strategy are truly deliverable, a detailed collation, production and scrutiny of evidence has been used. A detailed collation of this evidence is provided in the series of Topic Papers, which support this strategy.

- Topic Paper 1: Climate Change
- Topic Paper 2: Housing
- Topic Paper 3: Settlement Strategy
- Topic Paper 4: Rural Signposting Tool
- Topic Paper 5: Natural Environment
- Topic Paper 6: Retail
- Topic Paper 7: Economy
- Topic Paper 8: Infrastructure and Planning Obligations
- Topic Paper 9: Built and Historic Environment
- Topic Paper 10: Transport
- Topic Paper 11: Green Infrastructure
- Topic Paper 12: Site Selection Process
- Topic Paper 13: Military Issues
- Topic Paper 14: Building Resilient Communities
- Topic Paper 15: Housing Requirement Technical Paper
- Topic Paper 16: Gypsy and Travellers

Appendix C – Housing Trajectory

Housing Trajectory for the Wiltshire Local Plan

The housing trajectory for Wiltshire illustrates the expected delivery rate of net dwellings. It demonstrates how the proposed housing requirement could be achieved.

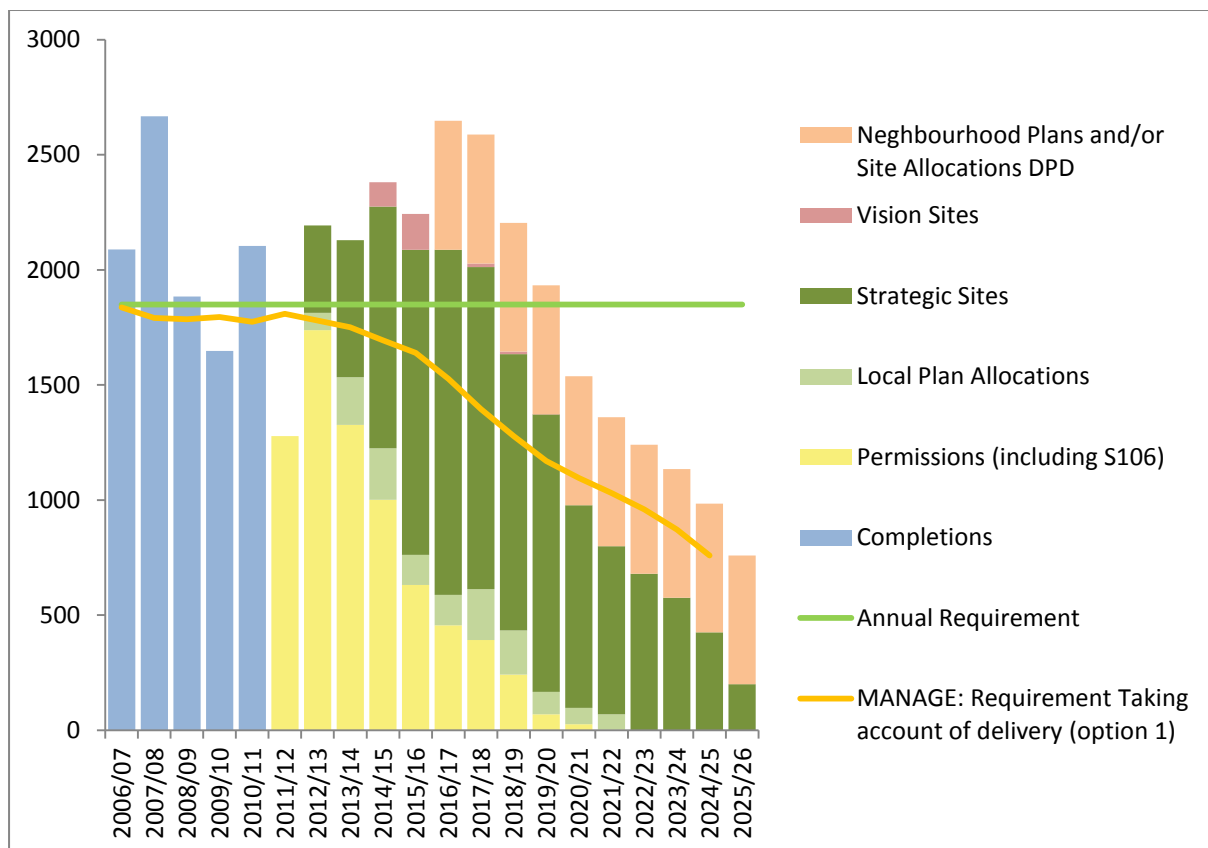
From 2006 to 2011, a total of 10,393 net dwellings (including gypsy and traveller pitches) have been constructed, leaving a remainder of 26,607 to be delivered across the remainder of the plan period.

The blue horizontal line represents the annualised housing requirement for Wiltshire from 2006 to 2026. The expected delivery from specific sites are broken down into:

- permitted sites including those subject to a S106 agreement (yellow),
- saved former Local Plan allocations (light green),
- proposed strategic sites (dark green) and,
- an allowance for the sites included as part of the Chippenham Vision (pink).

The contribution from these sources of supply total 19,492, which reduces the remainder to be identified to 7,115.

The orange bar represents the projected delivery from sites which are not formally identified. These sites will be progressed through either the Neighbourhood Planning process (as detailed within the emerging Localism Bill) or a Site Allocations DPD, in order to ensure that appropriate sustainable development occurs. They will primarily comprise of sites that are identified in the SHLAA for Wiltshire which identifies approximately 61,000 dwellings (beyond those included above and excluding those to the West of Swindon) that could be delivered by 2026.



Previously Developed Land Housing Trajectory for the Wiltshire Local Plan

This housing trajectory for Wiltshire illustrates the expected delivery rate of net dwellings on previously developed land (pdl) . It demonstrates how pdl sites could come forward over the plan period.

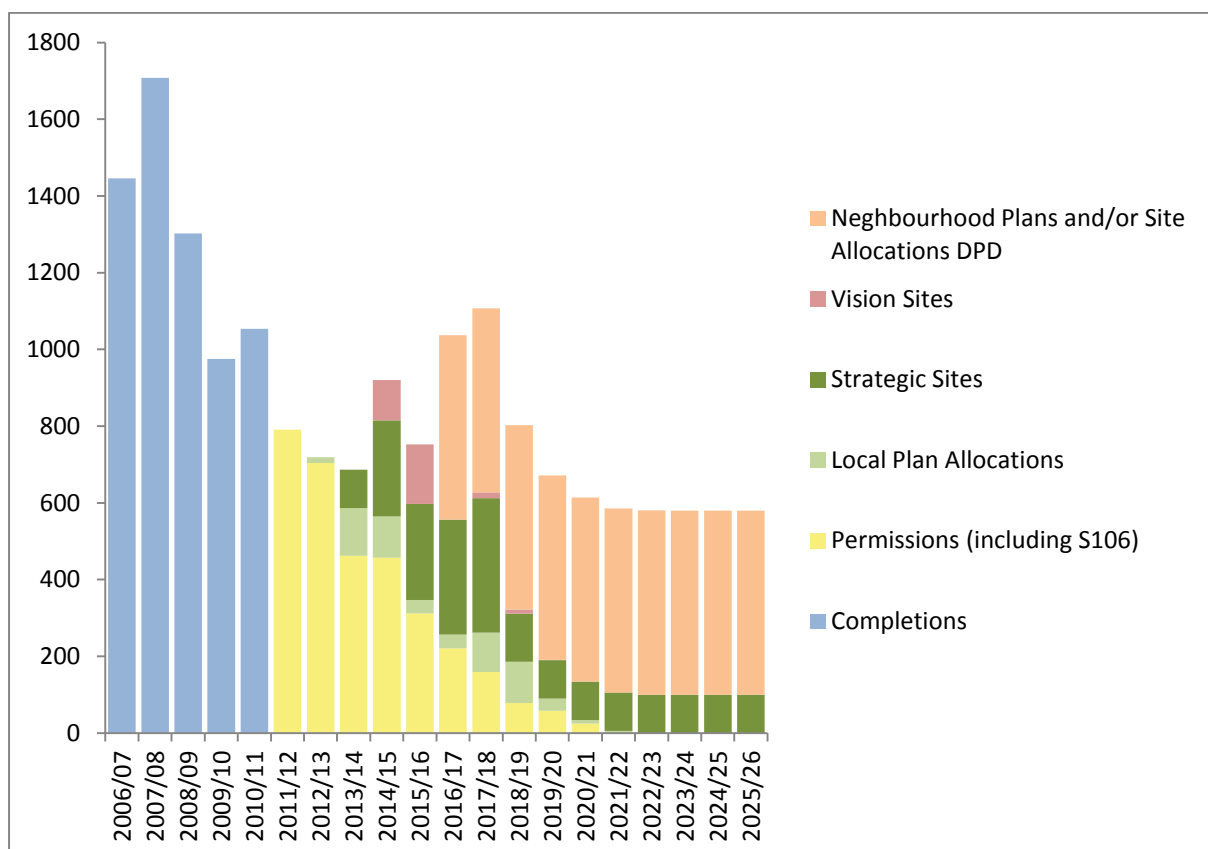
From 2006 to 2011, a total of 10,378 net dwellings (including gypsy and traveller pitches) have been constructed, of these 6,485 have been on pdl sites (62%). The Wiltshire Local Plan sets an indicative minimum of 35% of all new development on pdl sites, which requires that a further 9,318 dwellings are built on such sites.

