



Wiltshire Council **LOCAL PLAN**

Pre-Submission Draft 2020-2038

July 2023

Wiltshire Council

Contents

1	Introduction and spatial portrait	5
	Introduction	5
	What is this Plan?	5
	How to use this Plan?	5
	How has the Plan been prepared?	6
	A Spatial portrait of Wiltshire	7
2	Key challenges, vision and objectives	9
	A spatial vision for Wiltshire	9
	Challenges, objectives and outcomes – a vision for Wiltshire	9
	Challenges, objectives and outcomes	9
3	Spatial strategy for Wiltshire	15
	Delivering the Vision - the Spatial Strategy for Wiltshire	15
	Settlement Strategy	15
	Delivery Strategy	17
	Housing Delivery	27
	Climate Change Strategy	28
	Infrastructure Delivery	30
4	Area strategies	34
	Area strategies explained	34
	Strategy for the Chippenham HMA	37
	Chippenham Principal Settlement	38
	Calne Market Town	45
	Corsham Market Town	50
	Devizes Market Town	55
	Malmesbury Market Town	60
	Melksham Market Town	62
	Chippenham Rural Area	69
	Strategy for Salisbury HMA	72
	Salisbury Principal Settlement	73

Amesbury Market Town	94
Tidworth and Ludgershall Market Town	99
Salisbury Rural Area	103
Strategy for the Swindon HMA	110
Marlborough Market Town	110
Royal Wootton Bassett Market Town	115
Swindon Rural Area	125
Strategy for the Trowbridge HMA	128
Trowbridge Principal Settlement	129
Bradford on Avon Market Town	139
Warminster Market Town	142
Westbury Market Town	144
Trowbridge Rural Area	152
5 Delivering the spatial objectives	155
Introduction	155
Economic	155
Additional Employment Land	155
Existing Employment Land	156
Military Establishments	158
Sequential Test and Retail Impact Assessment	159
Managing Town Centres	161
Tourism and Related Development	164
Sustainable Transport	165
Transport and New Development	166
Development Impacts on the Primary and Major Road Networks	167
Demand Management	168
Movement of Goods	169
Strategic Transport Network	169
Social	172
Providing Affordable Homes	172
Rural Exceptions Sites	174

Meeting Wiltshire's Housing Needs	175
First Homes Exception Sites	177
Self and Custom Build Housing	179
Community Facilities	179
Housing in the Countryside	180
Health & Wellbeing	181
Open Space and Play Facilities	182
Environment	184
Sustainable Construction and Low Carbon Energy	184
Renewable Energy Installations	186
Embodied Carbon	188
Biodiversity and Geodiversity	189
Biodiversity Net Gain	194
Trees, Hedgerows, and Woodland	197
Conserving and Enhancing Wiltshire's Landscapes	199
Conserving and Enhancing Dark Skies	202
Green and Blue Infrastructure	204
Wiltshire's Canals	207
Flood Risk	209
Water Resources	210
Contaminated Land	212
Ensuring High Quality Design and Place Shaping	214
Ensuring the Conservation and Enhancement of the Historic Environment	216
The Stonehenge, Avebury and Associated Sites World Heritage Site	219
Air Quality	220
Appendices	
Appendix 1	222
Appendix 2	279
Appendix 3	279

1 Introduction and spatial portrait

Introduction

What is this Plan?

- 1.1** The Local Plan is a statutory document that all local authorities must produce to guide and inform the delivery of 'sustainable development'. The Local Plan sets out Wiltshire Council's strategic vision for growth, providing land to meet objectively assessed development needs, providing for infrastructure, environmental improvements and necessary mitigating and adapting measures to tackle the impacts of climate change. The policies and proposals contained within this Local Plan will provide for the needs of existing communities, safeguarding the ability of future generations to meet their own needs.
- 1.2** Wiltshire's Local Plan (hereafter referred to as the 'Plan') has been described throughout its production as a 'Local Plan Review'. The Local Plan Review is produced against an up-to-date evidence base, making provision for land across the county to provide for the homes and employment needs for Wiltshire residents and businesses up to the year 2038. The Local Plan Review does not revisit the strategic objectives that were set out in the 2015 Wiltshire Core Strategy, but it does update and introduce new policies to guide the determination of planning applications. The Local Plan Review has been produced to ensure consistency and alignment with the National Planning Policy Framework.
- 1.3** The planning system should be plan-led and all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. This plan, as part of the development plan, is the starting point for all day to day decisions on whether planning applications should be permitted or refused.
- 1.4** This Plan is central to the strategic development plan for Wiltshire from which other strategic and non-strategic plans flow. The current local development plan includes other plans that allocate sites for development at Chippenham and for new homes across Wiltshire. They complement non-strategic neighbourhood plans prepared by local communities. A separate Gypsy and Travellers Development Plan Document is also being prepared to review Wiltshire Core Strategy Core Policy 47.
- 1.5** The Plan seeks to guide future development to ensure that communities have a balance of jobs, services, facilities and homes. This Plan ensures that housing needs are met and identifies land for jobs and services to ensure that Wiltshire remains strong and prosperous.

How to use this Plan?

- 1.6** Chapters one to four of the Plan set out how Wiltshire will develop over the Plan period up to 2038. These policies set an overall strategy that guides the pattern, scale and form of development for Wiltshire. National planning policy distinguishes between 'strategic' and 'non-strategic' policies. All the policies in this plan are strategic. The Plan sets out how land use planning can help tackle climate change, protect the environment and bring about nature recovery. They also make provision for new homes (including affordable housing), employment, retail, leisure and other commercial development; and infrastructure (including transport), community facilities such as health, education and cultural infrastructure. Chapters one to four of the Plan provides for growth expressed as numbers of additional homes and as land for different types of employment. It describes how each of the Main Settlements in Wiltshire will grow and provides a strategy for the rural area. It provides a framework for developers, service providers, business and others. It also guides local communities wishing to prepare neighbourhood plans with their community's vision for the future of their area.

- 1.7** Chapter five sets out planning policies, organised in three thematic sections that cover economic, social and environmental considerations. Not all planning policies apply to every planning application, but it is important to note the Plan must be read as a whole. There will be times where a development proposal will accord with some parts of the Plan, but conflicts with other parts. In these circumstances it will be a matter for the decision maker to apply weight and judgement to the various matters, taking account of other material planning considerations that may not be contained within policies in this Plan.
- 1.8** Appendix 1 is a schedule of all the Plan's policies.

How has the Plan been prepared?

- 1.9** This Plan is a review of the Wiltshire Core Strategy adopted in 2015. The Wiltshire Core Strategy covers the period 2006 to 2026. Appendix 2 of this plan identifies those policies in the current development plan that it supersedes with another policy. It also lists those that are deleted and those that were updated. Reviewing and updating the Core Strategy revises the Plan period to relate to the period 2020 to 2038, within which there are additional needs for homes, business, infrastructure and community facilities that are all planned for.
- 1.10** Consultation statements show how the Plan has been informed by community aspirations and developed through public engagement. A Statement of Community Involvement sets out how the council has engaged the local community, statutory consultees and others.
- 1.11** The duty to cooperate, as set out in the National Planning Policy Framework places a legal duty upon local authorities to work closely with neighbouring authorities and other relevant bodies in relation to strategic cross boundary planning matters. To inform the preparation of this Plan, the council has worked closely with neighbouring authorities such as Swindon Borough Council. A statement setting out how the council has addressed the duty to cooperate forms part of the Local Plan evidence base and will be updated until the Plan is submitted for examination.
- 1.12** All local plans must be prepared in accordance with relevant regulations and this will be tested as part of the Examination process, including the Examination in Public where invited representors can present evidence on soundness and legal compliance matters. Amongst other things, these require sustainability appraisal of reasonable alternatives to assess their significant effects and inform decision making about site selection and policies. Assessments are also carried out to satisfy the protection of ecological sites under the Habitats Regulations. These stages ensure a transparent and equitable process is carried out to inform the choices that have been made in developing the Plan. A set of background papers explains this process in more detail.

A Spatial portrait of Wiltshire

Geographic Context

- 1.13** Wiltshire Council is one of the largest local authorities in England. Its area covers approximately 1,257 square miles and is home to a population of approximately 510,400 people. Wiltshire adjoins the higher tier local authorities of Dorset, Somerset, South Gloucestershire, Oxfordshire, West Berkshire, Hampshire, Swindon and Bath & North East Somerset. The urban area of Swindon, while predominantly within Swindon Borough, has expanded into Wiltshire.
- 1.14** Generally, our communities benefit from safe living and working environments. While deprivation is generally low there are pockets of deprivation in some areas, including Salisbury and Trowbridge. Wiltshire enjoys strong sub-regional links and is within commutable distance of London, Bristol, Swindon, South Wales and the south coast.

Environment

- 1.15** Wiltshire is a largely rural area encompassing many natural and historic features which make it special and distinctive. The character of the county is shaped by parts of three Areas of Outstanding Natural Beauty, part of the New Forest National Park, over 16,000 listed buildings, over 240 conservation areas, a World Heritage Site and significant numbers of designated and non-designated heritage assets. Wiltshire also includes an element of the Western Wiltshire Green Belt, which protects the openness of the countryside between Bath, Bradford-on-Avon and Trowbridge.
- 1.16** Wiltshire's natural, built and historic environment is under threat from the effects of climate change and pressures relating to development. Rising levels of nutrients (phosphorous and nitrogen) from development - e.g. foul and storm waters, particulate matter emissions and farming practices are affecting the conservation objectives of the River Avon Special Area of Conservation (SAC), as well as the quality of tributaries in the wider catchment. In addition, like many parts of the Country, Wiltshire is classified as being in 'water stress' and therefore a combination of metering and water resource management will be needed over the Plan period to significantly reduce the pressure on water resources.

Settlements

- 1.17** The largest settlements in Wiltshire are the historic cathedral city of Salisbury in the south, the county town of Trowbridge in the west, and the market town of Chippenham in the north. For the purposes of this Plan these settlements are referred to as - Principal Settlements. The city of Salisbury serves a large rural hinterland area. With its cathedral and close proximity to the internationally famous World Heritage Site of Stonehenge, Salisbury is a very popular tourist destination. Trowbridge plays a role as an employment, administration and service centre for the west Wiltshire area, and has good transport links to many nearby settlements, including Bath and Bristol. Chippenham has a busy town centre and, in recent decades, an expanding urban area. It is a focus for employment growth due to its proximity and good access to the M4 and very good rail links with Swindon, Bath, Bristol and London.
- 1.18** Wiltshire has a number of market towns throughout the county. Devizes and Marlborough are located in the eastern part of Wiltshire. Both have attractive town centres. Marlborough is popular for tourism, shopping and leisure as well as business. Calne, Corsham, Cricklade, Malmesbury and Royal Wootton Bassett are located in the north of Wiltshire, and Bradford on Avon, Melksham, Warminster and Westbury are located in the west. Amesbury has an important role as a service centre in the south Wiltshire area, providing a good level of services, shops and jobs. Downton,

Mere, Tisbury and Wilton, are also local service centres in this area. The garrison towns of Tidworth and Ludgershall in the east are dominated by the presence of the Army which is the largest local employer.

- 1.19** The relationships between the Main Settlements and surrounding villages are strong and help characterise the identity of places. Around half of the people living in Wiltshire live in towns or villages with populations of fewer than 5,000 people, reflecting the rural nature of the county.

Cross-border relationships

- 1.20** Wiltshire has important relationships with the surrounding large urban centres of Bath, Bristol, Swindon and Southampton, and the whole county is within 115 miles of London. Those larger towns and the cities provide a wider range of employment, leisure and cultural opportunities than can be found across Wiltshire and result in out-commuting of Wiltshire's residents for work and leisure activities. Evidence identifies that in some instances workers are commuting into Wiltshire, whilst residing in larger centres such as Bristol and Southampton and this could be due to cheaper housing and enhanced leisure facilities providing a greater draw. The air and seaports related to these settlements are also widely used by Wiltshire residents

2 Key challenges, vision and objectives

A spatial vision for Wiltshire

- 2.1** The Spatial Vision is a concise statement that describes what Wiltshire will look like as a function of delivering planned growth and managing development over the Plan period - 2020 to 2038. As this is a review of the current Local Plan (the Wiltshire Core Strategy), amendments to the previous Vision have been made to reflect the Council's Business Plan and recent changes to national planning policy.

Statement 1

Spatial Vision

By 2038 Wiltshire will have made significant strides towards carbon neutrality through positive interventions that help Wiltshire's communities tackle and adapt to climate change. Our communities will be healthier, stronger and more resilient, with access to the right housing and employment opportunities. Our environment will have been enhanced through a comprehensive range of measures that include meaningful Biodiversity Net Gain, nature recovery programmes, access to quality open spaces and responsible management of natural resources.

The management of growth will be based on a sustainable pattern of development, focused principally on Trowbridge, Chippenham and Salisbury. Market Towns and Local Service Centres will have become more self-contained and supported by the necessary infrastructure, with a consequent reduction in the need to travel. In all settlements there will be an improvement in accessibility to local services, a greater feeling of security and the enhancement of a sense of community and place.

Sustainable employment, housing and other forms of development will have been provided to meet local needs as well as the changing climate and incorporate exceptional standards of design that enhance the natural, built and historic environment.

Partnership working with communities will have helped plan effectively of local areas and allow communities to receive the benefit of managed growth, where appropriate.

Challenges, objectives and outcomes – a vision for Wiltshire

Challenges, objectives and outcomes

- 2.2** There are six strategic, long term and interlinked challenges in Wiltshire that apply across the whole county. For each challenge, the Plan has an objective and a set of outcomes to address each one through planning policy.

Economic development

- 2.3** **Challenge:** The primary economic challenges are: to increase workplace wages in Wiltshire by attracting higher-value employment opportunities; and reducing out-commuting to ensure that there are a range of appropriate employment opportunities available, reflecting the needs of inward investors and Wiltshire's communities. Delivering a good level of local opportunities close to the main centres of population will help reduce the need to commute out of Wiltshire to seek work. An important part of this challenge is to provide the correct amount and type of employment provision to take account of the anticipated levels of growth. It is also necessary to put in place contingency plans to ensure that the loss of major employers can be mitigated.
- 2.4** **Objective:** Wiltshire needs to have a buoyant, resilient and 'green' local economy in order to boost the local economy and provide high quality, accessible employment opportunities. The Plan enables development to take place and encourages economic vitality, providing local jobs for

Wiltshire's population. Residents within Wiltshire should have access to facilities and retail choice in convenient locations throughout Wiltshire. The Plan should strengthen the role and function of established town centres to secure their future vitality and viability. They should fulfil the roles appropriate to their sizes and the communities they serve, and should complement one another. The potential of tourism should be realised as an economic sector, capitalising on the quality of the environment and location that the county benefits from.

2.5 Outcomes:

- Land will have been identified in sustainable locations to provide jobs over the Plan period to 2038 and significant progress to tackle the issue of out-commuting from Wiltshire will have been achieved.
- Existing employment sites will have been protected and the suitable intensification and regeneration of previously developed land will have taken place.
- Smaller business premises will have been provided to support business start ups.
- Wiltshire will have secured sustainable growth in established and emerging employment sectors, including defence-related employment, bioscience, advanced manufacturing, green technology, sustainable construction and business services.
- Appropriate retail, leisure and employment opportunities will have been located to reinvigorate town centres.
- Provision of 16+ education, including higher education, will have been enhanced to provide trained employees necessary to deliver economic growth from target sectors.

Infrastructure

2.6 Challenge: The Plan will ensure that services and infrastructure, to meet the needs of Wiltshire's growing population and economy, are brought forward in a timely and responsive manner through new development proposals. Appropriate and sustainable modes of transport, highway improvements, school facilities, water management, green spaces, power supply, high speed and affordable internet connectivity, access to emergency services, sustainable waste management facilities are all essential components of daily life and therefore critical to delivering the strategic goal of building strong and healthy communities.

2.7 Objective: Infrastructure requirements need to be appropriately planned, secured and implemented to ensure the timely delivery of development proposals.

2.8 Outcomes:

- Provision of infrastructure will have been coordinated and provided in a timely manner within new development.
- Existing infrastructure, services and facilities will have been protected wherever, unless they are clearly no longer needed, or there is alternative provision elsewhere.
- The provision of new or improved infrastructure will have been positively supported and environmental impacts mitigated.
- A range of viable, efficient, sustainable transport alternatives will have been provided to reduce reliance on the private motor vehicle, including effective choices for those people without access to a car and for the distribution of freight.
- The use of existing transport infrastructure will have been optimised through effective design, management and maintenance. Measures will result in less delay and improve journey time reliability on key routes. Where possible, barriers to transport and access for people with disabilities and mobility impairment will have been provided.

Providing new homes

2.9 Challenge: The challenge for the Plan is deliver enough new homes in the right places to meet Wiltshire's objectively assessed housing needs. Providing decent and affordable homes to complement the economic growth being promoted will help improve the self-containment and resilience of Wiltshire's communities. New homes will need to be delivered at appropriate, sustainable locations and must be supported by necessary improvements to infrastructure. Within a predominantly rural area, with a limited amount of previously developed land for redevelopment, the identification of enough strategic sites to ensure an adequate supply of new homes is a challenge.

2.10 Objective: To provide approximately 36,740 new homes in the right locations to meet objectively assessed needs through the Plan period from 2020 to 2038. There should be an appropriate mix of types, sizes and tenures, particularly to address affordable housing needs, and will ensure a continuous supply of housing over the Plan period that is aligned to job growth and the delivery of necessary infrastructure.

2.11 Outcomes:

- The primary focus of new housing development will have been at the Principal Settlements of Trowbridge, Chippenham and Salisbury and the Market Towns.
- New homes will have been designed and delivered to have regard to the scale, character, heritage and local distinctiveness of the local area.
- More modest and sustainable growth, proportionate to the size of the settlement, will have been delivered within settlements in rural areas.
- The Plan will have made significant progress towards addressing the shortfall in affordable homes.
- Development, wherever possible, will have maintained the separate identity of the outlying villages near to the Principal Settlements and Market Towns, Swindon and Bath.
- A range of housing types and sizes will have been provided in order to help meet local needs for different groups of the population in a sustainable manner, including many new homes meeting the needs of an ageing population.
- New sites will have been provided for gypsy and traveller policies within the Gypsies and Travellers Plan.
- The needs of the boating community will have been addressed through an update to the Wiltshire Boaters Strategy and a positive planning policy relating to residential moorings.
- The accommodation needs of military personnel and their families will be better integrated with the wider community.