The expected delivery from specific pdl sites are broken down into:

- permitted sites including those subject to a S106 agreement (yellow),
- saved former Local Plan allocations (light green),
- proposed strategic sites (dark green) and,
- an allowance for the sites included as part of the Chippenham Vision (pink).

The contribution from these sources of supply total 6,206, which reduces the remainder to be identified to 3,112.

The orange bar represents all pdl sites that have been identified within the SHLAA (beyond those counted above) which total 4,802 dwellings. These sites will be progressed through either the Neighbourhood Planning process (as detailed within the emerging Localism Bill) or a Site Allocations DPD, in order to ensure that appropriate sustainable development occurs. The trajectory below therefore presents the maximum delivery of known pdl sites, and exceeds the indicative minimum requirement of 35% (accounting for 47%).



Appendix D – Saved policies and policies replaced

Existing policy	To be replaced by WCS or continue to save
Kennet Local Plan 2011	
PD1 Development & Design	Replaced by CP57 (Ensuring high quality design and place shaping).
HC1 Strategic housing provision	Replaced by CP1 (Settlement Strategy), CP2 (Delivery Strategy) and the Area Strategies.
HC2 Housing allocations	<p>Do not continue to save the following allocations:</p> <ul style="list-style-type: none"> • Quakers Walk, Devizes (230 dwellings) – site is already under development • Roundway Mill, Devizes (30 dwellings) – built out • Former Le Marchant Barracks, Devizes (50 dwellings) – built out • Naughton Avenue, Devizes (100 dwellings) – site is already under development • Chopping Knife Lane, Marlborough (150 dwellings) – site is already under development • Pewsey Hospital Phase II (110 dwellings) – built out <p>Continue to save the following allocations:</p> <ul style="list-style-type: none"> • The North Gate/Wharf/Devizes Hospital (150 dwellings) • Garden Centre, Granby Gardens, Ludgershall (130 dwellings) • Broomcroft Road/Avonside area, Pewsey (30 dwellings) • North East Quadrant, Tidworth (150 dwellings)
HC5 Net housing density	Replaced by CP57 (Ensuring high quality design and place shaping).
HC6 Efficient use of land	Replaced by CP57 (Ensuring high quality design and place shaping).
HC7 Housing layout	Replaced by CP57 (Ensuring high quality design and place shaping).
HC9 Quakers Walk	Do not continue to save. Permitted development under construction.
HC10 The North Gate, the Wharf and Devizes Hospital	Continue to save.
HC11 Devizes Hospital	Continue to save.
HC12 Roundway Mill	Do not continue to save. Development complete.
HC13 Former Le Marchant Barracks	Do not continue to save. Development complete.
HC14 Naughton Avenue, Devizes	Do not continue to save. Site is already under development.
HC15 Chopping Knife Lane	Do not continue to save. Permitted development under construction.
HC16 Garden Centre, Granby Gardens	Continue to save.
HC17 Pewsey Hospital Phase II	Do not continue to save. Development complete.

Existing policy	To be replaced by WCS or continue to save
HC18 Broomcroft Road/Avonside area	Continue to save.
HC19 North East Quadrant	Continue to save.
HC20 Old Rectory/Portando House	Do not continue to save. Development complete.
HC22 Villages with a range of facilities	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
HC23 Housing in Avebury	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
HC24 Villages with limited facilities	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
HC25 Replacement of existing dwellings	Continue to save.
HC26 Housing in the countryside	Replaced by CP1 (Settlement Strategy), CP2 (Delivery Strategy) and CP48 (Supporting rural life).
HC28 Affordable homes target	Replaced by CP43 (Providing affordable homes).
HC29 Definition of affordable housing	Replaced by CP43 (Providing affordable homes).
HC30 Affordable Housing on Large Sites	Replaced by CP43 (Providing affordable homes).
HC31 Integration of affordable housing	Replaced by CP43 (Providing affordable homes).
HC32 Affordable Housing Contributions in Rural Areas	Replaced by CP43 (Providing affordable homes) and CP44 (Rural exceptions sites).
HC33 Rural Exceptions Policy	Replaced by CP44 (Rural exceptions sites).
HC34 Recreation provision on large housing sites	Continue to save.
HC35 Recreation provision on small housing sites	Continue to save.
HC37 Demand for Education	Continue to save.
HC38 New Primary School in Devizes	Do not continue to save. Permitted development.
HC42 Additional social & community needs	Replaced by CP3 (Infrastructure requirements).
HC45 Gypsy sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
ED1 Strategic employment allocations	Do not continue to save. General allocations policy which is no-longer needed.
ED3 Nursted Road, Devizes	Continue to save.
ED4 Hambleton Avenue, Devizes	Do not continue to save. The employment potential has been eroded and the remaining area could not be classed as a strategic site.
ED5 Marlborough Road, Pewsey	Continue to save.
ED7 Protect strategic employment sites	Replaced by CP35 (Existing employment sites).
ED8 Employment development on unallocated sites	Replaced by CP34 (Additional employment land).
ED9 Rural employment locations	Replaced by CP34 (Additional employment land).
ED10 Employment development within or on the edge of villages	Replaced by CP34 (Additional employment land).
ED11 Employment Development in Avebury	Replaced by CP34 (Additional employment land) and CP59 (The Stonehenge, Avebury and associated sites World Heritage Site and its setting).
ED12 Protecting employment and within villages	Replaced by CP35 (Existing Employment sites) and CP39 (Tourist development).
ED13 Protecting employment and tourism uses on the edge of villages	Replaced by CP35 (Existing Employment sites) and CP39 (Tourist development) and CP48