Planning for strong and healthy communities

2.12 Challenge: Certain communities within Wiltshire experience social exclusion as a result of their isolation from essential services and facilities. Travel modes are more limited in rural areas and exclusion has been exacerbated by declining levels of public transport, increasing reliance on access to the private car that is limited for some sections within communities. More generally, to support places where everyone can thrive the right building blocks need to be in place: stable jobs, good pay, quality housing and good education.

2.13 There is a need to improve the level of skills beyond the age of 16 and to retain those skills within local communities. There is also a need to achieve healthier life styles for all ages. There are particular needs for certain groups within communities and more generally to support the growing proportion of elderly, many of whom live alone and do not drive. One part of the challenge is to foster a sense of community belonging, safety, social inclusion and self sufficiency.

2.14 Objective: Wiltshire's communities should be enabled to help themselves and supported, to improve their quality of life, lead healthier lifestyles and foster a sense of community belonging, safety, social inclusion and self-sufficiency.

2.15 Outcomes:

- Local communities will have been supported to prepare neighbourhood plans, progress community-led development, protect valued elements, and enhance their local environment within the framework provided by this Plan.
- A positive contribution will have been made to help areas of social exclusion, especially access to essential services and local facilities in the rural areas, which will have been improved.
- Strategic growth will have been matched by the provision of new educational and healthcare provision where appropriate.
- The Plan will have sought to protect community facilities such as village shops and pubs including, where practicable, by encouraging community management.
- Significant progress will have been made towards addressing the identified shortfall in the range of sport, leisure and recreation facilities within settlements.

Climate change

2.16 Challenge: The challenge Wiltshire faces can be viewed in terms of both mitigating and adapting to climate change. Mitigation is required to reduce the amount of carbon released in Wiltshire. This is largely related to emissions from vehicles, construction and the energy used to heat and power homes and businesses. Adaptation is also required and associated with becoming more resilient against the impacts of climate change, allowing people to live their lives without being negatively affected by events such as flooding and heatwaves. Allied to these important themes is the need to reverse the growing ecological crisis through a programme of measures that include the Nature Recovery Strategy, Biodiversity Net Gain and placing green spaces at the heart of sustainable place shaping.

2.17 Objective: The Plan will help mitigate and adapt to climate change by contributing to the delivery of sustainable development and helping to ensure that communities are resilient to the unavoidable consequences of a changing climate.

2.18 Outcomes:

- New development will have been designed to be 'carbon neutral', either by mitigation as part of a scheme, or by off-setting carbon emissions through a programme of measures.
- Improvements to the self-containment levels within the Main Settlements will have led to an overall reduction in the need to travel to access local services and enable increased opportunities to use sustainable, active modes of transport.
- Preparation and support for transport infrastructure to accommodate low energy/electric vehicles and the use of appropriate artificial intelligence will have been facilitated in order to enable the effective use of 'smart', sustainable transport.

- Measures to improve and help the transition to a decarbonised energy supply grid will have been facilitated through dialogue with energy providers including, where necessary, the preparation of a Local Area Energy Plan in collaboration with Scottish and Southern Electricity Networks (our local Distribution Network Operator).
- Higher energy efficiency, heating and cooling standards in new buildings will have been delivered.
- The supply of energy and heat from renewable sources will have contributed towards meeting national targets and helped to address fuel poverty.
- Proposals for new development will be sequentially planned to reduce the overall risk of flooding from all sources.
- The function of floodplains will have been maintained and improved through natural flood management techniques.
- Appropriate surface water management measures will be a pre-requisite for development to ensure that flood risk is not increased elsewhere.
- New development will have incorporated sustainable building practices and where possible will have contributed to improving the existing building stock through retrofitting.
- New development will have incorporated appropriate adaptation measures for tackling the effects of climate change through comprehensive high quality design standards.
- New development will have been supported by sustainable waste management including increased opportunities for communities and industry to recycle more materials.

Environmental quality

2.19 Challenge: Wiltshire is home to a wide range of environmental assets that form the heart of what Wiltshire has to offer investors, visitors and the community alongside hosting a valuable array of flora and fauna. With many of these assets under threat from the effects of climate change, the challenge will be to accommodate Wiltshire's developmental needs whilst conserving and enhancing the natural and historic environment. A healthy, diverse and resilient natural and historic environment is important to underpin the long-term delivery of multiple ecosystem services and interpretation of Wiltshire's rich heritage value which ultimately benefits all.

2.20 Objective: New development will protect and enhance Wiltshire's natural, built and historic environment. This will include making effective use of land, enhancing biodiversity, embedding multifunctional and strategically linked green and blue infrastructure, meeting public open space standards, improving water management and security, and conserving and enhancing features of historical, archaeological and cultural value alongside Wiltshire's landscape character. Development and construction will incorporate the principles of the circular economy, minimise its contribution to wasteful use of finite resources, and limit the persistent use of undegradable chemicals and materials.

2.21 Outcomes:

- Biodiversity and geodiversity will have been conserved and enhanced in line with council strategies and legislative requirements.
- New development will have appropriately protected soils wherever possible and delivered enhanced green/blue infrastructure coverage along with open spaces to sequester carbon and help communities adapt to effects of climate change.

- The built environment will have included provision to enable nature to thrive, embedding biodiverse space for nature and wildlife corridors with development directed away from Wiltshire's most sensitive and valuable natural assets, habitats and species, towards less sensitive locations.
- Increased recreational pressure arising from development on sensitive wildlife and habitats will have been effectively managed to facilitate nature recovery.
- Development will have provided public open space at the required standards, contributing to and reducing any deficits in supply.
- Development will have embedded within the built environment strategically linked green and blue infrastructure and contribute to the enhancement of this network.
- Good air quality will have been maintained and significant progress will have been made in treating areas of risk through the implementation of Wiltshire's Air Quality Strategy.
- New development will have reflected local character and distinctiveness through the delivery of high quality design.
- The reuse and regeneration of Wiltshire's previously developed land will have been maximised.
- Development and construction will have incorporated the principles of the circular economy and minimised its contribution to the wasteful use of finite resources.
- Wiltshire's groundwater and surface water features will have been improved to achieve the Objectives within the Water Framework Directive and, where appropriate, sustainable drainage systems will have been incorporated in developments to maximise environmental benefits, including tackling the effects of climate change.
- Development will have incorporated measures to address water stress and facilitate water security through maximising the efficient use of water.
- Development will have contributed to nutrient neutrality within sensitive catchments such as the River Avon Special Area of Conservation (SAC).
- Features and areas of historical, archaeological and cultural value will have been conserved and where possible enhanced, including the sensitive re-use of historical buildings where appropriate.
- Development will have respected Wiltshire's landscape character, conserving and enhancing key features.

3 Spatial strategy for Wiltshire

Delivering the Vision - the Spatial Strategy for Wiltshire

- 3.1** The Spatial Strategy for Wiltshire sets how the Plan's vision, objectives and outcomes are achieved. It describes how policies establish the scale and distribution of growth expressed in the additional homes and land for business that are needed over the plan period. It sets out how carbon neutrality will be achieved by setting requirements that development proposals should meet and how growth will support healthy communities and lifestyles. Policies on these aspects are central to planning Wiltshire's future.
- 3.2** The Spatial Strategy consists of the following elements:
- Settlement Strategy - that describes the different roles and functions of settlements.
 - Delivery Strategy - that sets overall levels of growth over the plan period, how Wiltshire will develop in the most sustainable way, the contribution types of settlements make to meeting them and how housing land supply will be maintained.
 - Climate Change Strategy - that sets out how growth addresses carbon reduction and adaptation to climate change.
 - Infrastructure Delivery - that describes how infrastructure will be provided to support growth.
- 3.3** It is supported by the other policies in the Plan including the Area Strategies in Chapter 4 that set out the scales of growth proposed at settlements over the plan period, how they are to be accommodated and allocates additional land.
- 3.4** The Spatial Strategy provides for 36,740 homes from 2020 to 2038 and 160ha of employment land that will, alongside regeneration opportunities, help deliver approximately 21,300 jobs.

Settlement Strategy

- 3.5** The Settlement Strategy sets the basis for how sustainable development is defined and applied within Wiltshire. It identifies the different tiers of settlements based on their role and function, and how they relate to their wider hinterland, namely:
- Principal Settlements
 - Market Towns
 - Local Service Centres
 - Large Villages
 - Small Villages
- 3.6** In terms of this Plan, any land beyond built-up areas is countryside. 'Settlement boundaries' generally delineate the extent of urban areas typically reflecting what has been built. They are used around Principal Settlements, Market Towns, Local Service Centres and Large Villages and are a policy tool for managing how development should take place, with development within boundaries being generally supported. 'Settlement boundaries' are shown on the Policies Map. They will continue to be amended and kept up to date, as and when needed during the Plan period, as development takes place and allocations are built out on the edge of settlements. Boundary lines are defined using an established methodology, which is included as Appendix 2 to this Plan. Amendments may be made by the council to reflect changes brought about through the neighbourhood planning process.
- 3.7** Development outside settlement boundaries is more controlled in order to preserve the intrinsic, undeveloped character of open countryside and in the interests of sustainability.

Principal Settlements and Market Towns

- 3.8** Wiltshire's Principal Settlements and Market Towns serve different strategic roles. These strategic roles have been identified through an objective assessment of their individual characteristics and functional relationships with their surrounding area.
- 3.9** Chippenham, Salisbury and Trowbridge are Principal Settlements and as the largest settlements in Wiltshire are the main concentrations for business and homes. They contain a large range of services and facilities important for serving much wider areas. They will be a primary focus for change that will see them adapt and expand and they will continue in these roles.
- 3.10** Market Towns also serve a wide hinterland and will continue as focal points for homes, jobs, services and facilities. Smaller than the Principal Settlements, they each have different characteristics, which need to be considered when planning for their development.
- 3.11** Principal Settlements and Market Towns, also referred to collectively as Main Settlements, are locations where evidence suggests there is the most need for new homes and additional land for business, and therefore where most growth will occur over the plan period.

Local Service Centres

- 3.12** In areas away from larger Market Towns, Local Service Centres have a reasonable level of services, facilities and employment opportunities and provide for a significant rural hinterland. There are seven in total, with four in the rural part of south Wiltshire where there are fewer Main Settlements. They will accommodate less development than that at Principal Settlements or Market Towns. Developments at Local Service Centres will provide for local employment opportunities, improved communities facilities and/or additional homes including affordable housing provision. This will safeguard their role and help to support the more rural smaller communities around them.

Large Villages

- 3.13** Large Villages contain limited facilities and services that serve a village community and its immediate hinterland. There are 58 Large Villages designated across Wiltshire. Development will help ensure these communities thrive, for example by meeting housing needs and supporting employment opportunities, services and facilities, with additional homes helping to support local provision.

Small Villages

- 3.14** Small Villages, are generally smaller and have a low level of services and facilities. There are 148 Small Villages designated in total across Wiltshire. They may accommodate some very modest development to respond to local needs and to contribute to their vitality. Although they don't have settlement boundaries, they have built up areas where infill may take place. This recognises a more limited scope for development and a role more limited than larger settlements.

Policy 1

Settlement Strategy

The Settlement Strategy identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire.

The Area Strategies that follow later in the Plan refer to the specific settlements which fall within each category.

Principal Settlements

Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres.

They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self containment.

The Principal Settlements are: Chippenham, Trowbridge and Salisbury.

Market Towns

Outside the Principal Settlements, Market Towns are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities.

The Market Towns are: Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.

Local Service Centres

Local Service Centres are defined as smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment.

Local Service Centres will provide for modest levels of development in order to safeguard their role and to deliver affordable housing.

The Local Service Centres are: Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton.

Large and Small Villages

Large Villages are defined as settlements with a limited range of employment, services and facilities. Small Villages have a low level of services and facilities, and few employment opportunities.

Development at Large Villages will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities.

Development at Small Villages will be limited to respond to local needs and to contribute to their vitality.

The Large and Small Villages are listed in each Area Strategy at Chapter 4.

Delivery Strategy

- 3.15** The Delivery Strategy sets overall scales of housing and employment growth over the plan period, and complements the Policies in the Area Strategy that set the broad distribution of development to settlements according to their role within the settlement strategy.
- 3.16** The Delivery Strategy makes provision for approximately 160ha of employment land with new sites that supplement a review of existing supply. This responds to forecasts derived from an analysis of functional economic market areas affecting Wiltshire, for demand ranging from 95ha to 120ha. New employment land has been allocated to supplement existing supply and respond to needs to encourage new jobs and business with choices for investment. The expansion of existing principal employment areas also allows flexibility to current business and greater freedom to use land adjoining Principal Settlements and Market Towns offering further scope for economic growth.
- 3.17** The Delivery Strategy will accommodate a sufficient scale and rate of house building to meet the measure of housing need provided by the Government's standard method. The standard method has been calculated to forecast a need for 36,740 additional homes over the period 2020 to 2038. Meeting this need, homes and forecast jobs balance each other and proper account of long term migration trends. The supply of land also builds a degree of flexibility and contingency.

- 3.18** The County is divided into four areas. Area Strategies set scales of growth at settlements, allocate land for development and show where and how needs will be addressed for the following:
- housing (including affordable housing), employment, retail, leisure and other commercial development;
 - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and the provision of energy (including heat);
 - community facilities (such as health, education and cultural infrastructure); and
 - conservation and enhancement of the natural, built and historic environment, including landscapes and green and blue infrastructure, and planning measures to address climate change mitigation and adaptation.
- 3.19** A Key Diagram, below, provides an overview of the strategy and the pattern of growth proposed across the County as a whole.

Figure 3.1 Key Diagram

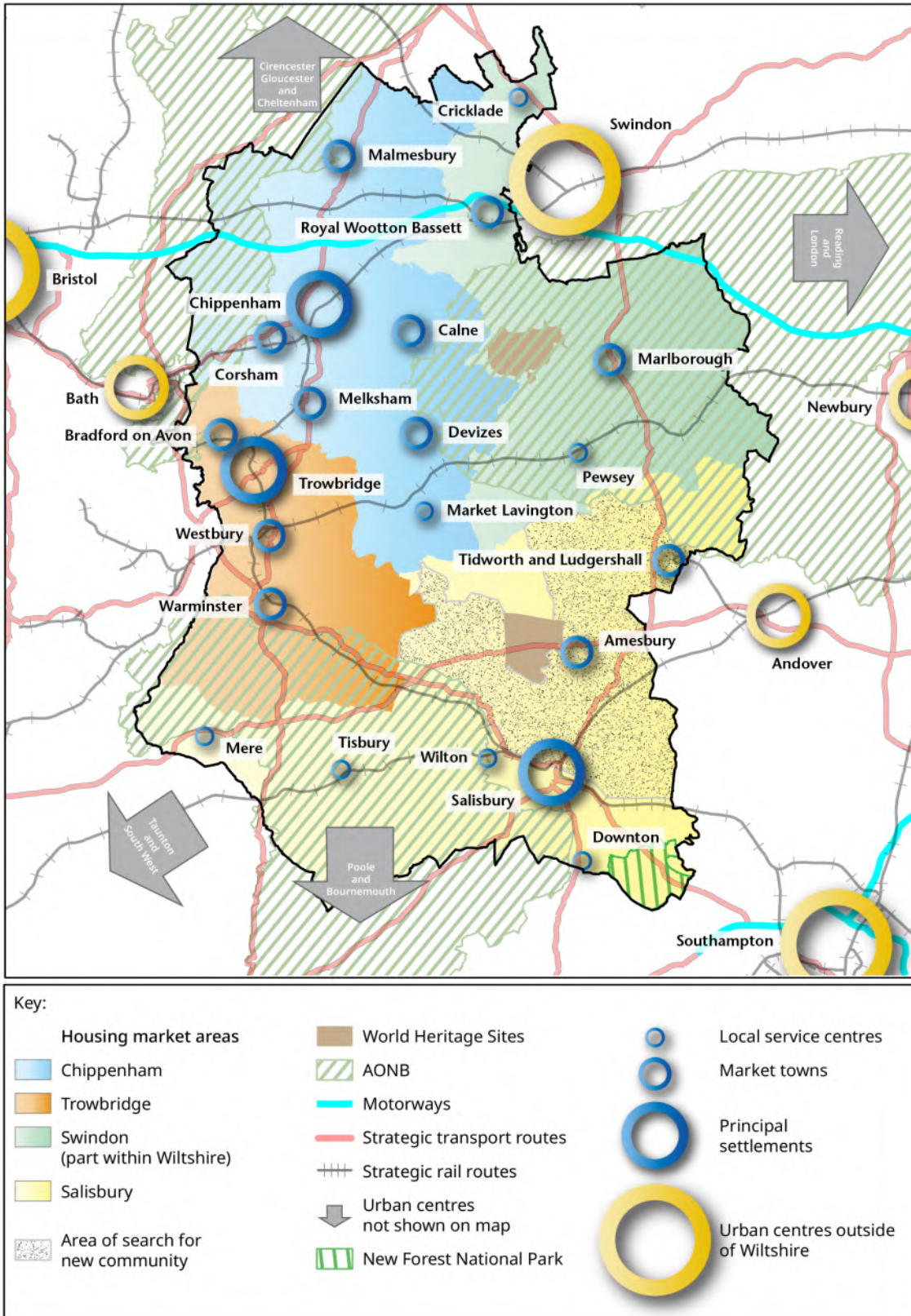
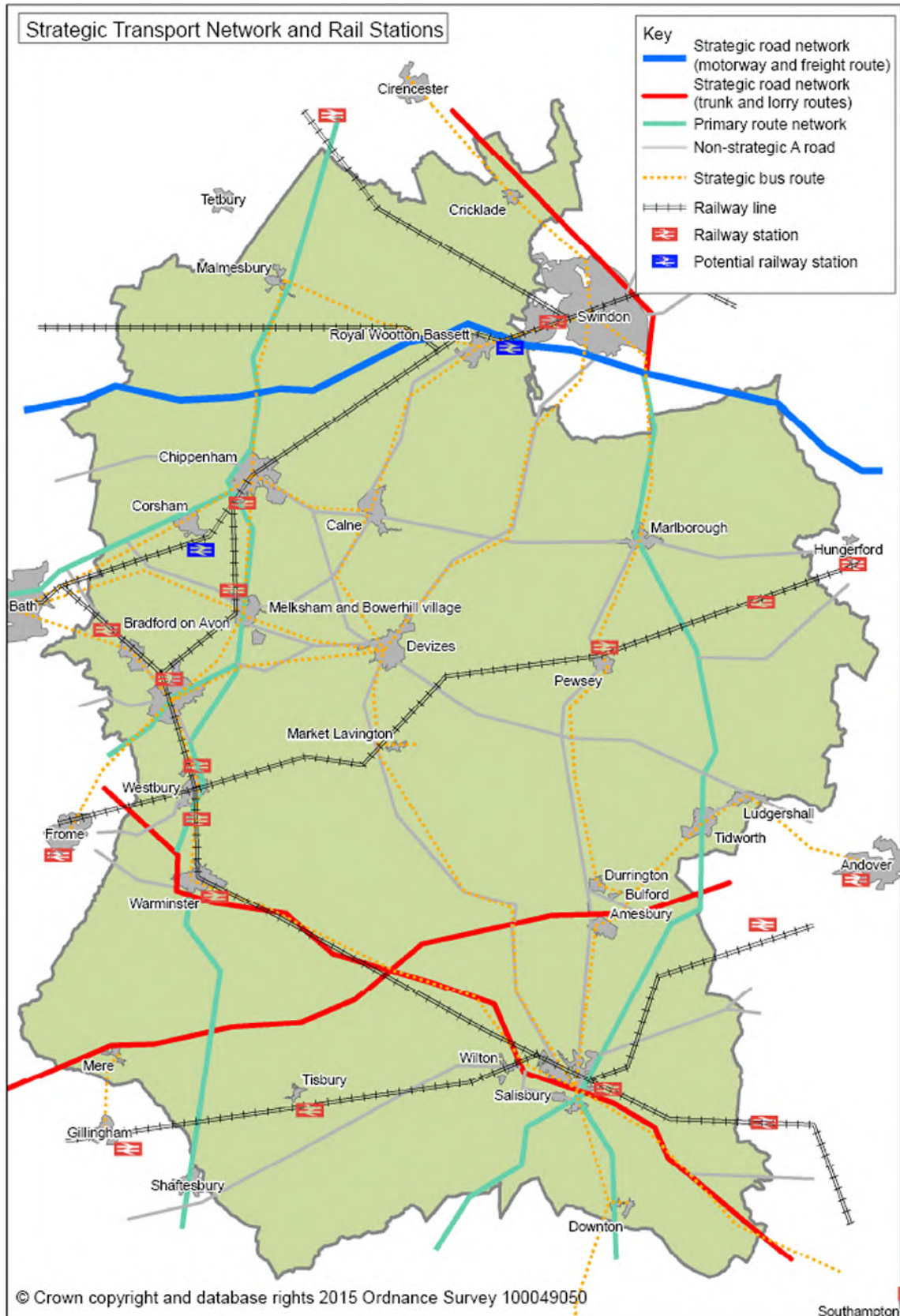