Existing policy	To be replaced by WCS or continue to save
	(Supporting rural life).
ED16 Farm shops	Replaced by CP48 (Supporting rural life).
ED17 Town centre development	Replaced by CP58 (Ensuring the conservation of the historic environment) and CP38 (Retail and leisure).
ED18 Prime shopping areas	Continue to save.
ED19 Devizes and Marlborough Town Centres	Continue to save.
ED20 Retail Dev't in Devizes Town Centre	Continue to save.
ED21 The North gate, The Wharf and Devizes Hospital	Continue to save.
ED22 Lower Wharf, Devizes	Continue to save.
ED24 New development in service centres	Continue to save.
ED28 Shopping facilities in rural areas	Replaced by CP48 (Supporting rural life).
ED29 Retention of social & community uses	Replaced CP49 (Protection of services and community facilities).
AT1 Transport appraisal process	Replaced by CP61 (Transport and development) and CP62 (Development impacts on the transport network).
AT9 Motor vehicle parking standards	Replaced by CP64 (Demand management).
AT10 Developer contributions	Replaced by CP3 (Infrastructure requirements) and CP61 (Transport and development).
AT18 Intermodal freight facilities	Replaced by CP65 (Movement of goods).
AT24 Riverside walks in Marlborough and Pewsey	Continue to save.
AT25 A342 –A3026 Western Link Road	Continue to save.
NR3 Local sites	Replaced by CP50 (Biodiversity and Geodiversity).
NR4 Nature conservation outside designated	Replaced by CP50 (Biodiversity and Geodiversity).
NR6 Sustainability and protection of the countryside	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
NR7 Protection of the landscape	Replaced by CP51 (Landscape).
NR19 Renewable energy proposals	Replaced by CP42 (Standalone Renewable Energy Installations).
HH1 Protection of archaeological remains	Replaced by CP58 (Ensuring the conservation of the historic environment).
HH3 Avebury World Heritage Site	Replaced by CP59 (The Stonehenge, Avebury and associated sites World Heritage Site and its setting).
HH10 Areas of minimum change	Replaced by CP57 (Ensuring high quality design and place shaping).
HH11 Marlborough area of special quality	Replaced by CP57 (Ensuring high quality design and place shaping).
TR2 Facilities for boat users on the Kennet and Avon Canal	Continue to save.
TR4 Permanent off-channel boating facilities at Martinslade/ Upper Foxhangers	Do not continue to save. Already complete.

Existing policy	To be replaced by WCS or continue to save
TR6 Tourist facilities in the Avebury World Heritage Site	Continue to save.
TR7 Facilities for visitors to Avebury	Continue to save.
TR8 Visitor accommodation in the Avebury World Heritage Site	Continue to save.
TR9 Car parking in Avebury World Heritage Site	Continue to save.
TR17 Existing Outdoor Sport & Recreation Facilities	Continue to save.
TR20 Protection of allotments	Continue to save.
North Wiltshire Local Plan 2011	
C1 Sustainability Core Policy	Replaced by CP1 (Settlement Strategy) and CP57 (Ensuring high quality design and place shaping).
C2 Community Infrastructure Core Policy	Replaced by CP3 (Infrastructure requirements).
C3 Development Control Core Policy	Replaced by CP57 (Ensuring high quality design and place shaping).
C4 Business Development Core Policy	Replaced by CP35 (Existing employment sites).
NE1 Western Wiltshire Green Belt	No longer required. Repeats PPG2 (Greenbelts)/draft NPPF. However GB boundary must be shown on proposals map.
NE4 Areas of Outstanding Natural Beauty	Continue to save.
NE5 Nature Conservation Sites of International Importance	No longer required. Repeats national policy / legislation.
NE6 Nature Conservation Sites of National Importance	No longer required. Repeats national policy / legislation.
NE7 Nature Conservation Sites of Local Importance	Replaced by CP50 (Biodiversity and Geodiversity).
NE8 Nature Conservation Sites in the Cotswold Water Park	Replaced by CP50 (Biodiversity and Geodiversity).
NE9 Protection of Species	No longer required. Repeats national policy / legislation.
NE10 Managing Nature Conservation Features	Replaced by CP50 (Biodiversity and Geodiversity).
NE11 Conserving Biodiversity	Replaced by CP50 (Biodiversity and Geodiversity).
NE12 Woodland	Continue to save.
NE13 The Great Western Community Forest	Replaced by CP52 (green infrastructure).
NE14 Trees and the control of new development	Continue to save.
NE15 The landscape character of the countryside	Replaced by CP51 (Landscape).
NE16 Renewable energy	Replaced by CP42 (Standalone Renewable Energy Installations).
NE17 Contaminated land	Replaced by CP56 (Contaminated land).
NE18 Noise and pollution	Continue to save.
NE19 Ministry of Defence land	Replaced by CP37 (Re-use of military establishments).
NE20 Re-use of military establishments in the countryside	Replaced by CP37 (Re-use of military establishments).
HE1 Development in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
HE2 Demolition in Conservation Areas	Replaced by CP58 (Ensuring conservation of the

Existing policy	To be replaced by WCS or continue to save
	historic environment).
HE3 Historic Parks and Gardens	Replaced by CP58 (Ensuring conservation of the historic environment).
HE4 Development, demolition or alterations involving listed buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
HE5 Scheduled Ancient Monuments and nationally important features	Replaced by CP58 (Ensuring conservation of the historic environment).
HE6 Locally important archaeological sites	Replaced by CP58 (Ensuring conservation of the historic environment).
HE7 Enabling development – historic environment	Replaced by CP58 (Ensuring conservation of the historic environment).
HE8 Archaeological evaluation	Replaced by CP58 (Ensuring conservation of the historic environment).
T1 Minimising the need to travel	Replaced by CP60 (Sustainable transport) and CP61 (Transport and development).
T2 Transport Assessment and Travel Plans	Replaced by CP61 (Transport and development).
T3 Parking	Replaced by CP64 (Demand management).
T4 Cycling, Walking and Public Transport	Replaced by CP61 (Transport and development).
T5 Safeguarding	Continue to save.
H1 Required level of residential development	No longer relevant. Refers to period 1991-2011.
H2 Allocated residential sites	<p>Do not save the following allocations:</p> <ul style="list-style-type: none"> • Works Site, Pound Mead/Valley Road, Corsham (20 dwellings) – site is already under development. • Works Site, Pound Mead, Corsham (20 dwellings) – site is already under development. • Cattlemarket Site, Cocklebury Road, Chippenham (as part of a mixed use scheme) (150 dwellings) - site is largely developed, remainder expected to be developed in coming years. • Flowers Site, Wood Lane, Chippenham (as part of a mixed use scheme) (50 dwellings) – built out. • Works Site, The Forty, Cricklade (12 dwellings) – site is already under development. • Outdoor Swimming Pool, Malmesbury (18 dwellings) – built out. • The Elms, Green Lane, Sherston (12 dwellings) – built out. • Former St Ivel Site, Wootton Bassett (as part of a mixed use scheme) (280 dwellings) – site is already under development. • Filands School, Malmesbury (140 dwellings) – built out. • Springfield School, Calne (110 dwellings) - the school is not intended to be closed and

Existing policy	To be replaced by WCS or continue to save
	<p>so is undeliverable for housing.</p> <ul style="list-style-type: none"> • Goldney Avenue, Chippenham (60 dwellings) – built out. • Primary School, Tetbury Hill, Malmesbury (30 dwellings) – built out. <p>Continue to save the following allocations:</p> <ul style="list-style-type: none"> • Quemerford House and Land, Calne (16 dwellings) • Lower Quemerford Mill, Calne (12 dwellings) • Works, Cocklebury Road, Chippenham (as part of a mixed use scheme) (66 dwellings) • Foundary Lane, Chippenham (as part of a mixed use scheme) (250 dwellings) • Land at Preston Lane, Lyneham (15 dwellings) • AB Carter Haulage Contractors, 14 Happy Land, Ashton Keynes (11 dwellings) • Brook Farm, Great Somerford (30 dwellings) • Chicken Factory, Sutton Benger (60 dwellings as part of a mixed use development) • Rugby Club, Stoneover Lane, Wootton Bassett (100 dwellings) • Station Road, Calne (100 dwellings)
H3 Residential development within framework boundaries	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
H4 Residential development in the open countryside	Continue to save.
H5 Affordable housing in urban areas	Replaced by CP43 (Providing affordable homes).
H6 Affordable housing in rural areas	Replaced by CP43 (Providing affordable homes).
H7 Affordable housing on rural exception sites	Replaced by CP44 (Rural exceptions sites).
H8 Residential extensions	Replaced by CP57 (Ensuring high quality design and place shaping).
H9 Gypsy sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
BD1 Employment land	<p>Do not save the following allocations:</p> <ul style="list-style-type: none"> • Hunters Moon, Chippenham (5 ha) – not deliverable for employment • Cocklebury Road, Chippenham (as part of a mixed use scheme) (2.5 ha) – built out • Littlefields (Bath Road), Chippenham (13.2 ha) – built out • Braydon Lane, Cricklade (2.7 ha) – built out • Brickworks, Purton (3.1 ha) – built out • Interface Business Park, Wootton Bassett (1.85 ha) – built out • Former St Ivel Site, Wootton Bassett (as part of a mixed use scheme) (3 ha) – built out • East of Leafield Industrial Estate, Corsham

Existing policy	To be replaced by WCS or continue to save
	(3.29 ha) – no need for allocation Continue to save the following allocations: <ul style="list-style-type: none"> • East of Beversbrook Farm and Porte Marsh Industrial Estate, Calne (4.4 ha) • Garden Centre, Malmesbury (3.9 ha) • Land to the North of Tetbury Hill, Malmesbury (1 ha) • Templars Way, Wootton Bassett (3.44 ha)
BD2 Safeguarding existing business uses	Replaced by CP35 (Existing employment sites).
BD3 Business development on unallocated sites	Replaced by CP34 (Additional employment land).
BD4 Business development within or on edge of villages	Replaced by CP34 (Additional employment land).
BD5 Rural business development	Replaced by CP34 (Additional employment land) and CP48 (Supporting rural life).
BD6 Re-use of rural buildings	Replaced by CP48 (Supporting rural life).
BD7 Farm diversification	Replaced by CP34 (Additional employment land) and CP48 (Supporting rural life).
BD9 Signs and advertisements	Replaced by CP57 (Ensuring high quality design and place shaping).
R1 Town centre primary frontage areas	Continue to save.
R2 Town centre secondary frontage areas	Continue to save.
R3 Retail designations	Replaced by CP9 (Chippenham Central Areas of Opportunity).
R4 Proposals outside town centre primary and town centre secondary frontage areas	Replaced by CP38 (Retail and Leisure).
R5 Local shops and services	Replaced by CP38 (Retail and Leisure) and CP48 (Supporting rural life).
R6 Existing local shops and services	Replaced by CP49 (Protection of services and community facilities).
R7 Upper floors in town centres	Continue to save.
CF1 Local community and education facilities	Continue to save policy. Continue to safeguard the following sites: <ul style="list-style-type: none"> • Land off Blackwell Hams, Pewsham Way, Chippenham (proposed community hall) • Stoneover Lane, Wootton Bassett (proposed school) • Barn at Derriads Farm, Chippenham (proposed community use) Do not continue to safeguard the following sites: <ul style="list-style-type: none"> • Land between Knockdown Lane and Sopworth Lane (proposed school) - a new school has been built in Sherston on a different site
CF2 Leisure facilities and open space	Continue to save.
CF3 Provisions of open space	Continue to save.
TM2 Wilts and Berks/Thames Severn Canals	Replaced by CP53 (Wilts & Berks and Thames

Existing policy	To be replaced by WCS or continue to save
	and Severn Canals).
TM3 Swindon and Cricklade Railway Line	Continue to save.
TM4 The Thames Path National Trail	Continue to save.
West Wiltshire District Plan	
GB1 Western Wiltshire Green Belt	Continue to save.
GB3 Safeguarded Land Bradford on Avon	Continue to save.
C1 Countryside Protection	Replaced by CP50 (biodiversity and geodiversity), CP51 (landscape), CP52 (green infrastructure), CP2 (Delivery Strategy), CP34 (additional employment land) and CP48 (Supporting rural life).
C2 Areas of Outstanding Natural Beauty	No longer required. Repeats national policy.
C3 Special Landscape Areas	Continue to save. Will be subject to a forthcoming review.
C4 Landscape Setting	Replaced by CP58 (Ensuring conservation of the historic environment).
C6 Areas of High Ecological Value, Regionally Important Geological or Geomorphological Sites (RIGS), and Sites of Nature Conservation Interest (SNICIs).	Replaced by CP50 (Biodiversity and Geodiversity).
C6a Landscape Features	Replaced by CP50 (Biodiversity and Geodiversity) and CP51 (Landscape).
C9 Rivers	Replaced by CP50 (Biodiversity and Geodiversity), CP51 (Landscape), CP52 (Green Infrastructure) and CP67 (Flood risk).
C10 Local Nature Reserves	Replaced by CP50 (Biodiversity and Geodiversity) and CP52 (Green Infrastructure).
C11 Military Land	Replaced by CP37 (Re-use of military establishments)
C12 Redundant Military Land	Replaced by CP37 (Re-use of military establishments).
C15 Archaeological Assessment	Replaced by CP58 (Ensuring conservation of the historic environment).
C17 Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C18 New Development in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C19 Alterations in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C20 Change of Use in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C21 Planning Permission in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C22 Demolition in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C23 Street Scene	Replaced by CP58 (Ensuring conservation of the historic environment).
C24 Advertisements	Replaced by CP57 (Ensuring high quality design and place shaping).

Existing policy	To be replaced by WCS or continue to save
C25 Shopfronts	Replaced by CP58 (Ensuring conservation of the historic environment).
C26 Maintenance of Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
C28 Alterations and Extensions to Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
C30 Skylines	Replaced by CP57 (Ensuring high quality design and place shaping).
C31a Design	Replaced by CP57 (Ensuring high quality design and place shaping).
C32 Landscaping	Replaced by CP57 (Ensuring high quality design and place shaping).
C33 Recycling	Do not continue to save. Waste and Recycling Service not looking to increase number of local recycling centres. Service provision is now focussed on supporting household collection (e.g. bins, storage facilities etc). Policy WCS6 in the Wiltshire and Swindon Waste Core Strategy provides a more up-to-date and flexible basis for securing developer contributions.
C34a Resource Consumption and Reduction	Replaced by CP41 (Sustainable Construction and Low-Carbon energy).
C34 Renewable Energy	Replaced by CP42 (Standalone Renewable Energy Installations).
C35 Light Pollution	Replaced by CP57 (Ensuring high quality design and place shaping).
C37 Contaminated Land	Replaced by CP56 (Contaminated land).
C38 Nuisance	Replaced by CP57 (Ensuring high quality design and place shaping).
C39 Environmental Enhancement	Continue to save.
C40 Tree Planting	Continue to save.
C41 Areas of Opportunity	Continue to save for the following sites: <ul style="list-style-type: none"> • Land East of Edward Street, Westbury • Vivash Park • Land at the Midlands, Holt Do not continue to save for the following site: <ul style="list-style-type: none"> • Land at former GEC site, Beanacre Road, Melksham - built out
R7 Trowbridge Cricket Ground	Continue to save.
R10 Poulton Field Bradford On Avon	Continue to save.
R12 Allotments	Continue to save.
R13 Sailing Lakes	Continue to save.
R15 Development at Golf Courses	Continue to save.
H1 Further Housing Development Within Towns	Replaced by CP2 (Delivery Strategy), CP3 (Infrastructure requirements), CP50 (Biodiversity and geodiversity), CP52 (green infrastructure), CP57 (Ensuring high quality design and place shaping), CP61 (Transport and development),

Existing policy	To be replaced by WCS or continue to save
	CP67 (Flood risk), and CP68 (Water resources).
H2 Affordable Housing Within Towns and Villages	Replaced by CP43 (Providing affordable homes).
H3 Urban Brownfield Allocations	<p>Continue to save the following allocations:</p> <ul style="list-style-type: none"> • Holtbrook Lane, Trowbridge (20 dwellings) • Station Road, Westbury (90 dwellings) • Land off Oldfield Road, Westbury (30 dwellings) • Land at West Street, Warminster (12 dwellings) • Rear of Westbury Road, Warminster (10 dwellings) • Station Road, Warminster (30 dwellings) <p>Do not save the following allocations:</p> <ul style="list-style-type: none"> • Frome Road, Trowbridge (15 dwellings) – built out • Silver St Lane, Trowbridge (15 dwellings) – built out • Cedar Grove, Trowbridge (15 dwellings) - the Council owns and do not believe this site will come forward • County Way, Trowbridge (76 dwellings) – built out • Rear of Wesley Road, Trowbridge (20 dwellings) - The remainder of the site is occupied by a social club which has no intention of relocating • Bythesea Road, Trowbridge (20 dwellings) - Site is largely developed, remainder expected to be developed in coming years • Hilperton Road, Trowbridge (15 dwellings) – Cannot demonstrate that the site will be delivered • TA Centre, Bythesea Road, Trowbridge (59 dwellings) – built out • Uitenage Farm, Westbury (63 dwellings) – built out • Coalyard, Bratton Road, Westbury (52 dwellings) – built out • Becks Mill, Westbury (50 dwellings) – built out • R/O Vicarage St/West St, Warminster (20 dwellings) - Much of the site has a covenant preventing development; the remainder may be able to be brought forward but is not demonstrably deliverable • Land off George Street, Warminster (30 dwellings) - The majority of the site has been