Figure 3.2 Strategic Transport Route Map



3.20 Housing requirements are stepped to reflect scales of growth that can be achieved whilst conserving and enhancing the natural, historic and built environments. They take account of circumstances in the Salisbury Area where these factors limit opportunities for development.

- 3.21** In the early part of the Plan period, to allow time both to investigate the need and location for a new community in the Salisbury Housing Market Area, and to set in motion measures to reverse the effects of pollution in the River Avon Special Area of Conservation (in terms of both volume and quality of water), house building rates will be lower than what will be possible in later years. This is explained further in the Salisbury Area Strategy in Chapter 4.
- 3.22** In accordance with the Settlement Strategy, provision, through policies, focuses on Principal Settlements and to a lesser degree on Market Towns. There is a general presumption in favour of development within settlement boundaries that define the general extent of the built up area of these settlements, Local Service Centres and Large Villages to support maximising the reuse of brownfield sites and regeneration. At these settlements, the Plan policies provide for additional employment, community facilities and specialist housing in appropriate circumstances outside but well related to settlement boundaries to support their sustainable development.
- 3.23** Policies and proposals for rural settlements and the countryside make provision to deliver:
- new homes to help meet local needs including affordable housing, support local business, services and facilities;
 - the sustainable growth and expansion of business in rural areas, both through conversion of existing buildings and where appropriate well-designed new buildings at settlements;
 - the development and diversification of agricultural and other land-based rural businesses;
 - sustainable rural tourism, which respect the character of the countryside; and
 - the retention and development of accessible local services and community facilities
- 3.24** Appropriate development will be supported at Large Villages and Local Service Centres. Neighbourhood plans will be a main means to allocate and bring forward sites.
- 3.25** Local Service Centres and Large villages may accommodate housing sites within their settlement boundaries. But sites for housing development on land beyond settlement boundaries should be identified by neighbourhood plans, subsequent site allocations development plan document or as an exception site consistent with Plan policies.
- 3.26** At Small Villages, infill proposals will be supported consistent with their character and will support their vitality. To further support these communities, policies allows for housing that meets a settlement's identified housing need or will support appropriate employment, services and facilities. Schemes will be smaller scale than Large Villages and housing developments geared more closely to meeting community needs in perpetuity.
- 3.27** In rural areas, development in the countryside beyond settlements will be controlled; generally, where it is necessary to respond to a local circumstance and consistent with national policy. Consequently, only limited types of development are permissible.

Policy 2

Delivery Strategy

In line with Policy 1, the Delivery Strategy seeks to deliver development in Wiltshire between 2020 and 2038 in the most sustainable manner by making provision for approximately 160ha of new employment land (Use Class B2, B8, E(g)(i-iii)) and approximately 36,740 homes in accordance with the form and distribution of development as set out in the policies within the four Area Strategies in Chapter 4.

The housing requirement is phased across the Plan period as follows and will be used to assess land supply:

Table 3.1

	Pre-plan adoption (2020-2024)	Phase 1 (2024-2031)	Phase 2 (2031-2038)
Housing requirement (Additional dwellings)	8,080	10,290	18,370

New housing development will be delivered in a way that prioritises the release of employment land, and the re-use of previously developed land to deliver regeneration opportunities is supported to limit the need for development on Greenfield sites.

Within settlement boundaries, as defined on the Policies Map, there is a presumption in favour of sustainable development at the Principal Settlements and Market Towns, Local Service Centres and Large Villages. Settlement boundaries will be kept up to date by the Local Planning Authority in accordance with the methodology at Appendix 2 of the Plan.

Development including employment land will be subject to the following requirements to prioritise its delivery:

- For mixed use sites: employment land will be in attractive locations on site to the market, along with appropriate infrastructure; on suitable usable land that is flat and broadly level; and be made fully serviceable and directly accessible no later than following completion of a proportion of the other uses on the wider site, which will be agreed prior to the start of development. Locations should be within walking distance of public transport routes and safe and direct walking and cycling routes.
- Marketing of employment land will be undertaken by the developer but agreed prior to the start of development and subject to oversight by the Council, who will approve the methodology and review each expression of interest to determine whether it should be pursued.
- Should the initial marketing of the employment land be unsuccessful after a period of no less than three years, the site will be transferred to the council to market and bring forward for development.

Principal Settlements and Market Towns

Scales of growth and priorities for the development of Principal Settlements and Market Towns are set out in the Area Strategies for each settlement. Sites are identified within and on the edge of settlement boundaries where development will be supported. Additional housing allocations can be identified through local communities preparing neighbourhood plans and a subsequent site allocation development plan document.

Local Service Centres and Large Villages

Development will be supported that helps sustain the vitality of these communities where it is consistent with the scale, form and role of the settlement and does not detract from its character or appearance. Neighbourhood plans will provide a main means to help carry out this role. Housing, employment and services and facilities are supported within defined Settlement Boundaries.

Sites for housing adjoining settlement boundaries will only be acceptable where identified by neighbourhood plans, subsequent Site Allocations Plan or as rural housing exception site or first home exception site.

A scale of housing growth is set for each Local Service Centre and Large Village, with Tables 4.1, 4.2 and 4.3 of the Area Strategies, that forms the housing requirement for a neighbourhood area designation in whole or part.

Small Villages

At Small Villages infill development for housing, employment or services and facilities within the existing built area will be supported where it respects existing character and form of the settlement, does not elongate the village or consolidate an existing sporadic loose knit area of development related to the settlement.

Other proposals for development adjacent to the built area of Small Villages, as determined by the local planning authority, will be supported where they are for rural housing exception sites or first homes exception sites, or provide for local employment, services and facilities; provided that the development respects the existing character and form of the settlement and its setting.

Development outside defined Settlements

Development adjoining or beyond settlement boundaries will be managed according to the following policies:

- Additional Employment Land Policy 64
- Military Establishments Policy 65
- Tourism and Related Development Policy 69
- Rural Exceptions Sites Policy 77
- Meeting Wiltshire's Housing Needs Policy 78
- First Homes Exception Sites Policy 79
- Community Facilities Policy 81
- Housing in the Countryside Policy 82

Employment Delivery

3.28 At mixed use sites a priority is placed on ensuring developable employment land (Use Class B2, B8, E(g)(i-iii)) is provided, at attractive locations to the market, along with appropriate infrastructure, so it is brought forward without hindrance as soon as practical. This will ensure residential mixed use developments genuinely support the sustainable development of the settlement to which they relate and make provision for jobs as well as homes ensuring a better balance of land uses and access to local employment opportunities. Locations should be fully serviced with all utilities, i.e. water, electricity and broadband. The rights to use utilities should exist and they must be provided to such points on the boundary of the employment site, as agreed between the developer and the Council.

Housing Delivery

3.29 Policies identify a supply of deliverable and developable land that together with a commitment to future broad locations of growth will contribute to achieving homes over the Plan period.

3.30 National planning policy requires the Council to identify a continuous supply of land for house building using the phased requirements set out in Policy 2. To support the Plan, Appendix 3, includes a trajectory illustrating the expected rate of housing delivery over the plan period.

3.31 Since the plan period is from 2020 a number of homes have already been built (referred to as 'completions'). A proportion of the land needed to meet housing objectively assessed housing needs, already has planning permission or has been identified in allocations in existing plans, including neighbourhood plans. These are referred to as 'commitments' and are kept under review to check they can still be relied upon. Policies contain measures that help plan for the remaining homes that need to come forward over the Plan period; this is referred to as the 'residual requirement'. Within the Plan, Tables are provided that help illustrate what progress has already been made to meeting requirements by setting out 'completions and commitments' and the 'residual requirement'.

3.32 The total housing requirement over the whole plan period 2020 to 2038, is 36,740 dwellings. The residual requirement for the county is under half this amount, approximately 14,800 dwellings.

- 3.33** The Plan makes provision for these new homes using the following sources, using four area strategies that sub-divide the county, beginning with those that deliver with certainty in the shorter term through to those with the ability to deliver later in the plan period.

Site allocations

- 3.34** Policies identify a site area on the Policies Map within which new homes will be built. A policy attached to each site allocation describes the approximate number of dwellings they may accommodate. A policy will also often include other uses. The policy will also set out requirements for supporting infrastructure, mitigation measures as well as design and layout. Allocations will include new ones that are proposed through this Plan together with allocations from earlier Plans that will continue to contribute towards delivery of new homes across this Plan period.
- 3.35** Ideally, most site allocations can commence within 5 years (and are termed 'deliverable'). Other, generally larger sites, are more complex and can take more time (and are termed 'developable' sites). The council monitors progress in building out sites.

Windfall and small sites

- 3.36** A significant component of housing land supply is not identified by the Plan, either because it was not known about when the plan was prepared (windfall) or is too small for it to be considered as an allocation (sites of less than 10 dwellings). An overall contribution from both these sources of supply can be difficult to predict; in particular, large windfall sites.
- 3.37** Evidence shows larger windfall sites occur perhaps once or twice per settlement, over a plan period, for example, by the redevelopment of large industrial sites. It is not possible to say that there will be a steady supply of opportunities, making an estimate based on past performance, and count on an allowance in the future. This is the case looking at a Main Settlement and also across the county as a whole. No explicit allowance for new homes is therefore made from this source. Nonetheless, such windfall site should continue to come forward over the Plan period, which will provide contingency and where they come forward will help Wiltshire maintain its housing land supply across the Plan period.
- 3.38** There is, however, strong evidence to show that there is a steady and predictable supply of new homes from small sites of less than ten dwellings. Additional homes result from the conversion of buildings, sub-division and small-scale opportunities and redevelopment. Evidence gathered over the years of recording housing completions shows it is consistent and it can be calculated reliably at a Main Settlement level.
- 3.39** In the past, supply from both windfall and small sites to whatever level that transpires, has been treated as an element of unplanned contingency. Describing a land supply starts from a position of not relying at all on any assumptions of homes being delivered from these sources. Fully meeting scales of housing growth proposed for each Principal Settlement and Market Town with Site Allocations, provides certainty that scales of growth will be achieved.
- 3.40** At some Main Settlements the supply of greenfield sites is severely limited (for example because of Green Belt, AONB or historic assets) or the release of land needs to be managed particularly carefully, due to future opportunities for expansion being more limited. Minimising its use so not to harm the overall character and setting to a settlement and allowing for steady growth.
- 3.41** At a strategic level some Main Settlements are more constrained than others. More detailed, consideration of the land coming available demonstrated the particular sensitivity of the following settlements:

Table 3.2

Constrained Settlements
Amesbury
Bradford on Avon
Corsham
Devizes
Malmesbury
Marlborough
Salisbury

3.42 At these 'constrained settlements' scales of growth are balanced with the need to help each community thrive and work toward the achievement of local priorities.

3.43 Scales of growth set by Policies for these settlements are achieved factoring a forecast contribution of homes from small sites of less than ten dwellings. This gives added protection to the character and setting of these settlements, by ensuring site allocations on greenfield land are minimised and only released when essential to do so.

Reserve sites

3.44 Sites are identified on the Policies Map and proposed for new homes taking on a specific role as 'reserve sites'. There are only a limited number in the Plan, 3 in total, that collectively may provide for 375 homes. They will only be released for development by the local planning authority should for any reason other allocations be delayed, or, the contribution from small sites fail to materialise and they are required to maintain the land supply requirements set by national policy. This provides a safeguard to allow the council to bring forward new 'plan led' sites relatively easily and to help guard against a situation where developers seek to promote speculative greenfield sites.

3.45 Policy 3 sets out precisely in what circumstances and under what conditions a reserve site may be released and brought forward.

Neighbourhood planning

3.46 National planning policy encourages communities to develop their own local vision for their area and prepare neighbourhood plans. This includes planning positively to meet local housing needs for their communities and by allocating sites for new homes within them. By their nature neighbourhood plans are 'non-strategic' but nevertheless contribute to achieving the strategic objective of providing sufficient homes.

3.47 Where a Town, City or Parish Council is preparing or reviewing a neighbourhood plan for a Main Settlement alongside the Local Plan and where it is established that they intend to allocate sites for new homes, then this expected contribution is factored into policy proposals for the relevant settlement as a contribution toward meeting a planned scale of growth. All other neighbourhood plans, including those in the rural area, are not relied upon but they nevertheless will be a source of housing supply across the Plan period.

Neighbourhood Plan Area Designation Housing Requirements

3.48 National Policy places a duty on the Council to provide a housing requirement for each designated neighbourhood area which reflects the overall strategy for the pattern and scale of development for the area and any relevant allocations. The requirement for each designation is effectively determined by the type of settlements in the plan area, as set out below. The Plan anticipates that

new neighbourhood areas will be designated over the Plan period and so sets out requirements for all settlements to provide a framework to support the preparation of neighbourhood plans across the Plan period.

- 3.49** At Principal Settlements and Market Towns Policies carry the main task of providing for the development needs for housing and employment. The role identified for neighbourhood plans, that in the main focus on their existing urban areas, is likely to provide for small to medium sites for housing development no larger than one hectare. Requirements are set individually for each settlement. The designated neighbourhood area if it includes a Large Villages also, will be higher to include the respective requirement for that settlement also.
- 3.50** In the rural area, Policies support the important role played by Local Service Centres and Large Villages because of the services and facilities, and employment opportunities they provide to their community and surrounding rural area. Requirements are therefore framed to also support these roles by associating requirements to these rural settlements. A rural neighbourhood plan area designation corresponds to the scale of growth proposed at all and any Large Villages or Local Service Centres within a designation area. A neighbourhood plan's general conformity with the Plan strategy therefore carries forward these settlements as the appropriate focus for growth. In some instances, neighbourhood designated areas include both a Market Town and Large Village, in these circumstances a requirement for the whole plan area, with clarity on the requirement for each individual settlement is provided.
- 3.51** The neighbourhood plan area designation housing requirements are provided as a part of each Principal Settlement and Market Town's Policy, and are listed for Large Villages and Local Service Centres in the Tables in the Rural Strategy for each of the four Area Strategies.

Rural housing

- 3.52** A significant proportion of new homes are built in the rural area, the majority at Local Service Centres and Large Villages. Current planning permissions for housing development in the rural area are accounted for when calculating the overall residual requirement (see above) and further planning permissions will supplement supply. The Plan does not generally allocate sites for housing development in the rural area.
- 3.53** As a source of housing land supply, an estimate is made of how many homes will be built over the plan period based on past performance, which is used to help understand how supply can be maintained over the Plan period for Wiltshire as a whole.