Existing policy	To be replaced by WCS or continue to save
	<p>built out, and the remainder is occupied by a shop</p> <ul style="list-style-type: none"> • Land fronting Boot Hill, Warminster (18 dwellings) – built out • Fairfield Road, Warminster (98 dwellings) – Developed for alternative uses • Imber Road, Warminster (15 dwellings) - This site is an orchard that the landowner does not wish to develop
H4 Urban Mixed Use Brownfield Allocations	<p>Continue to save the following allocations:</p> <ul style="list-style-type: none"> • Court Street, Trowbridge <p>Do not save the following allocations:</p> <ul style="list-style-type: none"> • Kingston Mills, Bradford on Avon - site is largely developed, remainder expected to be developed in coming years • Stratton House, Melksham – built out • Land at Shails Lane/Broad Street, Trowbridge – built out • Former Brewery Site, Trowbridge - site is largely developed, remainder expected to be developed in coming years • Ashton Mill, West Ashton Road, Trowbridge - no proposal to develop the site at present. If it was to be developed the owner would look for retail development • Yeoman Way, Trowbridge – built out • Land at Market Place / East Street, Warminster - the site is not considered developable • Land off The Close, Warminster - the site is not considered developable
H6 Land East of Melksham	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H7 Staverton Triangle	Do not continue to save. Unlikely to come forward.
H7A New Terrace Staverton	Do not continue to save. Built out.
H8 Land at Paxcroft Way, Trowbridge	Do not continue to save. Built out.
H8a Land South of The Grange, Trowbridge	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H8b Blue Hills, Devizes Road	Continue to save.
H8c Land North of Green Lane, Trowbridge	Continue to save.
H9 Land at Southview, Trowbridge	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H11 land South of Paxcroft Mead, Trowbridge	Continue to save.
H12 Land North of Victoria Road, Warminster	Do not continue to save. Site is largely

Existing policy	To be replaced by WCS or continue to save
	developed, remainder expected to be developed in coming years.
H13a Land Adjacent to Westbury Hospital	Continue to save.
H13 Leigh Park, Westbury	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H14 Land at Station Road, Westbury	Do not continue to save. This site is being designated as a strategic site.
H16 Flat Conversions	Continue to save.
H17 Village Policy Limits	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
H18 Areas of Minimum Change	Replaced by CP57 (Ensuring high quality design and place shaping).
H19 Development in Open Countryside	Replaced by CP2 (Delivery Strategy) and CP48 (Supporting rural life).
H20 Replacement Dwellings	Continue to save.
H21 Conversions of Rural Buildings	Replaced by CP48 (Supporting rural life).
H22 Affordable Housing on Rural Exception Sites	Replaced by CP44 (Rural exceptions sites).
H23 New Housing Near Intensive Livestock Units	Continue to save.
H24 New Housing Design	Replaced by CP57 (Ensuring high quality design and place shaping).
E1A New Employment Land Allocation: West Ashton Road, Trowbridge (12.1 ha)	Continue to save.
E1B New Employment Land Allocation: south and west of Bowerhill industrial estate, Melksham (34.5 ha)	Continue to save.
E1C New Employment Land Allocation: Station Road, Westbury (4 ha)	Do not continue to save. Not deliverable for employment.
E1D New Employment Land Allocation: Northacre/Brook Lane Trading Estate, Westbury (13 ha)	Continue to save.
E2 Employment Policy Areas	Replaced by CP35 (Existing employment sites).
E4 Premises Outside Employment Policy Areas	Replaced by CP34 (Additional employment land).
E5 Loss of Employment Floorspace	Replaced by CP35 (Existing employment sites).
E6 Rural Employment	Replaced by CP34 (Additional employment land) and CP48 (Supporting rural life).
E7 Farm Diversification	Replaced by CP34 (Additional employment land) and CP48 (Supporting rural life).
E8 Rural Conversions	Continue to save.
E10 Horse Related Development	Continue to save.
T1a Westbury Bypass Package	Continue to save.
T2 A36 Trunk Road	Do not continue to save. Funding bids for A36 Heytesbury to Codford Improvements and A303 Wyle to Stockton Wood were unsuccessful. Some parts of Trowbridge Inner Relief Road were built and the significant remaining stages were abandoned some years ago.
T4 New Distributor Roads	Continue to save.
T5 New Link Roads	Continue to save.

Existing policy	To be replaced by WCS or continue to save
T6 Railway Services	Replaced by CP66 (Strategic transport network).
T7 Westbury – Swindon Railway Services	Continue to save.
T8 Melksham Railway Station	Continue to save.
T8a Rail Freight Facility	Continue to save.
T9 Bus Services	Replaced by CP60 (Sustainable transport), CP61 (Transport and development) and CP63 (Transport strategies).
T10 Car Parking	Replaced by CP64 (Demand management).
T11 Cycleways	Replaced by CP60 (Sustainable transport), CP61 (Transport and development) and CP63 (Transport strategies).
T12 Footpaths and Bridleways	Replaced by CP60 (Sustainable transport), CP61 (Transport and development) and CP63 (Transport strategies).
SP1 Town Centre Shopping	Continue to save.
SP2 Land at Court Street/ Castle Street, Trowbridge	Continue to save.
SP3 Out of Centre Shopping	Replaced by CP38 (Retail and leisure).
SP4 Primary Retail Frontages	Continue to save.
SP5 Secondary Retail Frontages	Continue to save.
SP6 Local Shopping in Towns and Villages	Continue to save. Note that the first paragraph of the policy will be superseded by CP38 (Retail and leisure) and CP48 (Supporting rural life).
SP7 Village Shops	Replaced by CP49 (Protection of services and community facilities).
LE1 Leisure and Entertainment	Replaced by CP38 (Retail and leisure).
LE2 St Stephens Place, Trowbridge	Continue to save.
TC1 Upper Floor Uses in Town Centres	Continue to save.
TC2 Traffic management and pedestrian Priority	Continue to save.
TO1 Tourist Attractions	Replaced by CP39 (Tourist development).
TO2 Minor Tourist Facilities	Replaced by CP39 (Tourist development).
TO3 Hotels, Guest Houses and Self Catering Accommodation	Replaced by CP39 (Tourist development).
TO4 Camping, Caravans, Holiday Homes	Replaced by CP39 (Tourist development).
CF1 Community Facilities and Services General	Replaced by CP49 (Protection of services and community facilities).
CF2 Re-Use of Community Facilities	Replaced by CP49 (Protection of services and community facilities).
CF3 Villages and Rural Areas	Replaced by CP49 (Protection of services and community facilities).
S2 Primary Schools	Continue to save.
CF6 Leigh Park	Do not continue to save. Site has been developed for retail and residential uses.
CF7 Bowerhill	Continue to save.
CF8 Community Health	Continue to save.
CF9 Bradford on Avon Police Station	Continue to save.
CF10 Cemeteries	Continue to save.
CF11 Travelling Show People	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).