Broad locations for growth

- 3.54** The Plan identifies Chippenham, Melksham and Trowbridge, as settlements which should be strategically planned for the longer-term. These are referred to as 'broad locations for growth', where additional significant urban extensions should be identified towards the end of the Plan period to provide certainty over the direction of future growth at these places. Further work will define where and what scale, type, mix and form of development these may deliver, enabling a lengthy lead in to identify and Plan for the co-ordination of major infrastructure and extensive community engagement to shape their form.
- 3.55** Broad locations for growth are intended to be identified towards the end of the plan period, for delivery then and beyond its end date. They will provide additional assurance that land supply is secure and offer flexibility to adjust supply to meet higher scales of growth, should evidence shift or supply need to be supplemented.

3.56 Master planning of sites at the broad locations for growth, as work progresses, will enable sections or potentially the whole of these areas to be added to land supply in the longer term. Site specific policies will present the result of this work in development plan documents, such as a revised version of this Plan, as required by Policy 4. Through the route of a development plan document the local community can be assured that proposals resulting from this further work will have both the weight and independent scrutiny this ensures.

Area of search

3.57 An area of search is shown on the Key Diagram within which a new settlement may be proposed in the future, subject to more detailed work as a part of a future review of this Plan. Like its location, the size of a possible settlement would need to be determined too. If a new settlement is needed, building would commence towards the end of the plan period and construction would continue beyond 2038. In terms of estimated housing land supply and matching it to forecast need, an estimate is made of how many homes would be built before 2038 taking account of the planning process and necessary lead in times to assemble land, secure permission and deliver infrastructure.

3.58 To support the implementation of the delivery strategy for housing the following policy applies:

Housing Delivery

Policy 3

Reserve Sites for Housing and Broad Locations for Growth

Reserve Sites for Housing Development

Planning permission for reserve sites, as shown on the Policies Map, will be granted for appropriate proposals provided that:

- housing land supply of deliverable sites is less than five years (as set out in the annual Housing Land Supply Statement);
- the site is located within a housing market area where a shortfall has been identified by the housing land supply statement;
- the developer enters into a Planning Performance Agreement with the Local Planning Authority to: commit to early delivery of appropriate high quality development proposals, relevant to the context of the site, supported by infrastructure, and which has been informed by credible community engagement.

Broad Locations for Growth

The following settlements are identified as broad locations for growth, where additional urban extensions will be identified towards the end of the Plan period to meet longer-term strategic needs for housing and employment and ensure the co-ordinated delivery of major infrastructure:

- Chippenham
- Melksham
- Trowbridge

These will be identified through policies within a subsequent development plan document.

Climate Change Strategy

Addressing the challenge of climate change

- 3.59** The climate and ecological emergency represent one of the greatest challenges to address over the coming years. The Plan has a role in making meaningful changes through the Plan period. However, even with action now, current levels of greenhouse gases in the atmosphere will lead to changes in the local climate, such as increased average global temperatures, more extreme weather events and heightened flood risk.
- 3.60** It will be vital to the long-term sustainability of Wiltshire, and the health, safety and quality of life of its residents, that new development is planned and designed to adapt to changes in the climate. Delivering high quality design, accelerating the delivery of zero carbon buildings, maximising the benefits of green and blue infrastructure, maximising opportunities for active and sustainable modes of travel, increasing renewable energy generation and other sustainable interventions all have a role to play in helping to mitigate the impacts of high temperatures, reduce flood risk, and enhance biodiversity.
- 3.61** The council is legally obliged to address climate change through plan making as set out in Section 19 (1A) of the Planning and Compulsory Purchase Act 2004 (as amended). Moreover, the Climate Change Act 2008 contains a legally binding target for the UK to reduce its carbon emissions by at least 100% by 2050 compared to 1990 levels.
- 3.62** Climate change, enhancing biodiversity and sustainable resource management are cross cutting themes running through this plan. The majority of policies contribute to mitigating and adapting to climate change and particularly those relating to energy use and generation, air quality and pollution, biodiversity, water, green and blue infrastructure, accessibility, design, efficient and coordinated use of land, economic development and housing.
- 3.63** There are of course limitations on how far land-use planning policies can go in terms of addressing climate change. The greatest challenge lies in tackling the carbon footprint of the existing built environment as that will involve significant investment in adapting housing and businesses.
- 3.64** Policy 4 is far reaching and seeks to address many of the themes that go to the heart of tackling climate change. It acts as an anchor for several other policies within the Plan and will be a key policy consideration in its own right in the decision making process.

Policy 4

Addressing Climate Change

Development proposals must support a move to carbon neutrality and adaptation to climate change in the following ways:

- A. Minimising carbon emissions, including by:
- i. being located to reduce the need to travel and optimise the opportunities to access services and make trips by sustainable and active modes of transport (in accordance with Policies 70 and 71);
 - ii. delivering a density of development that makes the most efficient use of accessible sites (in accord with Policy 98);
 - iii. contributing to increasing use of active travel in between neighbourhoods that reduces demand for private vehicle use (in accordance with Policies 70 and 71);
 - iv. protecting and making opportunities for the sustainable movement of freight (in accordance with Policy 74);

- v. adopting the principles of the energy hierarchy as well as delivering energy efficient buildings and developments that are fit for purpose and adaptable over time thereby reducing the need for redevelopment and unnecessary waste (in accordance with Policies 85 and 98);
 - vi. taking opportunities to generate, incorporate and connect to renewable and low carbon energy infrastructure wherever feasible (in accordance with Policy 86);
 - vii. adopting the principles of the circular economy to reduce consumption of finite resources, reduce waste and maximise recycling; and
 - viii. in the case of existing buildings, retrofitting them with measures to reduce energy consumption firstly, and secondly to have a source of renewable and/or low carbon energy, in a manner consistent with their heritage interest (in accordance with Policy 86).
- B. Maximising carbon storage and sequestration, including by:
- i. providing, conserving, enhancing and restoring habitats and the connectivity of the green and blue infrastructure, in order to provide a carbon storage function (in accordance with the Council's Green and Blue Infrastructure Strategy and Climate Strategy and Policy 93);
 - ii. incorporating green and blue infrastructure, such as trees and woodland, to help to sequester carbon from the atmosphere (in accordance with Policies 90 and 93); and
 - iii. minimising the loss, degradation and erosion of soils and enhancing soil structure wherever possible (in accordance with Policy 91).
- C. Mitigating and adapting to the impacts of climate change, including by:
- i. managing flood risk from all sources associated with higher peak river flows, groundwater fluctuations and surface water associated with more extreme weather events (in accordance with Policy 95);
 - ii. relocating vulnerable uses to less critical flood zones where it is appropriate to do so.;
 - iii. ensuring infrastructure is resilient to the impacts of climate change such as overheating, flooding, drought, storms;
 - iv. providing comprehensive and multi-functional sustainable drainage systems (i.e. incorporating the four pillars of SuDS design) to serve all new development, including grey water harvesting and use (in accordance with Policy 95);
 - v. providing shade and green and blue infrastructure to reduce overheating of urban areas during warmer summers (in accordance with Policies 90, 93 and 98);
 - vi. creating places that positively promote social inclusion, interaction and well-being to help ensure that communities are more resilient to challenges such as climate change (in accordance with Policy 98);
 - vii. delivering biodiversity net gain that meaningfully contributes towards buffering and tackling the effects associated with a changing climate (in accordance with Policy 89);
 - viii. incorporating appropriate water efficiency and water recycling measures to help reduce energy demand, reduce abstraction and contribute towards reducing the impact of nutrients on the catchment of the River Avon SAC (in accordance with Policy 96); and
 - ix. minimising and mitigating air pollution (in accordance with Policy 101).
- D. Responding to the economic and policy changes that are likely to accompany climate change, including by:

- i. wherever possible reducing the reliance on the private car and road freight (in accordance with Policies 70, 71 and 73); and
 - ii. protecting high grade agricultural land for future use and to help support food security.
- E. Proposals for new development will be required to demonstrate through a Sustainable Energy Statement:
- i. how it will take account of embodied carbon, contribute to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions having regard to the above criteria (in accordance with Policy 87).

Infrastructure Delivery

Securing infrastructure provision from new development

- 3.65** An appropriate and balanced mix of new development is essential for the long-term prosperity of Wiltshire. The Plan shapes where new development should be located and presents policies to manage the pressure on infrastructure relating to speculative proposals. It will provide new homes, jobs, services and thereby support social, economic, and environmental objectives. The impact of development on local communities and the fabric of the existing built and natural environment is an important consideration. Managing this impact involves protecting existing infrastructure and securing the timely investment of new infrastructure.
- 3.66** The council will work in partnership with a range of internal and external infrastructure providers and, where appropriate, neighbouring authorities to ensure that new or improved infrastructure, including that listed in the Infrastructure Delivery Plan, Infrastructure List, and Infrastructure Funding Statements, is delivered prior to, or in conjunction with, new development.
- 3.67** The timely delivery of new infrastructure to support development proposals must be secured. To achieve this aim, the council will work with developers to prepare robust infrastructure delivery plans to support the overall delivery of strategic sites within the Plan and/ or planning application process. The delivery plan will need to be in place prior to the commencement of development and should be agreed by the council, other relevant infrastructure providers and developers. The scope of such plans will cover among other things: funding, phasing, accessibility, and impact on the surrounding area.
- 3.68** In addition to managing the provision of the new infrastructure requirements of development proposals, the individual investment plans of infrastructure providers should be recognised and fully considered. It will be important that all new development proposals build safeguards into schemes to protect and enhance appropriate services and facilities, including bus corridors, telecommunications equipment (particularly high-speed broadband infrastructure), electricity power lines, high pressure gas mains, educational facilities, health facilities, flood protection measures, water treatment infrastructure, wastewater treatment works and waste collection and management services. Developers proposing to connect to a wastewater treatment works will need to check with the utilities provider that there is adequate capacity, particularly within the catchment of the River Avon SAC. Development in areas with no mains foul system will need to ensure that there are suitable options available for sewage disposal.
- 3.69** Existing community services and facilities will be protected in line with Policy 81 and existing green/blue infrastructure will be protected in line with Policy 93. To encourage the most effective use of existing and new infrastructure, co-location and multi-functional use of land and buildings, for services and facilities, will be supported in accordance with other policies of the Plan. The provision of new or improved infrastructure will be positively supported, particularly where

opportunities arise through redevelopment or regeneration in sustainable locations, if this has no detrimental impact on the environment and contributes towards mitigation and adaptation to climate change.

Securing the delivery of infrastructure

3.70 Where new development proposals require the delivery of infrastructure, priorities will be set to manage competing demands. The broad categories of prioritisation (i.e., essential infrastructure will be afforded the highest priority) are set out below, but the indicative list of infrastructure typologies should not be viewed as exhaustive, nor as being conveyed in a particular order of preference.

Essential Infrastructure:

3.71 Essential infrastructure including but not limited to:

- sustainable transport measures including bus, rail, road and active travel schemes such as Local Cycling and Walking Infrastructure Plan (LCWIP) projects
- water, sewerage, and electrical utilities and connecting services, including low-carbon and renewable energy
- flood alleviation and sustainable drainage schemes
- telecommunications facilities, including fibre-optic superfast broadband connectivity services, to serve local communities and the business community
- education including early years and SEND
- healthcare facilities
- emergency services
- waste management services such as collection, recycling and processing facilities
- green and blue infrastructure projects designed to address the climate and ecological emergency
- projects needed to ensure compliance with the Habitats Regulations.

Place-shaping Infrastructure:

3.72 Place-shaping infrastructure including but not limited to:

- community safety in the public realm
- maintenance and improvement of Wiltshire's heritage assets, including the long-term storage of archaeological finds and archives
- leisure and recreation provision
- public open space provision
- town centre management schemes
- employer engagement and training schemes
- cultural and community facilities
- libraries
- public art and streetscape features
- cemetery provision.

3.73 The broad prioritisation of infrastructure provision has been designed to ensure that development proposals present solutions to address essential requirements first and then place shaping items next. This should not be taken to imply that place shaping infrastructure is of lesser importance,

rather than the precise timing of providing it is not critical to the phasing of development. It may also be the case that a particular infrastructure project might deliver multiple benefits. For example, a new landscaped pedestrian footpath or cycleway could deliver sustainable transport, green and blue infrastructure, and recreation improvements. Infrastructure requirements are identified through working with providers and listed within the Infrastructure Delivery Plan, which will be updated over the plan period. Infrastructure requirements may therefore change. The council will be flexible and responsive to any changes.

3.74 Every proposal will be dealt with on its merits and influenced by the detail presented in the Council's Infrastructure Delivery Plan. These requirements will be sought in addition to other costs associated with development, such as affordable housing, on-site utilities infrastructure and transport access requirements.

3.75 The council will seek to ensure that the cost of providing necessary infrastructure will be met through the appropriate use of planning obligations and the Community Infrastructure Levy (CIL). An Infrastructure Funding Statement will be published on an annual basis to ensure that developers and local communities can see when and how money is collected and spent in relation to infrastructure provision. Agreement between the council, other relevant infrastructure providers, the community and developers over the extent and amount of developer contributions will be sought through the planning application process.

Policy 5

Securing Infrastructure Provision from New Development

All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/ or through an appropriate financial contribution prior to, or in conjunction with, new development. In ensuring the timely delivery of infrastructure, development proposals must demonstrate that full regard has been paid to the Council's Infrastructure Delivery Plan and all other relevant policies of this plan. Joint working with adjoining authorities will be encouraged to ensure that wider strategic infrastructure requirements are appropriately addressed.

In the event of competing demands for infrastructure provision, developer contributions will be sought in the following order of priority:

1. essential infrastructure
2. place-shaping infrastructure

In circumstances where a developer considers a development to be unviable, a viability assessment, undertaken by an independent third party, on terms agreed by the council and funded by the developer, will be required as part of the submission of a planning application. This will involve an independent 'open book' approach funded by the developer. If the viability assessment adequately demonstrates that development proposals are unable to fund the full range of infrastructure requirements, then the Council will:

- i. consider whether a reduced level of infrastructure funding will render the scheme unsustainable;
- ii. where a reduced level of infrastructure does not render the scheme unsustainable, prioritise seeking developer contributions in the order set out above; and
- iii. consider use of an appropriate mechanism to defer part of the developer contributions requirement to a later date, as agreed by all parties.

Delivery responsibility

This policy will be delivered by:

- i. the direct provision of facilities and services by the Council and its public and private sector partners, reflected in the Infrastructure Delivery Plan;
- ii. the development management process. Planning conditions and planning obligations (largely through section 106 agreements) will be sought to mitigate the direct impact(s) of development, secure its implementation, control phasing where necessary, and to secure and contribute to the delivery of infrastructure made necessary by the development. The Council's Planning Obligations Supplementary Planning Document (and any successor document) provides more detail about its approach to securing developer contributions;
- iii. utilising developer contributions to provide enhancements to local facilities and services;
- iv. liaison through the area boards with town and parish councils and appropriate local stakeholders to identify community infrastructure requirements to help establish local priorities;
- v. partnership work with infrastructure providers, neighbouring authorities, and other stakeholders, to identify requirements for and to facilitate appropriate community infrastructure development; and
- vi. the Community Infrastructure Levy (CIL), which will be one of the funding mechanisms that the Council will use to fund local infrastructure in line with the Infrastructure Funding Statement.

4 Area strategies

Area strategies explained

- 4.1** Wiltshire is divided into four separate Housing Market Areas (HMAs) and is shown on the Key Diagram - Figure 3.1. These areas are based around the settlements of Chippenham, Salisbury, Trowbridge and the Wiltshire element of the Swindon HMA. For each there is an area strategy.
- 4.2** Area strategies set out community priorities and the outcomes that development can achieve for each Principal Settlement and Market Town supporting their role and function as places, as set out in Policy 1. Area strategies also set scales of growth to be achieved at each settlement over the plan period, in accordance with the delivery strategy set out in Policy 2.
- 4.3** The scales of growth proposed within this Plan are informed by social and economic forecasts. These forecasts use broader geographical areas than individual settlements because this reflects how business and households make decisions, such as where to live, work, run a business or commute.
- 4.4** Evidence about Wiltshire's economy identifies three different broad economic areas within Wiltshire. They each have distinguishing characteristics and it is appropriate to distribute growth according to each ones strengths and opportunities.
- 4.5** The economy in the south of the county has a greater emphasis upon office and professional types of business whilst elsewhere there are strengths in sectors like advanced engineering. Other areas are relatively slower performing because of the legacy of weaker sectors, such as traditional manufacturing, which continues to decline.
- 4.6** A main feature defining each of the three Functional Economic Market Areas (FEMAs) within the county is their access to markets and how they are served by main transport routes. This is an important factor determining their attractiveness to investment and the advantages they offer for different sectors. The three FEMAs are the M4 corridor, A350 corridor, and A303 corridor
- 4.7** The four HMAs broadly correspond to the three FEMAs. The M4 corridor generally relates to the Swindon HMA but also goes into and overlaps with the Chippenham HMA. The Chippenham and Trowbridge HMAs broadly correspond to the A350 corridor, whereas the A303 corridor FEMA broadly matches the Salisbury HMA. The HMAs are used as the geographical basis for the Area Strategies.
- 4.8** Settlements have differing prospects for growth associated with their attractiveness to investment and because of the existing structure of their economies. This influences the scales of growth to plan for at each settlement, both in terms of what locations and types of business to plan for, but also how many additional workers can be anticipated and the number of new homes that will be needed.
- 4.9** The preparation of the Plan has been influenced by a breakdown of total housing need to the four HMAs (see below), with each having their own common characteristics in terms of house purchases, prices and rents as well as forecast growth, differing age profiles and migration trends. The majority of the employed population both live and work within one area. Evidence suggests that many people who move house without changing employment generally choose to stay within it. HMAs are therefore an appropriate basis to address provision for new homes. Additional housing can be aligned to where it is needed if it is apportioned by HMA.
- 4.10** Wiltshire is noted for the attractiveness of its natural and historic environment. Extensive areas are designated as Areas of Outstanding Natural Beauty where development needs to be carefully managed. Heritage assets and ecological designations are also abundant. Their protection is very important and this influences the scale of growth to plan for at settlements. As well as protecting

historic and natural features, the demands upon natural and man-made resources influence scales of growth. The characteristics of different areas of Wiltshire vary in terms of their ability to support growth, be that in terms of flood risks and water supply, or critical infrastructure like education, health and transport.