Existing policy	To be replaced by WCS or continue to save
CF12 Gypsy Caravan Sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
U1a Foul Water Disposal	Continue to save.
U2 Surface Water Disposal	Replaced by CP67 (Flood risk).
U4 Groundwater Source Protection Areas	Replaced by CP68 (Water resources).
U4a Sewage Treatment Works	Continue to save.
U5 Sewage Treatment Works Buffer Zones	Continue to save.
U6 Telecommunications	Continue to save.
I1 Implementation	Replaced by CP3 (Infrastructure requirements).
I2 The Arts	Continue to save.
I3 Access for Everyone	Continue to save.
West Wiltshire Leisure and Recreation DPD	
LP1 Protection and enhancement of existing open space or sport and recreation provision	Continue to save.
LP2 Proposals that involve the loss of open space or sport and recreation provision	Continue to save.
LP3 Review of low value sites	Continue to save.
LP4 Providing recreation facilities in new developments	Continue to save.
LP5 New sport and recreation facilities	Continue to save.
OS1 New artificial turf pitch provision	Continue to save.
OS2 New grass pitch provision	Continue to save.
CR1 Footpaths and rights of way	Continue to save.
CR2 Country Parks	Continue to save.
CR3 Greenspace Network	Continue to save.
GM1 Maintenance of existing open space	Continue to save.
GM2 Management and maintenance of new or enhanced open space	Continue to save.
GM3 Future management partnerships	Continue to save.
IS1 Indoor Leisure Centres	Continue to save.
IS2 Joint indoor leisure centres	Continue to save.
YP1 Children's play areas	Continue to save.
YP2 Provision for teenagers	Continue to save.
WR1 River based recreation	Continue to save.
WR2 Kennet and Avon Canal	Continue to save.
WR3 Wilts and Berks Canal	Replaced by CP16 (Melksham link project) and CP53 (Wilts & Berks and Thames and Severn Canals).
SC1 Dual-use of school facilities	Continue to save.
Salisbury District Local Plan 2003	
G1 General principles for development policies	Replaced by CP57 (Ensuring high quality design and place shaping).
G2 General criteria for development	Continue to save.
G3 The water environment (Abstraction)	Replaced by CP68 (Water resources).
G5 The water environment (Water Services)	No longer required. Covered by PPS 23 and Circular 03/99.
G7 The water environment (Development Restraint Areas)	Continue to save.
G8 The water environment (Groundwater Source	Deleted within South Wiltshire Core Strategy

Existing policy	To be replaced by WCS or continue to save
Protection Areas)	(SWCS).
G9 Planning Obligations	Replaced by CP3 (Infrastructure requirements).
G10 Enabling Development	Continue to save.
G12 MOD land	Replaced by CP37 (Re-use of military establishments).
G13 MOD land	Replaced by CP37 (Re-use of military establishments).
D1 General Townscape (Extensive Development)	Replaced by CP57 (Ensuring high quality design and place shaping).
D2 General Townscape (Infill Development)	Replaced by CP57 (Ensuring high quality design and place shaping).
D3 General Townscape (Extensions)	Replaced by CP57 (Ensuring high quality design and place shaping).
D4 Salisbury Townscape (Chequers)	Continue to save.
D5 Salisbury Townscape (Open Space)	Continue to save.
D6 Roofscape and skyline	Deleted by Core Policy 8 of the SWCS.
D7 Site Analysis	Replaced by CP57 (Ensuring high quality design and place shaping).
D8 Public Art	Continue to save.
H1 Housing (district wide)	Deleted by Core Policy 2 of the SWCS.
H2 D Housing (Salisbury Old Sarum)	Continue to save.
H2 E Housing (Salisbury District Hospital)	Continue to save.
H2 F Housing (Salisbury Downton Road)	Do not continue to save – site now predominantly built out.
H3 Housing (Old Manor Hospital)	Continue to save.
H4 Housing (Eastern Chequers)	Continue to save.
H5 Housing (Salt Lane car park)	Continue to save.
H6 Housing (Brown Street Car Park)	Continue to save.
H7 Housing (Salisbury Central Area)	Continue to save.
H8 Housing (Salisbury HPB)	Continue to save.
H9 Housing (Boscombe Road, Amesbury)	Do not continue to save – now predominantly built out.
H10 Housing (RAF Baverstock, Dinton)	Continue to save.
H11 A Housing (Downton Wick Lane)	Do not continue to save – now built out.
H12 Housing (Netheravon Road, Durrington)	Do not continue to save – predominantly built out.
H14 Housing (Weaveland Road, Tisbury)	Continue to save.
H15 Housing (Bulbridge Estate)	Continue to save.
H16 Residential Development within Housing Policy Boundaries	Continue to save.
H17 Important Open Spaces within Housing Policy Boundaries	Continue to save.
H18 Amenity open space within Housing Policy Boundaries	Continue to save.
H19 Housing restraint areas	Continue to save.
H20 New residential within Special Restraint Areas	Continue to save.
H21 Extensions etc within Special Restraint Areas	Continue to save.
H22 Application of Housing Policy Boundaries	Replaced by CP2 (Delivery Strategy).

Existing policy	To be replaced by WCS or continue to save
H23 Residential development outside Housing Policy Boundaries	Replaced by CP2 (Delivery Strategy).
H24 Housing for the elderly	Replaced by CP46 (Meeting the needs of Wiltshire's vulnerable and older people).
H25 Affordable housing	Deleted by Core Policy 3 of the SWCS.
H26 Rural exceptions	Deleted by Core Policy 3 of the SWCS.
H27 Permanent Housing for Rural Workers	Replaced by CP48 (Supporting rural life).
H28 Temporary Housing for Rural Workers	Continue to save.
H29 Removal of Conditions regarding Housing for Rural Workers	Continue to save.
H30 Replacement Dwellings in the Countryside	Continue to save.
H31 Extensions to Dwellings in the Countryside	Continue to save.
H32 Mobile Homes	Continue to save.
H33 Accommodation for Dependent Persons	Continue to save.
H34 Gypsy Sites	Deleted by Core Policy 4 of the SWCS. (To be replaced by CP47 (Meeting the needs of Gypsies and Travellers) of the WCS).
E1 Employment (Land at Old Sarum)	Continue to save.
E2 Employment (London Road site)	Deleted by Core Policy 5 of the SWCS / Built out.
E3 Employment (Central Salisbury)	Continue to save.
E4 Employment (Salisbury Chequers)	Continue to save.
E5 Employment (Salisbury Brown Street)	Continue to save.
E6 Employment (Salisbury Old Manor)	Continue to save.
E7 Employment (Salisbury Southampton Road)	Continue to save.
E8A Employment (Porton Road, Amesbury)	Deleted within SWCS as site has extant consent (SWCS).
E8B Land at Boscombe and Porton Down	Continue to save.
E10 Employment- Dinton	Continue to save.
E12 Land at Mere	Continue to save.
E14A Land at Hindon Lane	Continue to save.
E14B Tisbury	Continue to save.
E16 Employment – Change of use of allocated land	Deleted by Core Policy 5 of the SWCS.
E17 New Employment Development	Replaced by CP34 (Additional employment land).
E18 New Employment Development in Special Restraint Areas	Continue to save.
E19 Employment in the countryside (existing sites)	Continue to save.
E21 Employment in the countryside (change of use)	Replaced by CP48 (Supporting rural life).
CN1 Demolition of Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN2 Demolition of Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN3 Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN4 Changes of use in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN5 Listed Building cartilage development	Replaced by CP58 (Ensuring conservation of the

Existing policy	To be replaced by WCS or continue to save
	historic environment).
CN6 Change of use of Listed agricultural buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN7 Residential use of Listed agricultural buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN8 Development in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN9 Demolition in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN10 Open Spaces in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN11 Views in and out of Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN12 Features in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN13 Retention of Shopfronts in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN14 Shopfronts	Replaced by CP58 (Ensuring conservation of the historic environment).
CN15 Internally illuminated signs in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN16 Shopfront Grilles	Replaced by CP58 (Ensuring conservation of the historic environment).
CN17 Trees	Continue to save.
CN18 Historic Parks and Gardens	Replaced by CP58 (Ensuring conservation of the historic environment).
CN19 Environmental Enhancement	Replaced by CP52 (Green infrastructure), CP57 (Ensuring high quality design and place shaping) and CP58 (Ensuring the conservation of the historic environment).
CN20 Archaeology	Replaced by CP58 (Ensuring conservation of the historic environment).
CN21 Archaeological Assessments	Replaced by CP58 (Ensuring conservation of the historic environment).
CN22 Preservation of Archaeological Remains	Replaced by CP58 (Ensuring conservation of the historic environment).
CN23 Archaeological implications of development in Salisbury, Amesbury, Downton, Hindon, Mere, Old Sarum, Shrewton, Tilshead and Wilton	Replaced by CP58 (Ensuring conservation of the historic environment).
CN24 Stonehenge WHS	Replaced by CP58 (Ensuring conservation of the historic environment) and CP59 (The Stonehenge, Avebury and associated sites World Heritage Site and its setting).
C2 Development in the Countryside	Replaced by CP48 (Supporting rural life).
C3 Small scale utility development in the Countryside	Replaced by CP48 (Supporting rural life).
C4 AONB	No longer required. Repeats national policy (PPS7/draft NPPF).
C5 AONB	No longer required. Repeats national policy