- 4.11 It is important when planning for Wiltshire's future growth to seek to meet development needs whilst conserving and enhancing built, natural and historic environments. The Plan addresses this challenge by setting out an approach within four Area Strategies to recognise and plan for the different needs, constraints and opportunities that are present throughout Wiltshire.
- 4.12 The scales of housing and employment needs in each area are estimated as follows.

Table 4.1

Area	Estimated Housing Need (2020-2038) (dwellings)	Forecast Employment Land Demand (2020-2038) - Range Maximum (Hectares)
Chippenham	13,625	50.5
Salisbury	11,015	32.1
Swindon	3,455	18.1
Trowbridge	8,640	19.3

- 4.13 The distribution of growth within an area, one settlement compared to another, has been arrived at by a consideration of possible alternatives, by discussing local priorities with Town and Parish Councils and wider public consultation. The starting point was the approach taken within the existing Core Strategy and what evidence points to the need for any change in direction. The result of this process is summarised very briefly at the beginning of each area strategy before policies for each settlement.
- 4.14 Policies for each Principal Settlement and Market Town establish the framework for how each main settlement will develop over the plan period, including scales of growth for additional dwellings and employment. Policies also set out how each settlement's proposed scale of growth will be achieved. In addition, infrastructure and community facilities are identified to support the level and distribution of growth proposed.

Delivering Allocated Sites

- 4.15 This part of the Plan allocates new land for development through a series of place-based spatial policies. These policies require, in certain circumstances, planning applications be informed by a masterplan that secures the principles and requirements established in the relevant policy. Where a masterplan is required, it is expected that once agreed, this will set out the parameters to inform the design, layout and delivery mechanisms for the site.
- 4.16 To inform the development of larger and more complex allocations, Concept Plans are provided. They show how the land uses proposed can be accommodated on site. Concept Plans also show what land would be left undeveloped, for instance, to help maintain the setting of a particular settlement, important views, access to the countryside or the setting and separate identity of villages in the wider landscape. They identify areas where there will be planting to provide an attractive environment and opportunities for ecological enhancements. They also show possible locations for infrastructure and facilities necessary to support a growing community such as new

schools, additional space for formal sports, public open space, allotments and other such uses. This can help guide and manage expectations amongst landowners and encourage collaboration to achieve the best possible form of development whilst conserving and enhancing the natural and historic environment. The principles of these should inform Masterplans where required by policies.

4.17 All detailed proposals for site allocations should include at least the following:

- A mix of housing types, including affordable homes, sustainable construction and accessibility standards set out in the Plan
- Public open space and play facilities
- Biodiversity Net Gain
- Low carbon energy generation (on-site renewables)
- Sustainable Drainage Systems (SuDS) with no surface water connection to the foul sewer network
- Retention of existing hedgerows, water courses and trees within a layout that provides long term protection and enhancement in accordance with the council's Green and Blue Infrastructure Strategy
- Measures to promote active means of travel, public transport and other transport connections within and outside of allocated development sites.

4.18 Policies in this Plan set out requirements and expectations for each of these elements. Site allocation policies contain mitigation and infrastructure requirements that need to be read alongside the Plan as a whole. Design and layout should seek to work with natural features on all sites such as local wildlife and recreational corridors. Direct improvements and/or funding contributions may be required to secure water and electricity supply infrastructure, including waste water disposal, subject to confirmation by operators.

Strategy for the Chippenham HMA

- 4.19** Chippenham is one of Wiltshire's three largest settlements and as a Principal Settlement is therefore a main focus for housing and employment growth in the Plan. Evidence supports a greater focus of growth and delivery than in previous plan periods, when there was a period of limited land availability; a consequence of which was to help fuel growth exceeding the plan intentions at other settlements nearby.
- 4.20** Chippenham has good prospects for growth and is comparatively less constrained than other settlements. Expansion will, however, require considerable investment in infrastructure and community facilities. One important component of growth is a new link road to connect the A4 and A350 to provide for a more resilient local transport network in the town and address congestion in the town centre, which in turn helps encourage sustainable transport options.
- 4.21** There has been increasing demand for new premises to serve the logistics sector and significant interest from regional and national operators for floorspace along the M4 corridor junctions. New development is taking place at junction 17 to the north of the town, and further land is being promoted by developers. While the Plan doesn't allocate any specific site or additional land, it is positive about future development within the Chippenham area at junction 17 of the M4 motorway, provided prospective developers can demonstrate the safe operation of the strategic and local highway network, once the cumulative impact of growth identified within the Plan has been considered, as well as satisfactorily addressing other planning considerations.
- 4.22** Melksham is one of five Market Towns in the area. Compared with other settlements it is relatively less constrained and its location on the A350 makes it attractive for business investment. An eastern bypass is proposed at the town to improve the functionality of the A350 as part of the strategic road network. Calne, similarly, is less constrained and both towns have experienced significant pressure in relation to housing in recent years than planned for, partly due to the slower delivery of housing at Chippenham.
- 4.23** In terms of the other Market Towns in this HMA, Corsham, Devizes and Malmesbury have accommodated greater levels of house building than originally planned and these settlements are also environmentally more sensitive and more vulnerable to harm. They are constrained settlements because opportunities for outward expansion are more limited than others. Within these settlements, the scales of housing growth being proposed in the Plan are significantly lower than in the past.
- 4.24** Evidence supports a good spread of opportunities for employment development along the A350 corridor. To provide a good choice of sites for investment results in total land supply in excess of forecast demand. Evidence also supports provision for more employment opportunities at Chippenham, Melksham and Calne; with Corsham, Chippenham and Melksham considered one cluster in terms of demand and supply. The constrained nature of Corsham removes scope for land allocations for employment development in this Plan. At Calne, where housing development has carried on apace, additional employment land addresses concerns about growing imbalance between local employment and the population. At Devizes and Malmesbury, existing supply of land for employment development does not require further allocations.
- 4.25** Outside the above Main Settlements, in the rural area, the overall scale of housing growth is broadly equivalent to past rates of housing development. New business and employment development is also significant but generally met over a large area by small scale developments outside the scope of specific allocations within the Plan. As occurs already, developments are guided by policies of the Plan. Land and sites for development may also be allocated by Neighbourhood Plans or brought forward as Neighbourhood Development Orders to suit individual rural community needs.

4.26 The distribution of housing and additional employment provision for the Chippenham Area is summarised in the tables below. For housing, the table also shows how many new homes have already been built or planned for over the plan period because they already have planning permission or are allocated for development. The allocations in this Plan will contribute towards delivering the residual figure left to be planned for.

Table 4.2

Settlement	Housing growth (2020-2038) (dwellings)	Completions and commitments (2020-2022)*	Residual at 1st April 2022*
Chippenham	5,850	3,759	2,090
Calne	1,230	635	600
Corsham	360	105	260
Devizes	980	936	40
Malmesbury	600	611	0
Melksham	2,160	1,036	1,120
Rural Area	2,460	1,732	730

4.27 Residual rounded to the nearest ten dwellings.

Table 4.3

Settlement	Employment Land Supply (ha)
Chippenham	42.5
Calne	5.1
Corsham	-
Devizes	9.9
Malmesbury	3.3
Melksham	5.5
Rural Area	-

Chippenham Principal Settlement

4.28 Chippenham has excellent transport links, which make it an attractive location for business investment and significant housing growth. There are opportunities for further growth, beyond those sites being allocated in this Plan, that represent a new direction for the town's expansion.

4.29 Chippenham is home to a number of Wiltshire's larger employers in sectors including manufacturing, pharmaceuticals, IT and electronics. Evidence suggests that there is virtually full occupancy of sites and premises, and that while allocated and permitted sites will help meet demand, businesses report a shortage of availability. New land for business and new jobs therefore will be incorporated within the proposed extension to the town, with potential for small scale opportunities through the regeneration of sites within the town's central area.

4.30 The scale of growth being proposed will exacerbate traffic congestion in and around the town. A new distributor road to link the A4 with the A350 will therefore be required as part of a wider strategy to alleviate congestion and encourage sustainable travel. This will be delivered through the Plan's proposal for a mixed use extension to the south of Chippenham. It is anticipated that construction of the site will come forward during and beyond the Plan period.

4.31 The southern expansion will complement allocations in the Chippenham Site Allocations Plan and will underpin a step change in housing delivery alongside additional employment, community uses and supporting infrastructure that includes a southern relief road. It has additional potential to accommodate further development beyond 2038, which can be considered through a future Plan

when the plan period is extended. As set out in Policy 3, the Plan identifies Chippenham as a settlement where the pattern for the longer-term future of the town should be identified towards the end of the Plan period, this is referred to as a broad location for growth and reflected in the following policy.

Policy 6

Chippenham Principal Settlement

Development at Chippenham will:

1. Provide new employment opportunities including for Small and Medium Enterprises (SMEs) and start-up businesses with a strong emphasis on timely delivery to redress the existing levels of net out-commuting within the town and better enable people to live and work locally.
2. Ensure the Town Centre will be a vibrant meeting place for the community to shop, interact and enjoy their leisure time, and a visitor destination in its own right by:
 - serving as a centre for sub-regional public services; and retaining a mix of national traders and attracting independent traders whose presence will embed its Market Town character;
 - conserving and enhancing the special historic character of the Town Centre;
 - developing the Bath Road Car Park and Bridge Centre site as a mixed-use scheme which complements and enhances the town centre and secures completion of planned highways improvements; and
 - continuing to make improvements to Chippenham Railway Station and Cocklebury Road area to attract inward investment to this area.
3. Improve access to the River Avon valley through Chippenham as an important green and blue infrastructure corridor for the town.
4. Ensure a network of well-connected footpaths and cycleways and connectivity for public transport across the town, to/from the town centre, and through into the surrounding countryside, so that more people can choose active travel and public transport as a means of getting around.
5. Link the A4 to the A350 which will provide for a more resilient local network addressing traffic congestion within the town centre.
6. Deliver funding contributions towards provision of health services and the creation of additional secondary school places, including at the existing Chippenham secondary schools and a site safeguarded for a future 10 Form Entry secondary school.
7. Deliver funding contributions towards a Chippenham Transport Strategy.
8. Respect the individual identities of villages within the landscape setting of Chippenham and their relationship to the town.

Over the plan period (2020 to 2038) approximately 5,850 homes and 42ha of employment land will be provided at Chippenham, including:

Existing allocations at South West Chippenham and Rawlings Green.

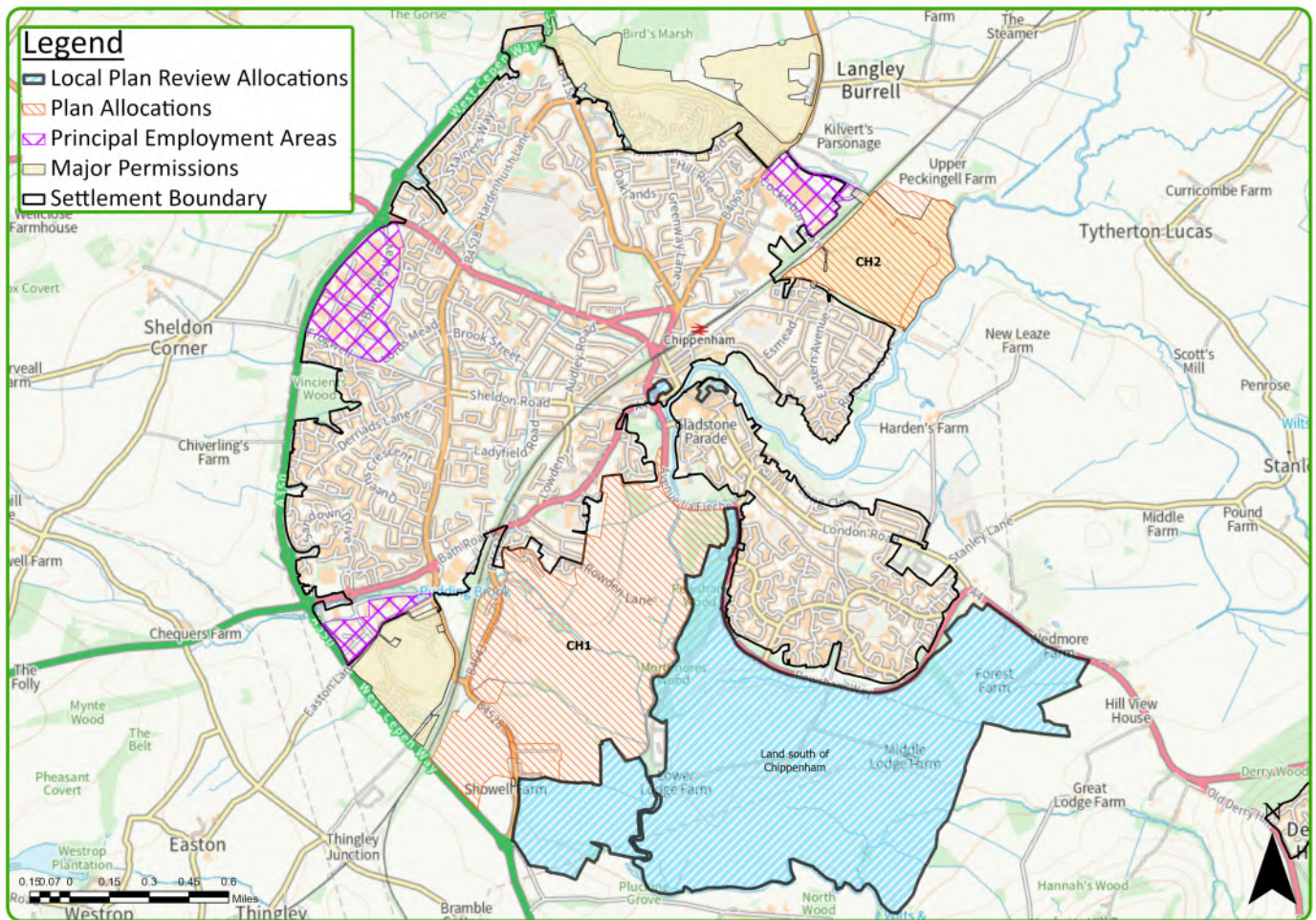
New allocation for approximately 2,525 dwellings and 15ha of employment land.

A neighbourhood area designation requirement for 200 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Bumpers Farm Industrial Estate, Methuen Park and Parsonage Way Industrial estate.

Longer term, a broad location for growth will be considered for further housing, employment development and co-ordinated delivery of infrastructure.

Figure 4.1 Chippenham Policies Map



Site Allocation - Land South of Chippenham and East of Showell Farm

- 4.32** Approximately 347ha is allocated for the development of 2525 dwellings, 15ha employment land, along with a district and local centre, schools and an extended River Avon country park. It is well located with regard to local facilities and services. It forms an southern expansion of the town of Chippenham. Development will be designed so as not to encroach on the nearby villages and in particular Lacock and Derry Hill.
- 4.33** The allocation will require a new road transport corridor linking the A4, east of Abbeyfield School, southwards to link with the A350 via a new river bridge. New and improved walking and cycling routes, including the Avon Valley Walk, to the existing and planned community would encourage future residents to use sustainable forms of transport and promote active lifestyles.
- 4.34** The River Avon corridor to the west and south of this site will need to be protected from noise and light pollution by leaving wide, dark undeveloped buffer zones that will benefit wildlife.

Policy 7

Land South of Chippenham and East of Showell Farm

Land at South Chippenham, as identified on the Policies Map, is allocated for mixed use development of approximately 2,525 dwellings, approximately 15ha employment land, a district and local centre and two 2 Form Entry primary schools incorporating two 80 place nurseries, and two additional 80 place nurseries.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

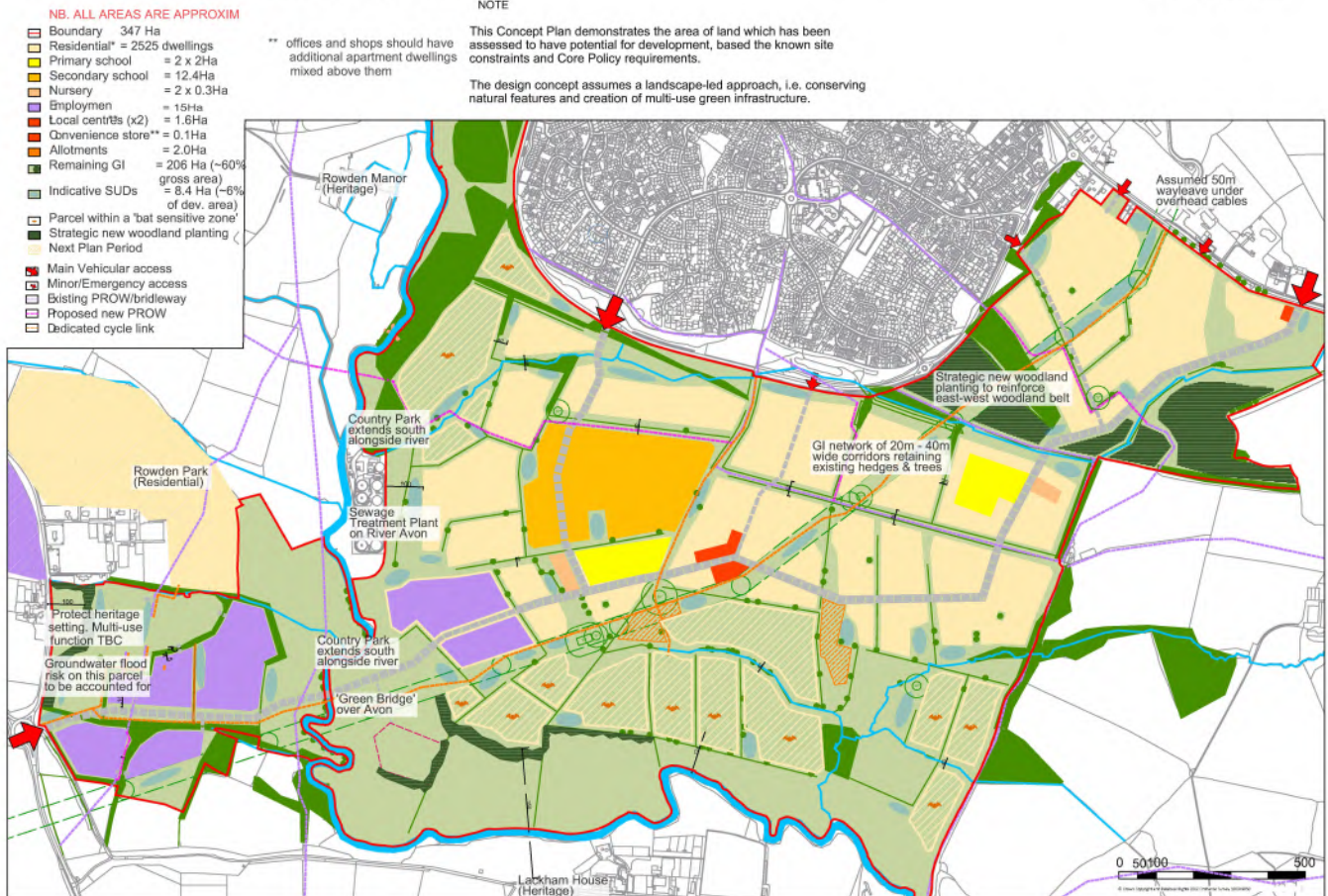
- new road transport corridor from the A4 southwards connecting with the A350 via a new river bridge delivered in accordance with trigger point(s) determined by a transport assessment;
- improvements to cycling and walking, having regard to the Chippenham Local Cycling and Walking Improvement Plans, through the site to link with the existing network, including Pewsham Way, and connections through to the town centre and Chippenham Community Hospital;
- provide internal bus priority networks, including bus connections with the railway station and the town centre;
- an extension to the River Avon Country Park;
- improved green and blue infrastructure corridors alongside the River Avon and habitat creation throughout the site layout to provide connectivity to adjacent or nearby habitats;
- allotments;
- no development within 30 metres of the Sewage Treatment works. Further investigation and mitigation will be necessary;
- protection of the route of the former canal;
- enhancement of retained features to mitigate against the loss of pastoral land of relatively low ecological value;
- areas of planted wet woodland near to watercourses to provide stepping stones for connectivity between established woodland areas;
- landscape mitigation to safeguard areas of highly sensitive surviving historic landscape character;
- avoiding impacts on designated and non-designated heritage assets including Showell Farm, Rowden Conservation Area and respecting the setting of Lackham House;
- preserve archaeological remains as determined by archaeological survey and mitigation strategy;
- taking due regard of the Minerals Safeguarding Area that is present alongside the River Avon;
- crossing over the River Avon allowing onward travel through Rowden Park to the Chippenham Community Hospital Site. Potential measures include bespoke provision of bus service provision and/or footway/cycleway paths across third party land; and
- Reinforcements to off-site water supply and foul network infrastructure, including offsite sewer. Depending on scale of development west of the River Avon, works may be required to the twin syphons crossing beneath the river.

4.35 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.2

Land South of Chippenham and East of Showell Farm

Concept Plan

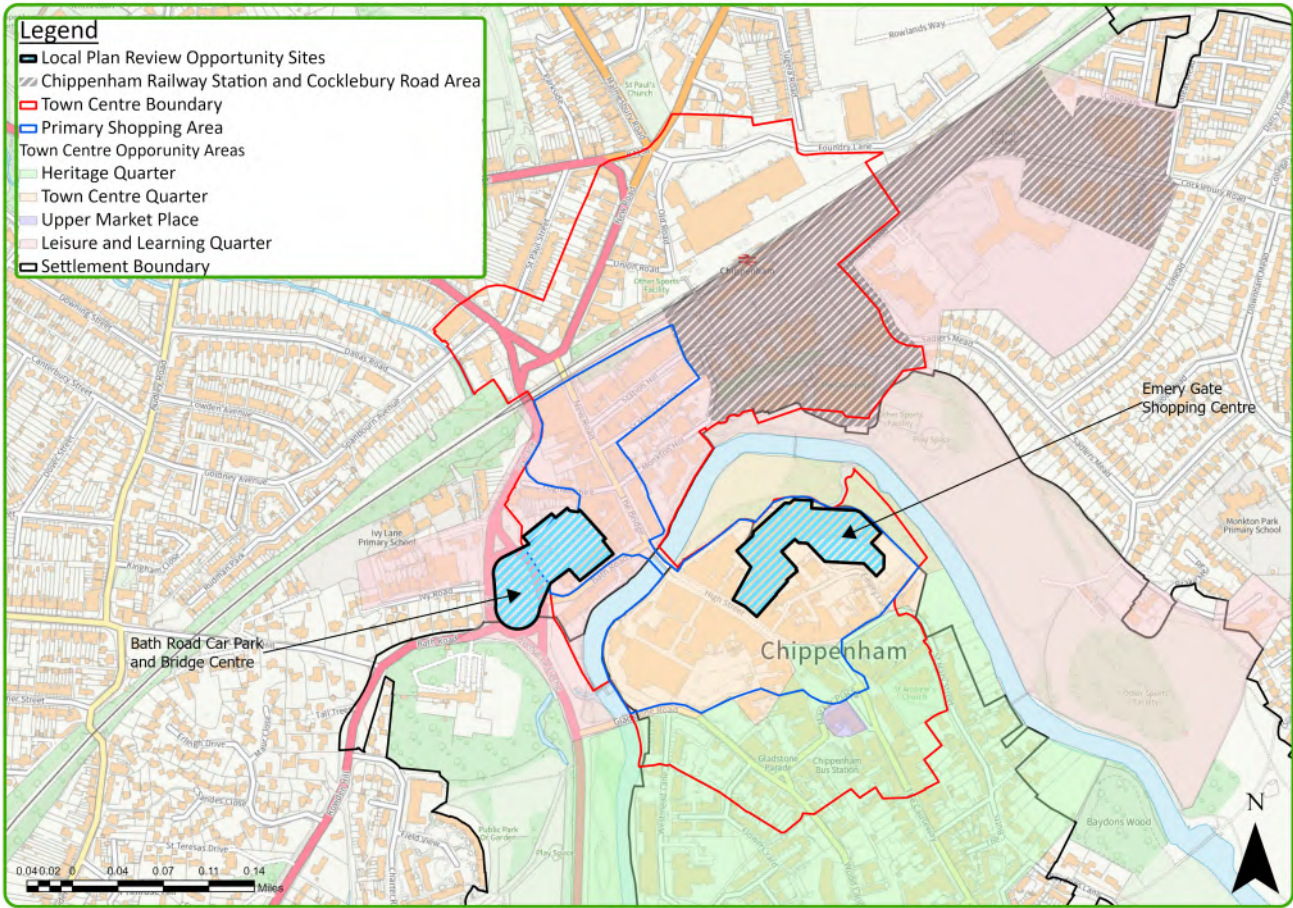


Chippenham Central Area

- 4.36** Chippenham is defined as a Principal Settlement in the town centre hierarchy for Wiltshire. Its Town Centre boundary and Primary Shopping Area boundary are shown on the Policies Map and in Figure 4.3 below. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres. The town centre benefits from good links with the Chippenham Railway Station and the adjacent established employment area at Cocklebury Road.
- 4.37** Chippenham provides services and facilities for the local community and residents in surrounding villages in north Wiltshire. The Retail Study 2020 identifies that Chippenham experienced a decade of strong retail growth. This has included the development of several out-of-town convenience and comparison-shopping sites. The town centre has in recent years seen changes.
- 4.38** Due to new supermarkets being granted planning permission in recent years which caters for demand, new sites for additional convenience retail at Chippenham are not being proposed in the Plan.
- 4.39** In terms of comparison shopping, whether Chippenham has any needs for improvement beyond those already achieved over the past decade is likely to be challenging on the basis of the current state of the UK non-foods sector and a general reluctance by a number of retailers to open new stores or expand. The continuing influence of larger competing destinations such as Bath, Bristol, Swindon Outlet Centre and Cribbs Causeway regional shopping centre is expected to continue to draw comparison shopping spend away from Chippenham.

- 4.40** The Bath Road Car Park and Bridge Centre Site, as shown on Figure 4.3, has been a longstanding allocation to form an extension to the town centre through the provision of a new supermarket and comparison units. However, the site has yet to be redeveloped and the current allocation proposals are unlikely to be delivered. The site remains important as an extension to the town centre, but it should provide a wider mix of uses including retail, commercial, cultural, leisure, evening economy and residential uses. Highway improvements to the Bridge Centre gyratory will also be necessary to enable the reuse of the site to be considered comprehensively.
- 4.41** It is important that Chippenham High Street continues to play a key role in the function of the town centre. Proposals include strengthening it as a commercial hub, providing more residential opportunities, supporting more shops and providing more leisure opportunities including the night economy. Emery Gate Shopping Centre, as shown on Figure 4.3, offers the opportunity to be refurbished and remodelled to broaden what is on offer to include leisure, evening economy and residential opportunities, whilst still retaining some units for retail use.
- 4.42** Other changes to the Town Centre include making it a more pleasant space for people by reducing the dominance of cars, providing more seating and using different paving surfaces and planting.
- 4.43** The River Avon flows through the town centre. The riverfront area includes Monkton Park which could be adapted to allow for more leisure activities on the riverfront, whilst also making improvements to the setting and quality of the river and replacing the outdated weir structure.
- 4.44** Chippenham Railway Station is an important public transport interchange and transport gateway to the town centre and to the nearby Wiltshire College and businesses, located in the Cocklebury Road area and on Langley Park Industrial Estate. The Cocklebury Road area provides the opportunity for further inward business investment that will enhance the identity of the area and complement the town centre.

Figure 4.3 Chippenham Town Centre



Policy 8

Chippenham Town Centre

Proposals which contribute to the delivery of a thriving, vibrant and prosperous town centre will be supported. Significant development proposals within the town centre should contribute to its regeneration and repurposing to support its role as a resilient service centre and a primary location for services and facilities to meet the day to day needs of communities in north Wiltshire.

Proposals for redevelopment, informed by Masterplans prepared by the developer, in consultation with the local community and local planning authority, will be supported in the opportunity sites as shown on the Policies Map, as follows:

Bath Road and Bridge Centre - will form an extension to the town centre to provide a mix of retail, commercial, cultural, leisure, evening economy and residential uses and to secure highway improvements. Development must ensure:

- heritage assets are protected and enhanced;
- pedestrian links to the town centre and River Avon corridor are improved and enhanced; and
- a review is carried out of car parking requirements at the Bath Road Car Park to consolidate that use where possible and open up development opportunities on the site.

Emery Gate Shopping Centre - Refurbishment and reconfiguration to include a mix of retail commercial, leisure, evening economy and residential uses. Development must ensure:

- the shopping centre retains some anchor retail units, which in combination with other uses help to encourage people to visit the town centre;

- any residential uses will be on upper floors and not have a detrimental impact on the continuing use of other units for retail, leisure and commercial uses;
- active frontage onto the River Avon corridor is maximised;
- improved pedestrian links between the shopping centre, the River Avon and the High Street; and
- a review is carried out of car parking requirements at the Emery Gate Car Parks to consolidate that use where possible and open up development opportunities on the site.

Chippenham Railway Station and Cocklebury Road Area- Proposals for further inward business investment in this area will be supported. Development must ensure improved pedestrian and cycling links to/from the Railway Station, nearby residential areas and the town centre will be provided.

Development of all sites within the town centre should be inline with the Chippenham Place Shaping priorities and Policy 68 Managing Town Centres

Neighbourhood Planning

4.45 A Chippenham Neighbourhood Plan, focused on the town parished area, is being prepared by the local community led by Chippenham Town Council. The neighbourhood plan requirement for the designated area is 200 homes over the Local Plan period to 2038. The total requirement is relatively modest for the plan area and recognises that it can be difficult to identify residential sites within urban areas which by their nature often come forward as windfall sites. The requirement can be delivered through the emerging and/or a future neighbourhood plan for Chippenham town. While the emerging neighbourhood plan is not currently proposing to allocate sites for housing, it does include a proposal for the redevelopment of the Bath Road and Bridge Centre site which includes residential uses as part of a mix of uses. This would contribute towards the housing requirement identified within this Plan.

Calne Market Town

- 4.46** Calne is not significantly constrained, in environmental terms when compared with some of the other Market Towns in the HMA, and in recent years has seen rates of housing growth higher than those planned for in the development plan. Alongside new homes there has been some recent investment in retail within, and out of the town centre. However investment in the town centre has been limited in recent years.
- 4.47** Evidence suggests that further significant growth would not be appropriate for the town; this includes in combination with new road links that would, overall, not deliver clear positive benefits. A key consideration under-pinning the strategy for the town is more balanced growth between housing and employment, with investment in businesses, services for the local community and a stronger town centre. New employment land is needed to help diversify job opportunities with a move away from a concentration in manufacturing.
- 4.48** Careful consideration has been given to the potential impacts of any new development on traffic congestion and air quality issues along the A4 in Calne town centre.

Policy 9

Calne Market Town

Development at Calne will:

1. provide a balanced approach to housing growth, that allows the wide-ranging housing needs of Calne to be met whilst preserving the special market town feel, including its heritage and landscape qualities;

2. protect and provide new and existing employment land, ensuring the role and function of Calne is maintained as an important local employment centre;
3. support development that is well connected to Calne Town Centre by sustainable modes of transport and encourage delivery of infrastructure such as primary schools, open space, allotments, land for cemetery space and health services to support sustainable communities;
4. ensure infrastructure improvements to the local road network where necessary that will aim to reduce traffic congestion and improve air quality in the town centre;
5. minimise the impact of development and associated infrastructure on the environment to help meet the Calne Town Council Climate and Environmental Emergency Pledge;
6. be supported by the implementation of a Town Centre Masterplan to ensure continued investment in the town centre and improve the provision of services, facilities and amenities, particularly the level and quality of retail outlets, hospitality venues and public spaces;
7. provide and promote sustainable transport and active travel, including new and improved bus routes and pedestrian and cycling routes;
8. deliver funding contributions towards a Calne Transport Strategy; and
9. deliver funding contributions for secondary education may be required, dependent on available school places at the time of the application.

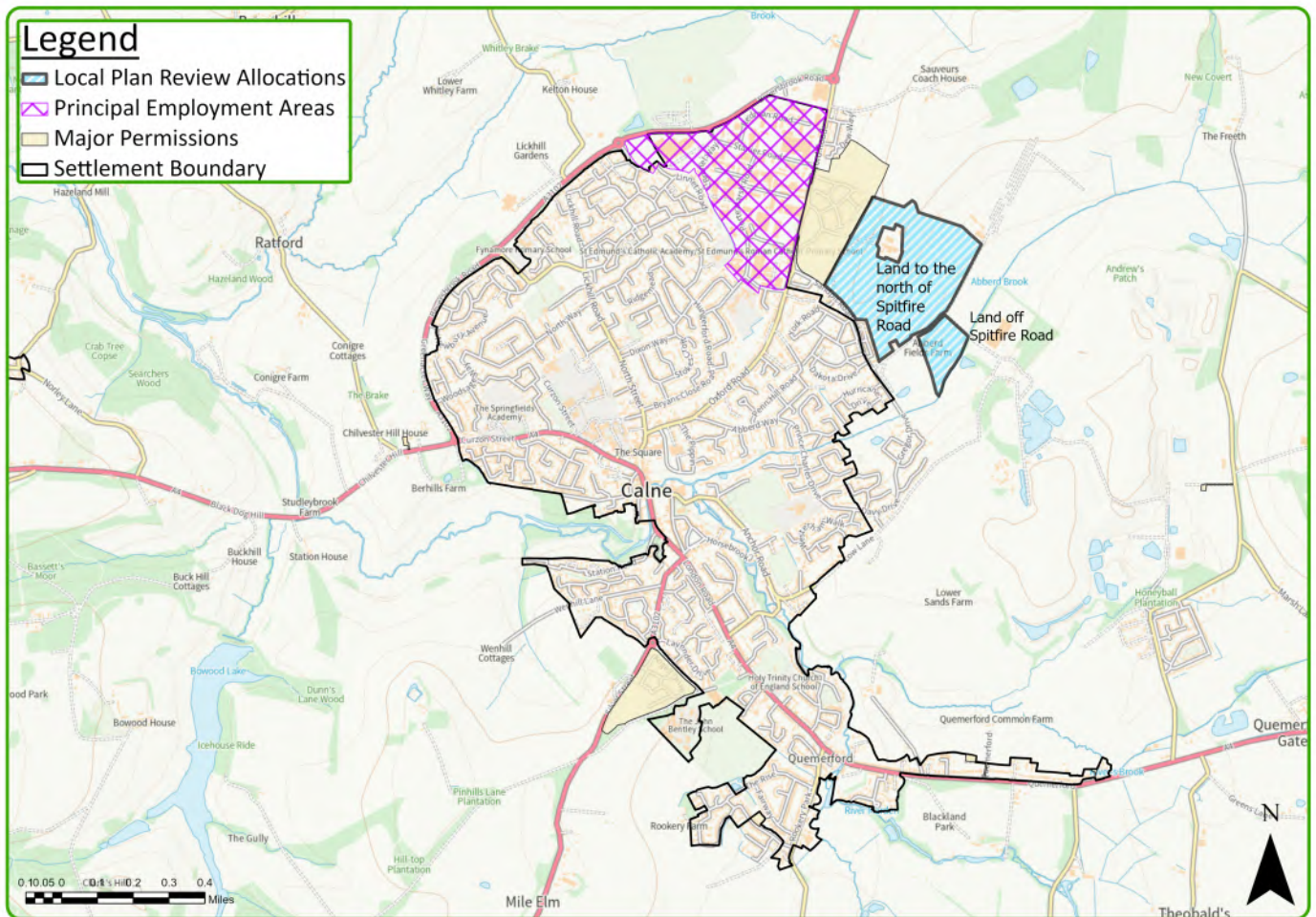
Over the plan period (2020 to 2038) approximately 1,230 homes and 5.1 ha of employment land will be provided at Calne, including:

- remainder of existing employment land allocation on Land East of Beversbrook Farm and Porte Marsh Industrial Estate;
- new allocation for approximately 570 dwellings and 0.5ha employment land on Land to North of Spitfire Road; and
- new allocation for 2.7ha of employment land on Land off Spitfire Road.