Existing policy	To be replaced by WCS or continue to save
	(PPS7/draft NPPF).
C6 Special Landscape Area	Continue to save. Will be subject to a forthcoming review.
C7 Landscape Setting of Salisbury and Wilton	Replaced by CP51 (Landscape).
C8 Landscape (Trees and hedging)	Replaced by CP51 (Landscape) and CP50 (Biodiversity and Geodiversity).
C9 Loss of woodland	Continue to save.
C11 Nature Conservation	Replaced by CP50 (Biodiversity and Geodiversity).
C12 Protected species	No longer required. Repeats national policy / legislation.
C13 Enhancement of retained wildlife sites	Replaced by CP50 (Biodiversity and Geodiversity).
C14 Features of geological or geomorphological importance	Replaced by CP50 (Biodiversity and Geodiversity).
C15 Nature Conservation	Replaced by CP50 (Biodiversity and Geodiversity) and CP51 (Landscape).
C16 Local Nature Reserves	Replaced by CP50 (Biodiversity and Geodiversity) and CP51 (Landscape).
C17 Conservation of rivers and river valleys	Replaced by CP52 (Green Infrastructure).
C18 Development affecting rivers and river valleys	Continue to save.
C19 Best and most versatile agricultural land	No longer required. Repeats national policy.
C20 Agricultural, forestry and horticultural development	Continue to save.
C21 Farm diversification	Continue to save.
C22 Change of Use & Conversion of Buildings	Replaced by CP48 (Supporting rural life).
C23 Change of use of large houses in the countryside	Continue to save.
C24 Extensions to buildings in the countryside	Continue to save.
HA1 Development in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA2 Housing within the New Forest Villages	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA3 Commoner's dwellings in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA4 Replacement of existing dwellings in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA5 Small-scale business development in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).

Existing policy	To be replaced by WCS or continue to save
	2010).
HA6 Extensions or redevelopment of existing business premises in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA7 Change of use of buildings in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA8 Indoor sports and recreation facilities in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA9 Outdoor recreation facilities in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA10 Golf courses in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010)
HA11 Riding establishments in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010)
HA12 Private non-commercial stables in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010)
HA13 Tourist attractions in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010)
HA14 New hotels in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010)
HA15 Change of use of buildings to hotel, B&B, guest house or self-catering accommodation in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA16 Holiday chalet accommodation in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
S1 Primary Shopping Frontages in Salisbury and Amesbury	Continue to save.
S2 Secondary Shopping Areas in Salisbury and Amesbury	Continue to save.
S3 Location of Retail Development	Continue to save.

Existing policy	To be replaced by WCS or continue to save
S5 Shopping (Brown Street Car Park)	Continue to save.
S6 The Maltings	Deleted by Core Policy 7 of the SWCS.
S7 London Road	Deleted by Core Policy 7 of the SWCS / has extant consent.
S9 Local shops	Replaced by CP48 (Supporting rural life).
S10 Shopfronts	Continue to save.
S11 Farm shops	Replaced by CP48 (Supporting rural life).
R1A Sports and Leisure	Continue to save.
R1C Outdoor Recreation	Continue to save.
R2 Open Space Provision	Continue to save.
R3 Open Space Provision	Continue to save.
R4 Indoor Community and Leisure Provision	Continue to save.
R5 Protection of Outdoor Facilities	Continue to save.
R6 Urban Parks	Continue to save.
R7 Dual use of educational facilities	Continue to save.
R8 New Sports and Recreation Provision (Stockport Road, Amesbury)	Continue to save.
R9 New Sports and Recreation Provision (Wick Lane, Downton)	Continue to save.
R10 New Sports and Recreation Provision (Netheravon Road, Durrington)	Continue to save.
R11 New Sports and Recreation Provision (The Street, West Knoyle)	Continue to save.
R12 New Sports and Recreation Provision (The Avenue, Wilton)	Continue to save.
R13 New Sports and Recreation Provision (Middleton, Winterslow)	Continue to save.
R14 New Leisure Provision (London Road, Salisbury)	Deleted by SWCS as site built out (SWCS).
R15 Golf courses	Continue to save.
R16 Developments With River Frontages And Public Access	Continue to save.
R17 Public Rights of Way (Existing network)	Replaced by CP52 (Green infrastructure).
R18 Public rights of way (increased access)	Replaced by CP52 (Green infrastructure).
R20 Allotments	Continue to save.
TR1 Transport (Salisbury Urban Area)	Replaced by CP63 (Transport strategies).
TR2 Salisbury Market Place Car Parking	Replaced by CP63 (Transport Strategies) and CP64 (Demand management), and Policy PS2 in the LTP3 Car Parking Strategy.
TR3 Salisbury Coach Strategy	Replaced by CP63 (Transport Strategies) and Policy PS9 in the LTP3 Car Parking Strategy.
TR4 The former eastern goods yard	Deleted by the SWCS as site already built out.
TR5 Commutation of Car Parking	Replaced by CP3 (Infrastructure requirements) and CP61 (Transport and development).
TR6 Private non-residential car parks	Replaced by CP64 (Demand management) and Policy PS4 and PS5 in the LTP3 Car Parking Strategy.
TR7 Residents parking schemes	Do not continue to save. Replaced by PS8 of the LTP3 Car Parking Strategy.

Existing policy	To be replaced by WCS or continue to save
TR8 Park and Ride	Deleted by the SWCS as all Park and Ride sites are now built out and operating.
TR9 City Centre Parking	Replaced by CP63 (Transport strategies) and CP64 (Demand management), and Policy PS2 in the LTP3 Car Parking Strategy.
TR10 Brunel Link	Do not continue to save – see report ‘Review of Road Schemes Revealed on Land Charges Searches’ (Ref. HT-030-10).
TR11 Off Street Parking Spaces	Replaced by CP64 (Demand management) and Policy PS4 and PS6 in the LTP3 Car Parking Strategy.
TR12 Transport Requirements in Major Developments	Replaced by CP61 (Transport and development) and CP62 (Development impacts on the transport network).
TR13 Extensions to public footpath, bridleway and cycle way networks	Replaced by CP60 (Sustainable transport) and CP61 (Transport and development).
TR14 Secure bicycle parking spaces	Replaced by CP61 (Transport and development).
TR15 Highway safety measures in villages	Replaced by CP60 (Sustainable transport) and CP65 (Movement of goods).
TR16 Existing Bus and Rail Services	Replaced by CP60 (Sustainable transport) and CP66 (Strategic transport network).
TR17 New Rail Development	Replaced by CP65 (Movement of goods) and CP66 (Strategic transport network).
TR18 Measures to assist motorcycling	Replaced by CP61 (Transport and development).
TR20 A350 Shaftesbury Eastern Bypass	Continue to save.
T1 Tourist attractions and facilities	Replaced by CP39 (Tourist development).
T2 Tourist attractions in the Countryside	Replaced by CP39 (Tourist development).
T3 Stonehenge WHS visitor centre	Replaced by CP6 (Stonehenge).
T4 Tourist Accommodation	Deleted by Core Policy 24 of the SWCS.
T6 Change of use to tourist accommodation	Deleted by Core Policy 24 of the SWCS.
T7 Tourist accommodation in the countryside	Replaced by CP39 (Tourist development).
T8 Camping sites in the AONB	Replaced by CP39 (Tourist development).
T9 Touring caravans and tents	Replaced by CP39 (Tourist development).
PS1 Community Facilities	Continue to save.
PS2 Nursing homes	Replaced by CP46 (Meeting the needs of Wiltshire’s vulnerable and older people).
PS3 Facilities and services within smaller settlements	Replaced by Core Policy 22 of the SWCS.
PS4 New school sites at Landford and Shrewton	Continue to save.
PS 5 New education facilities	Continue to save.
PS 6 Playgroups, childminding facilities and day nurseries	Continue to save.
PS7 Telecommunications	Continue to save.
PS8 Renewable Energy	Replaced by CP42 (Standalone Renewable Energy Installations).
PS9 Cemetery (Fugglestone Red)	Replaced by CP2 (Delivery Strategy) (cemetery provided within Fugglestone Red allocation).
South Wiltshire Core Strategy	
Core Policy 1 - The Settlement Strategy and	Replaced and incorporated into CP1 (Settlement