A neighbourhood area designation requirement for 130 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Porte Marsh Industrial Estate.

Figure 4.4 Calne Policies Map



Land off Spitfire Road, Calne

- 4.49** Land off Spitfire Road is allocated for the delivery of employment land at Calne. The site is well located in terms of accessibility to the town centre and has potential to incorporate opportunities for sustainable travel. The site is also well related to existing and new homes, as well as existing business clusters at Porte Marsh Industrial Estate. The employment land will be brought forward in accordance with Policy 2, Delivery Strategy.
- 4.50** Development of the site has the potential to impact existing hedgerows and trees throughout the site, which will need to be safeguarded and enhanced through an appropriate layout and landscaping approach.

Policy 10

Land off Spitfire Road, Calne

Land off Spitfire Road, Calne, as identified on the Policies Map, is allocated for the development of approximately 2.7 ha employment uses. Development should come forward in accordance with the Concept Plan.

Infrastructure and mitigation requirements include;

- appropriate landscape buffers in the east and south of the site and throughout the development, to ensure a well-integrated settlement expansion to the east of Calne whilst retaining, with a suitable buffer, and enhancing Abberd Brook in its role as a green corridor linking to the town centre;

- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- significant offsite infrastructure reinforcement for both water supply and foul water disposal will likely be required;
- assessments of potential noise and odour impacts from the adjacent biomass processes, landfilling operations and HGV relief road serving the waste site; and
- a detailed land contamination assessment and, if necessary, remediation of the site would be required prior to any development coming forward.

4.51 How the employment allocation proposed at Calne may be developed is shown on the Concept Plan below in Figure 4.5, together with the adjoining allocation in Policy 11 as set out below.

Land to the north of Spitfire Road, Calne

- 4.52** Land to the north of Spitfire Road, Calne is allocated for the delivery of a residential led development of 570 homes and 0.5ha employment land for office use. The site is of a scale whereby it will be necessary to secure the delivery of a supporting local centre to serve the new community, along with a small element of onsite employment and retail, alongside significant green space.
- 4.53** The site benefits from its relative accessibility to the town centre with potential to support future residents walking and cycling, with local bus transport options also available.
- 4.54** Development of the site has the potential to impact on the rural landscape setting of Calne, and the nearby North Wessex Downs AONB. Proposals for the development of the site must demonstrate an appropriate layout and landscape strategy to ensure that any potential landscape impacts can be suitably mitigated. This should include landscape buffers and the retention and enhancement of hedgerows and trees as part of a mature landscape framework.

Policy 11

Land to the North of Spitfire Road, Calne

Land to the north of Spitfire Road, Calne, as identified on the Policies Map, is allocated for the development of approximately 570 dwellings, local centre, 80 place nursery and 0.5ha employment land for office use. A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

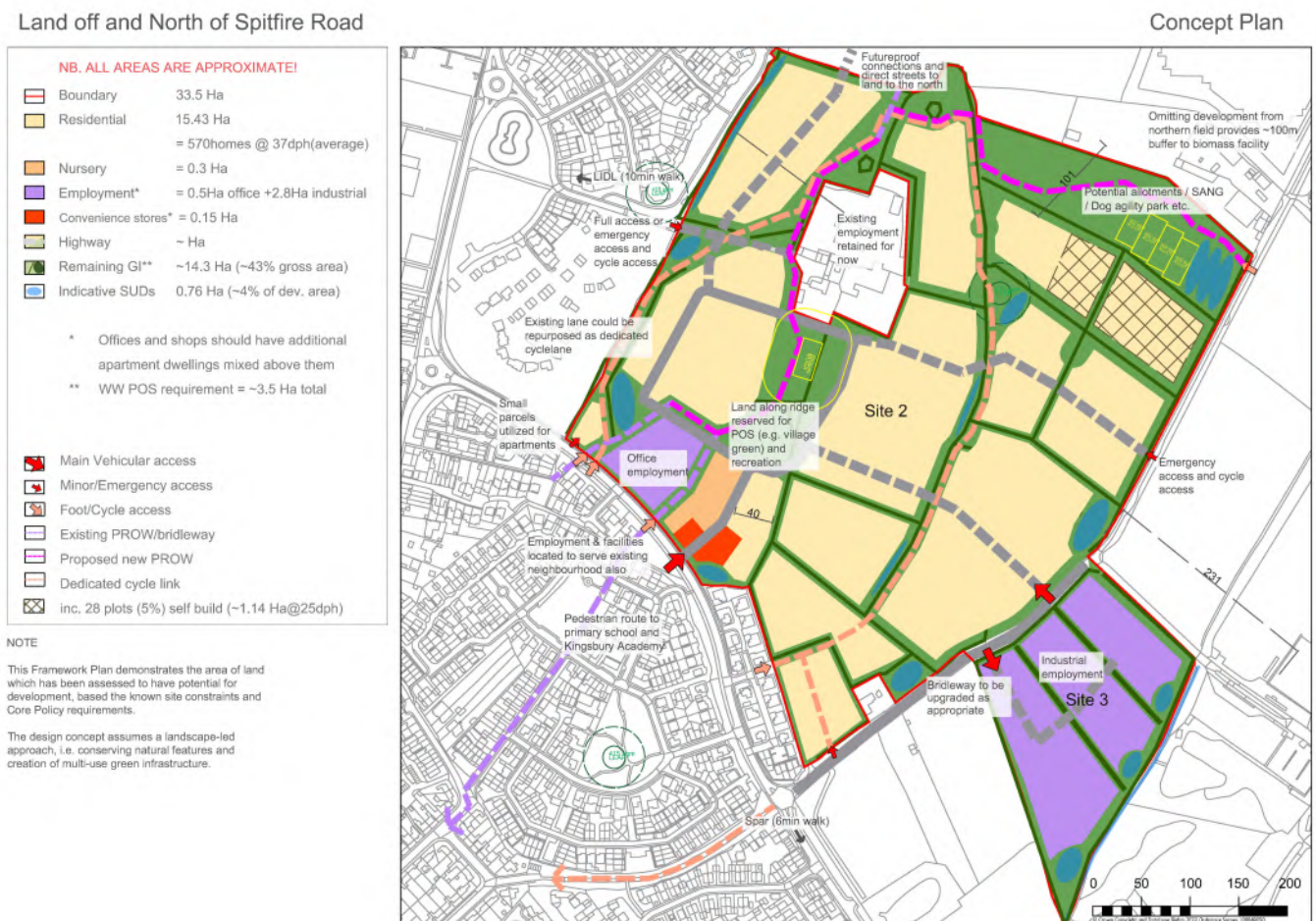
Infrastructure and mitigation requirements include:

- vehicular access from both Sandpit Road and Spitfire Road;
- an enhanced crossing between Spitfire Road and Abberd Lane for walking and cycling use;
- measures to positively support walking, cycling and public transport use between the site and Calne town centre; and ensure connectivity between the new allocation in Policy 10 (Land off Spitfire Road);
- enhanced bus stops along Oxford Road, including mobility impaired access, seating, real time bus service information and cycle parking;
- provision of at least 0.3 hectares of land and a financial contribution for an onsite 80 place nursery;

- appropriate landscape buffers to new settlement edges in the north and east of the site and through the development, to ensure a well-integrated settlement expansion to the east of Calne and avoid where possible development on high landform to prevent harm to the Area of Outstanding Natural Beauty;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- assessments of potential noise and odour impacts from the adjacent waste and recycling depot on the amenity of future residents; and
- significant offsite infrastructure reinforcement for both water supply and foul water disposal will likely be required.

4.55 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.5



Town Centre

4.56 Calne is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area boundary for Calne are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres, including Calne.

4.57 Based on shopping trends and growth in catchment spending, there is no need to allocate any sites for additional retail floorspace. Further regeneration initiatives should boost services, tourism, and hospitality sectors, as well as including elements of residential development, including the night-time economy, and improving the attractiveness of the environment. A Masterplan for the town centre, adopted by the town council in 2014, has established a vision and areas for further work that could bring forward regeneration and enhance the visitor environment. A focus, integrating with the transport strategy, would reduce the negative impacts of traffic.

Neighbourhood Planning

4.58 The first Calne Community Neighbourhood Plan was made February 2018. The neighbourhood area designation includes both Calne Town and Calne Without parishes, and encompasses Calne Market Town as a whole, together with the Large Village of Derry Hill/Studley. The Plan is under review and the neighbourhood area designation requirement in Policy 9 is for the revised neighbourhood plan, including approximately 100 homes at Calne (additional to the allocations in the 2018 neighbourhood plan) and a requirement for the Large Village of approximately 30 homes as set out in Table later in the Plan. The neighbourhood area designation provides scope within and on the edge of the Calne urban area to allocate suitable sites, as well as at Derry Hill/Studley.

Corsham Market Town

4.59 Corsham is constrained in environmental terms - the Bath and Bradford on Avon Bats Special Area of Conservation (SAC) and associated foraging habitat and flight corridors to the west, some areas of flood risk associated with small tributaries heading east towards the River Avon, the Historic Park and Garden of Corsham Court to the east of the town, historic and current mining activity to the north, at and around Hartham Park, and a rural green buffer to the west and south of the town, to maintain the separate character and identities of the villages of Rudloe, Westwells, Gastard and Neston. The Plan recognises and protects their importance. Consequently, recent rates of housing growth are planned to be reduced.

4.60 There is demand for further employment land. This has surfaced to the west of Corsham, near to the Ministry of Defence site and the villages of Rudloe and Westwells. Recent development has included the Bath Science Park, located near Rudloe. Evidence suggests there is potential for further employment growth in science-related industries, extending to marketing, research and development, and pharmaceuticals. However, environmental constraints in this area and land availability prevent the allocation of additional land for further employment uses. Consequently, an employment land allocation for Corsham has not been identified. Policy 64 (Additional Employment Land) may bring forward opportunities should they arise during the Plan period. The Neighbourhood Plan also supports development which safeguards and/or contributes to the strengthening of the vitality and identity of West Corsham, which includes expanding the business potential west of Corsham in accordance with an identified need.

4.61 The growth planned at Corsham will help to facilitate the delivery of improved services and facilities in the Corsham area including any forthcoming proposals for a reopened railway station at Corsham. The site for the provision of a railway station at the town continues to be safeguarded in Policy 75 (Strategic Transport Network).

4.62 Policy 12 also makes provision for a reserve site for housing development, which could provide approximately 200 homes. Reserve sites are proposed at some Market Towns and will only be released by the local planning authority, should for any reason other allocations be delayed or the contribution from small sites fail to materialise and they are required to maintain the land supply requirements set by national policy. The site could also be considered as a potential site for allocation as part of any forthcoming review of the Corsham Neighbourhood Plan.

Policy 12

Corsham Market Town

Development at Corsham will:

1. maintain the separate identities of Corsham from the settlements around the town (Rudloe, Westwells, Gastard and Neston);
2. regenerate and revitalise Corsham Town Centre, in particular the Martingate Centre;
3. protect, improve, and extend the green and blue infrastructure network, including protecting important habitats for bats and providing additional allotment sites to meet high demand;
4. improve public transport connectivity and pedestrian and cycle routes in and around Corsham, and road network capacity where possible;
5. safeguard land for a railway station;
6. Provision of a second supermarket for the town to provide the opportunity for people to shop locally.
7. conserve and where possible enhance the distinctive characteristics of Corsham's historic landscape, historic centre and other heritage rich areas including underground stone mines;
8. deliver funding contributions towards a Corsham Transport Strategy; and
9. deliver funding contributions for secondary education and early years provision may be required dependant on places available at the time of the application.

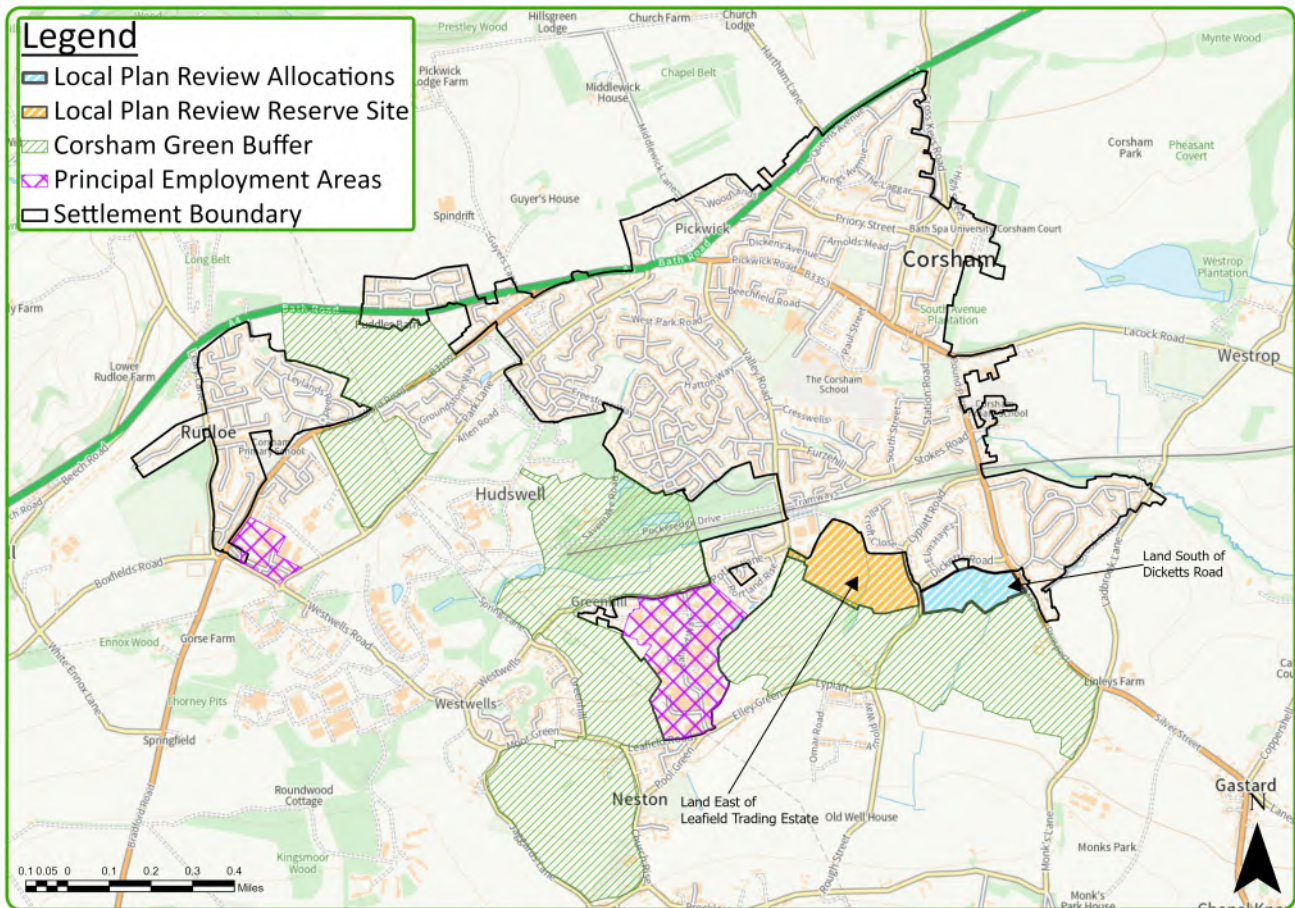
Over the plan period (2020 to 2038) approximately 360 homes will be provided at Corsham, including:

- a new allocation for approximately 105 dwellings on Land South of Dicketts Road;
- 110 dwellings on small sites of less than ten dwellings; and
- the neighbourhood area designation requirement of 40 dwellings.

The following Principal Employment Sites will be retained in accordance with Policy 65: Leaffield Industrial Estate and Five Ways Trading Estate.

A reserve site of approximately 200 dwellings is identified on Land East of Leaffield Trading Estate, as shown on the Policies Map, which will only be brought forward in accordance with Policy 3.

Figure 4.6 Corsham Policies Map



Land South of Dicketts Road, Corsham

- 4.63** Approximately 2.8ha of land is allocated for the development to provide 105 dwellings and supporting infrastructure. The site is reasonably well connected to the town centre; within an approximate 15-minute walk of the town centre. There would be the opportunity to improve the pedestrian and cycleways to and from the town centre, so residents would be able to easily visit the town centre through sustainable travel choices, which would help to increase footfall and boost local trade.
- 4.64** The proposed development would help maintain the separate identity of Corsham from the settlements to the west of the town.

Policy 13

Land South of Dicketts Road, Corsham

Land West of B3533 as identified on the Policies Map, is allocated for residential development comprising approximately 105 dwellings. Development should come forward in accordance with the Concept Plan.