Existing policy	To be replaced by WCS or continue to save
distribution of growth in south Wiltshire	Strategy).
Core Policy 2: Strategic Allocations	Incorporated into CP2 (Delivery Strategy).
Core Policy 3 - Meeting Local Needs for Affordable Housing	Incorporated and amended by CP43 (Providing affordable homes).
Core Policy 4 - Making adequate provision for gypsies and travellers	Amended by CP47 (Meeting the needs of Gypsies and Travellers).
Core Policy 5 - Employment Land	Taken forward and broadened to cover the whole of Wiltshire by CP35 (Existing employment sites).
Core Policy 6 - Meeting Salisbury's Housing Needs	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 7 - Maltings / Central Car Park	Taken forward and re-numbered as CP21 (Maltings / Central Car Park).
Core Policy 8 Salisbury Skyline	Taken forward and re-numbered as CP22 (Salisbury Skyline).
Core Policy 9 - Old Sarum Airfield	Taken forward and re-numbered as CP23 (Old Sarum Airfield).
Core Policy 10 - Meeting Housing Needs in Wilton Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 11 - Meeting the housing needs for the Amesbury Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 12 - Porton Down	Taken forward and re-numbered as CP5 (Porton Down).
Core Policy 13 - Stonehenge	Incorporated and re-numbered as CP6 (Stonehenge).
Core Policy 14 - Meeting Housing Needs In The Southern Wiltshire Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 15 - New Forest National Park	Taken forward and re-numbered as CP25 (New Forest National Park).
Core Policy 16 - Meeting Housing Needs In The Mere Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 17 - Meeting Housing Needs in the Tisbury Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 18 - Lifetime Homes Standards	Replaced by CP46 (Meeting the needs of Wiltshire's vulnerable and older people).
Core Policy 19 - Water Efficiency and the River Avon Special Area of Conservation	Replaced by CP68 (Water Resources).
Core Policy 20- Pollution and phosphate Levels in the Water Environment	Re-worded and broadened to cover the whole of Wiltshire by CP69 (Protection of the River Avon SAC), although thrust of policy is similar.
Core Policy 22- Protection of Services and Community Facilities	Taken forward and broadened to cover the whole of Wiltshire by CP49 (Protection of Services and Community Facilities).
Core Policy 23 - Green infrastructure and Habitat networks	Taken forward and reworded into CP50 (Biodiversity and Geodiversity) and CP52 (Green Infrastructure).
Core Policy 24 - Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities	Taken forward and broadened to cover the whole of Wiltshire by CP40 (Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities).

Appendix E – List of Settlement Boundaries retained

Aldbourne	Malmesbury
Alderbury	Market Lavington
Amesbury	Marlborough
Ashton Keynes	Melksham
Atworth	Mere
Baydon	Morgans Vale/Woodfalls
Box	Netheravon
Bradford-on-Avon	North Bradley
Bratton	Oaksey
Broad Chalke	Pewsey
Broad Hinton	Pitton
Bromham	Porton
Bulford	Potterne
Burbage	Purton
Calne	Ramsbury
Chapmanslade	Rowde
Chippenham	Royal Wootton Bassett
Christian Malford	Rudloe
Codford	Salisbury
Colerne	Seend
Collingbourne Ducis	Semington
Coombe Bissett	Shalbourne
Corsham	Shaw/Whitley
Corsley	Sherston
Cricklade	Shrewton
Crudwell	Southwick
Derry Hill/Studley	Steeple Ashton
Devizes	Sutton Benger
Dilton Marsh	Sutton Veny
Dinton	The Winterbournes
Downton	Tidworth
Durrington	Tilshead
Fovant	Tisbury
Great Bedwyn	Trowbridge
Great Cheverell	Upavon
Great Somerford	Urchfont
Great Wishford	Warminster
Heytesbury	West Lavington/Littleton Pannell
Hilperton	Westbury
Hindon	Westwood
Holt	Whiteparish
Hullavington	Wilton
Kington St Michael	Winsley
Ludgershall	Winterslow/Middle Winterslow
Ludwell	Worton
Lyneham	Yatton Keynell

Appendix F – List of Settlement Boundaries removed

List 1 – Settlements identified as Small Villages with boundaries

All Cannings	Heddington
Allington	Hilmarton
Avebury/Trusloe	Hook
Barford St Martin	Keevil
Beanacre	Kilmington
Berryfield	Kington Langley
Berwick St James	Langley Burrell
Berwick St John	Latton
Biddestone	Lea
Bishop Cannings	Longbridge Deverill
Bishopstone	Lower Stanton St Quintin
Bodenham	Luckington
Bowerchalke (incl. Misselfore)	Lydiard Millicent
Bradenstoke	Maiden Bradley
Bremhill	Manton
Brinkworth	Middle Woodford
Britford	Milbourne
Broad Town	Milston
Broughton Gifford	Minety
Bulkington	Neston
Burton	Newton Toney
Charlton	Nunton
Charlton	Odstock
Charlton All Saints	Orcheston
Cherhill	Purton Stoke
Chilmark	Quidhampton
Chilton Foliat	Semley/Semley Station
Chirton	South Newton
Chitterne	Stanton St Quintin
Compton Bassett	Stapleford
Corston	Steeple Langford
Crockerton	Stockton
Dauntsey	Stoford
Donhead St Andrew	Upper Minety
East Knoyle	Upper Seagry
Easton Royal	Upton Scudamore
Edington/Tinhead	West Ashton
Erlestoke	West Grimstead
Farley	West Overton
Figheledean/Ablington	Westwells
Firsdon/Winterbourne	Winterbourne Stoke
Gastard	Wylve
Gomeldon	Yarnbrook

Great Durnford
Hanging Langford

Zeals

List 2 – Settlements not identified as Small Villages with boundaries

Barkers Hill	Homington
Burcombe	Hugglers Hole/Sedgehill
Boscombe	Idmiston
Chicklade	Netton
Chicks Grove	Petersfinger
Chapel Knapp	Stoppers Hill
Deptford	Upper Woodford
Fisherton De La Mere	West Knoyle
Ford	Wick
Great Hinton	

List 3 – Settlements identified as Small Villages without current boundaries

Alton Priors/Alton Barnes	Lopcombe Corner
Ansty	Lower Woodford
Axford	Mannigford Bruce
Beckhampton	Marden
Charlton St Peter	Marston
Cholderton	Milton Lilbourne
Collingbourne Kingston	Monkton Farleigh
Compton Chamberlayne	Nettleton
Donhead St Mary	Oare
East Grafton	Ogbourne St George
East Grimstead	Poulshot
Easterton	Rushall
Ebbesbourne Wake	Seend Cleeve
Enford	Stanton St Bernard
East Kennett	Staverton
Etchilhampton	Stourton
Everleigh	Sutton Mandeville
Fonthill Bishop	Swallowcliffe
Fonthill Gifford	Teffont Magna & Teffont Evias
Froxfield	The Chutes
Fyfield	Tollard Royal
Ham	West Dean
Hilcott	Wilcot
Horningsham	Wingfield
Lacock	Winterbourne Bassett
Limpley Stoke	Winterbourne Monkton
Little Bedwyn	Woodborough
Lockeridge	Wootton Rivers