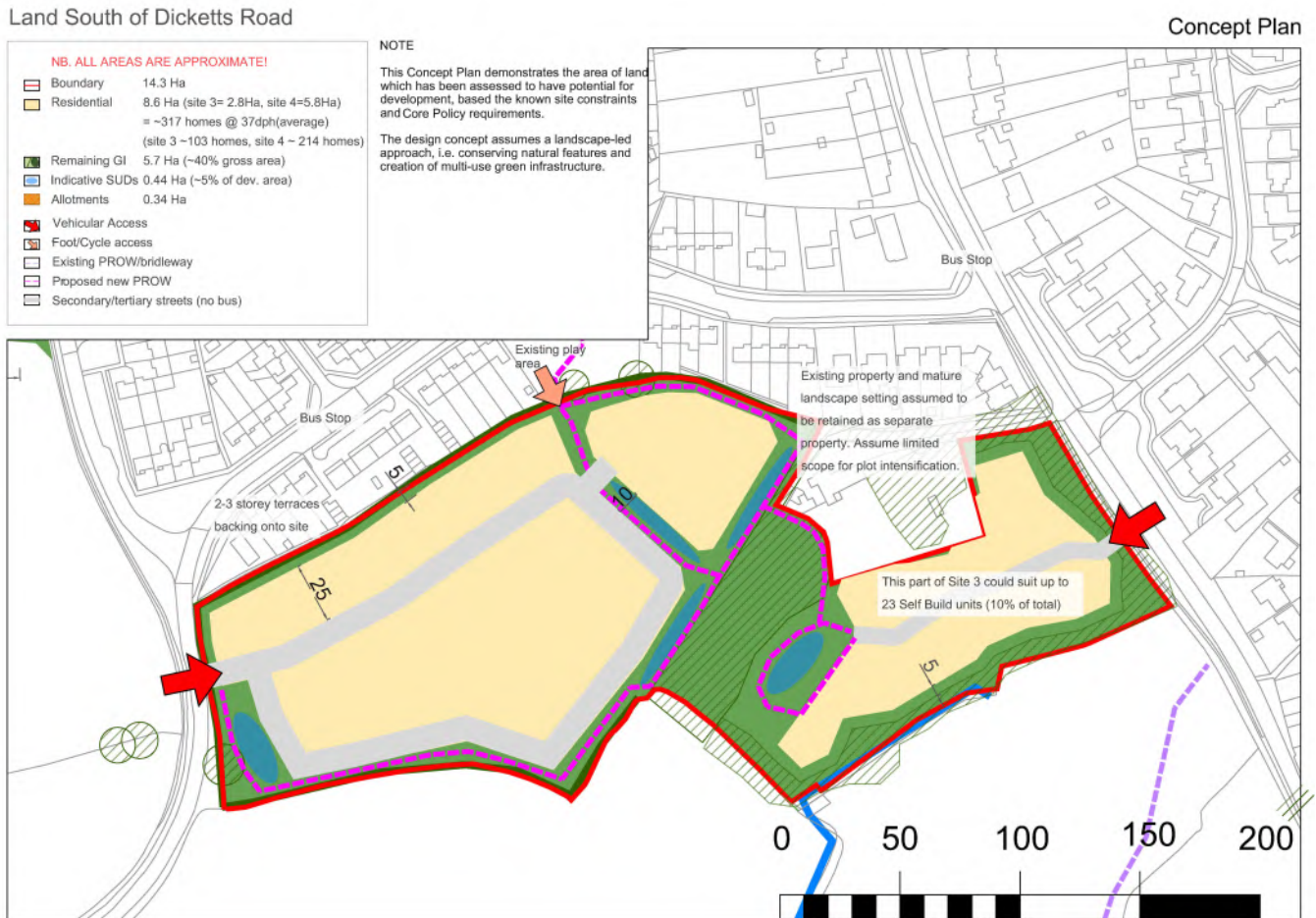
Infrastructure and mitigation requirements include:

- access onto the B3533 Prospect and Lypiatt Road;
- improvements to cycling and walking through the site to link with the existing network and connections through to the town centre and employment sites;

- habitat creation throughout the site layout to provide connectivity to adjacent or nearby habitats, to support protected bat species and the condition of the Bath and Bradford Bats Special Area of Conservation;
- allotments;
- significant off-site infrastructure for water and foul supply;
- easements for existing public water main crossing part of the site and a strategic sewer north of the site near to the railway line which will require suitable easements. Land may need to be put aside for a pumping station;
- if surface water from this development is to connect upstream to the Southerwicks / Station Road surface water network appraisal must assess impact and mitigation measures;
- further investigation is likely needed to identify the presence and significance of, as yet unknown, archaeological remains across the site;
- buffers may be required to the west and southeast edges of the site to mitigate impact on the setting of farmsteads and avoid coalescence with hamlets to the south;
- the core bat habitat to be protected and enhanced. Design and layout will be informed by appropriate surveys, impact assessments and the Corsham Batscape Strategy. Appropriate mitigation to protect bats, including financial contributions towards management, monitoring, and any off-site measures as necessary, as informed by the Corsham Batscape Strategy; and
- there is a medium risk across some of the site associated with groundwater which could impact upon some sustainable drainage techniques.

4.65 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.7



Town Centre

- 4.66** Corsham is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area boundary for Corsham are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including Corsham.
- 4.67** Corsham's town centre is attractive and characterful, part of which is protected by conservation area status and benefits from many historic buildings and points of interest, such as Corsham Court. It is important to conserve and where possible enhance Corsham's historic centre, whilst also supporting innovatively designed proposals which add to the vitality.
- 4.68** The town centre performs a localised retail and service function. The convenience goods offer has remained constant over the past several years, continuing to focus upon primarily a top-up food shopping role, with main food shopping trips by local residents primarily flowing to nearby Chippenham. There is an opportunity to enhance or remodel the Martingate Shopping Centre. An opportunity for new convenience retail floorspace catering for main food shopping to promote self-containment could also be supported with care taken relating to scale and location to protect town centre vitality and viability. There is a sufficient supply of comparison goods retail floorspace at the town, which supports local independent traders and differentiates from the retail offer at Chippenham.

Neighbourhood Planning

4.69 The first Corsham Neighbourhood Plan was made in 2019. The Town Council is considering whether to review their plan and to allocate some sites for housing. Corsham is generally restricted by environmental constraints. However, there may be some opportunities for smaller sites within or adjacent to the built up area which are suitable to be allocated for housing. A total neighbourhood area designation housing requirement is set at 40 dwellings.

Devizes Market Town

4.70 Outward expansion of the settlement is constrained by steep topography, the need to preserve the town's landscape setting, and the qualities of the Area of Outstanding Natural Beauty. Rates of house building have exceeded those previously planned for and rates of growth are substantially reduced. Existing land supply for housing including recent approval of Land at Coate Road for 200 homes mean there is no need to allocate further greenfield land or include a reserve site for housing in this Plan. Housing land is expected to be identified for development in the Neighbourhood Plan and, along with small sites of less than 10 dwellings, this will meet planned scales of growth. There is a good supply of land for employment development including existing employment allocations and no further allocations in the Plan are necessary.

4.71 The plan provides a framework for the regeneration of the Wharf area; a redevelopment opportunity that will boost the town's prosperity and environment with a mix of new uses. Approximately 100 new dwellings are anticipated as part of the mix, which will help supplement land supply at the town and support the regeneration of this central site.

Policy 14

Devizes Market Town

Development at Devizes will:

1. provide homes that respond to local needs, in locations that are within the environmental constraints of the town recognising the proximity of the North Wessex Downs Area of Outstanding Beauty, the unique topography, historic fabric and setting of the town, the extent of best and most versatile agricultural land and air quality issues;
2. contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Devizes town centre;
3. deliver jobs to maintain a buoyant local economy in Devizes and bring forward the employment allocations and employment development through mixed uses;
4. encourage town centre and tourism-led regeneration including through the delivery of the Devizes Wharf Regeneration, Assize Court and Wadworth Brewery Scheme, and support for the Devizes Gateway train station proposal;
5. have high design standards to reflect the high-quality built form in Devizes;
6. be well connected to the town centre to encourage the use of sustainable transport methods, particularly walking and cycling, and help alleviate traffic congestion; and
7. connect to and protect green and blue infrastructure and assets in the town. Respect the integrity of the Bath and Bradford on Avon Bats Special Area of Conservation (SAC) by protecting and enhancing important bat habitats around the town.

Over the plan period (2020 to 2038) approximately 980 homes and 9.9ha of employment land will be provided at Devizes, including:

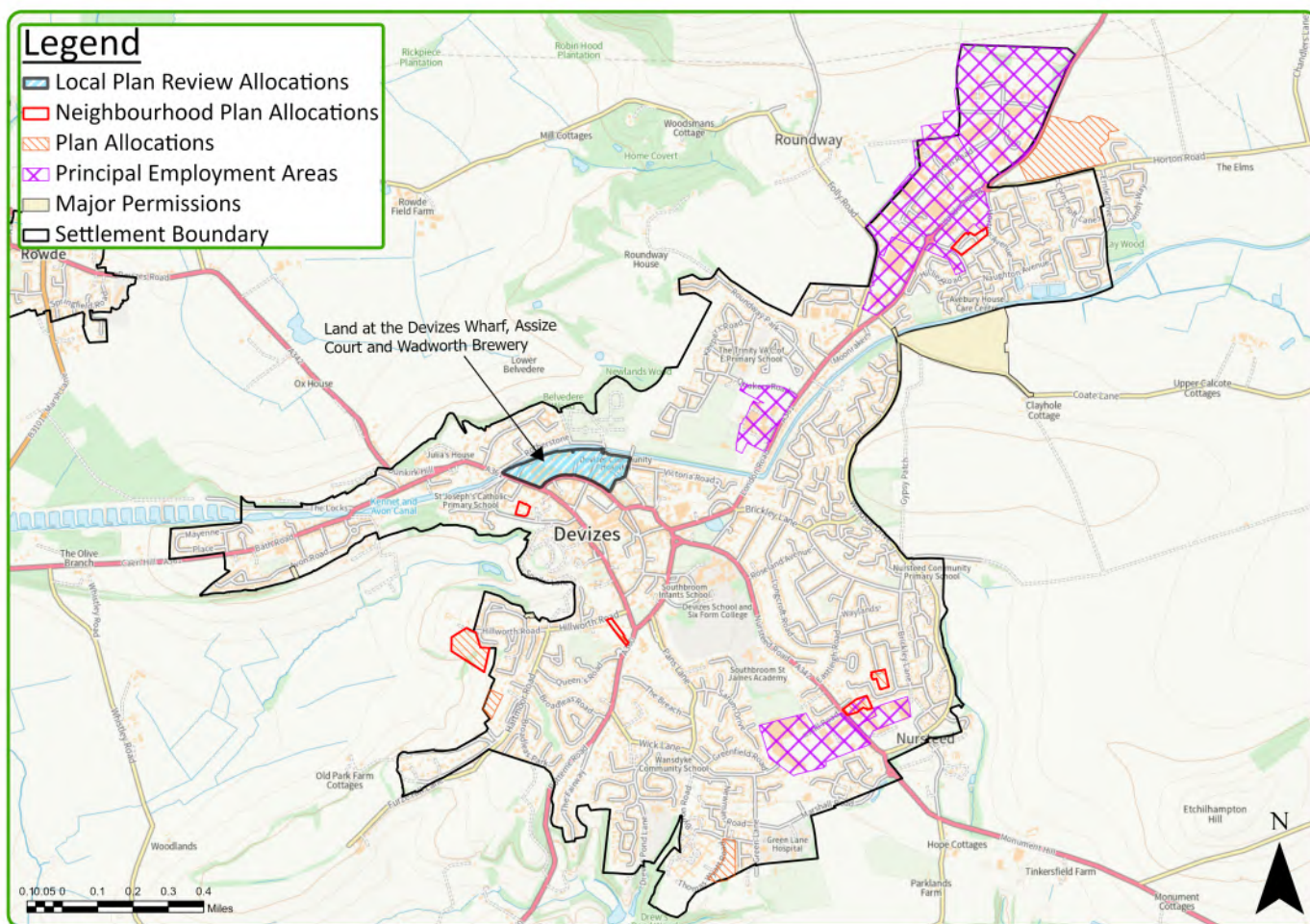
- 140 dwellings on small sites of less than ten dwellings;

- additional dwellings forming part of the regeneration of the Wharf, Assizes Court and Wadworth Brewery site (Policy 15); and
- existing allocation for 8.4ha of employment land on land between A361 and Horton Road, as shown on the Policies Map.

The neighbourhood area designation requirement is 170 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 64: Banda Trading Estate, Folly Road, Hopton Industrial Estate, Hopton Park, Le Marchant Barracks, Mill Road, Nursted Industrial Estate and Police Headquarters.

Figure 4.8 Devezes Policies Map



Land at the Devezes Wharf, Assize Court and Wadworth Brewery, Devezes

4.72 Land at Devezes Wharf, Assize Court and Wadworth Brewery is allocated for regeneration to deliver a mixed use quarter to the town which will comprise a range of commercial, residential, recreation and cultural uses. Regeneration of the site will secure the restoration and reuse of its heritage assets, including the listed brewery buildings and Assize Court.

4.73 The allocation is split into three distinct areas as shown on the map below.¹ These comprise the Lower Wharf, Central Wharf and Upper Wharf. The three areas combined form a large regeneration project for Devizes, which is to be guided by a masterplanned approach. Further work to progress this scheme will take account of 'The New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update'.

Figure 4.9 Devizes Wharf Zones



Policy 15

Land at Devizes Wharf, Assize Court and Wadworth Brewery, Devizes

Regeneration and redevelopment of Devizes Wharf on land at the Lower Wharf, Central Wharf and Upper Wharf Areas, including Assize Court and Wadworth Brewery, will secure the conservation and viable use of heritage assets and provide mixed commercial, residential, recreation and cultural uses.

Development of the three wharf areas combined must ensure:

Land Use and Masterplanning Requirements

- The three wharf areas must be developed in combination to ensure that the full wharf area is regenerated in line with the New Masterplanning (May 2022) Devizes Wharf Redevelopment and Feasibility Study Update.

¹ Map from the New Masterplanning (May 2022) Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update

- The Wadworth Brewery site should be redeveloped to contain a mix of uses including securing the restoration and reuse of the historic brewery building in its optimum viable use.
 - The community hospital site and police station should be redeveloped to contain a mix of uses including securing the retention and reuse of non-designated heritage assets.
 - The Lower Wharf area should be redeveloped to secure the future use of Assize Court as the new Wiltshire Museum and to create an attractive interface with adjacent development and the canal. All new development should retain active frontages onto the sides and rear of Assize Court.
 - Development in the three wharf areas must ensure that linkages are extended from the current town centre to create an integrated network of streets and public space from the market square to the canal.
 - A continuous footpath will be provided along the south side of the canal including between the Central and Lower Wharf area.
 - Development on New Park Street will be carefully designed to provide an attractive gateway into the Devizes Wharf development.
 - The pedestrian routes between the town centre and the canal, between key destinations and from the car parking will be improved to ensure better and safe access throughout the site.
 - Access to the canal through the brewery building is opened up.
 - Redevelopment should be of high quality design which enhances existing heritage assets and creates positive interfaces between key buildings and sites within the area.
 - A review of car parking requirements at the Wharf and Station Road car parks should be carried out as part of the planning application process to consolidate that use where possible, and to open up development opportunities at the Wharf.
- Moderate offsite infrastructure reinforcement for both water supply and foul water disposal will likely be required.

Heritage Requirements

- Listed buildings which are currently vacant or underused, including the former Wadworth Brewery and Assize Court must be retained, restored and converted to viable new uses. Their settings should be conserved and enhanced and development on adjacent sites should not impact negatively on the viability of their future uses.
- Non designated heritage assets that make a positive contribution to the character of the Conservation Area should be retained including the Kennet and Avon Visitor Centre, Wharf theatre and historic buildings at the former community hospital.
- Redevelopment of the area must respect the settlement pattern, character and appearance of the town and the settings of heritage assets inside and outside the area, including Assize Court, brewery and canal.
- The alignment of New Park Street in relation to the outer bailey of Devizes Castle should be respected.
- Investigation will be needed to identify the presence and significance of unknown archaeological remains across the site. Mitigation should include avoidance of high value archaeological remains where preservation in situ is likely to be required.

Transport and Education Requirements

- A funding contribution should be made toward measures in the Devizes Transport Strategy Refresh, including upgrades to the A361/A342/A360 junction in the town centre, improvements to the Market Place/Long Street for pedestrians and cyclists and works to improve air quality around Shane's Castle.
- Funding contributions for secondary education and early years provision may be required dependent on available places at the time of the application.

Protection of the canal and its use

- The Kennet and Avon Canal borders the north of the site and must be retained along with all hedgerows and trees along with a wide buffer and ecological protection zone. This should include the root protection zone of the tree line on the northern edge of the site. The canal is a well used commuting and foraging route for bats, otters, water voles and birds and the buffer and ecological protection zone should be maintained to avoid light spill onto the canal corridor either from external lights or interior lighting within buildings.
- Public space alongside the canal should be safeguarded.

Town Centre

- 4.74** Devizes is one of the main historic and cultural centres within the eastern part of Wiltshire and provides an attractive and unique retail environment with a strong presence of independent businesses. It has a healthy town centre with a limited, but strong local catchment with a high level of self-containment. The quality of the built environment adds to this. It has many heritage assets including the market square and a historic street pattern, the Wadworth Brewery building and the setting of the Norman Castle that is located to the west of the town centre
- 4.75** Devizes is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area boundary are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including Devizes.
- 4.76** There is some capacity for additional convenience goods retailing but fresh opportunities have not been identified. Additional floorspace should be located within or on the edge of the town centre. Ensuring market competition and avoiding potential impacts on existing food-stores within the town centre will be a key consideration for any proposals. There could be potential to grow the food and beverage market over the plan period.

Neighbourhood Planning

- 4.77** The first Devizes Area Neighbourhood Plan was made in September 2015. It sets out the vision, objectives and policies for Devizes for the period 2015 to 2026 and focuses on delivering smaller scale brownfield sites, some of these have already been delivered.
- 4.78** The neighbourhood plan is being reviewed and will be based on an extended designated area, including the Large Village of Rowde, as well as the Market Town of Devizes. There is an appetite to continue to allocate housing sites through the plan at Devizes to help ensure an appropriate scale of housing growth is achieved. It is also anticipated that the neighbourhood plan will include a town centre masterplan that amongst other matters may identify opportunities for convenience retailing and capitalise on the regeneration of the Devizes Wharf, Assize Court and Wadworth Brewery.
- 4.79** A significant level of growth is already committed at the town and in excess of a further 200 dwellings is expected to be provided by the combination of sites of less than ten dwellings and the Devizes Wharf, Assize Court and Wadworth Brewery site. The neighbourhood area designation also provides scope within and on the edge of the urban area to allocate suitable sites. In this context a designation area housing requirement of 100 dwellings is considered appropriate for the town.
- 4.80** The neighbourhood plan designation area includes the Large Village of Rowde. Independent of Devizes Town, a requirement of 67 dwellings over the Plan period has been set for this settlement in order to support the vitality of the community and its role serving the rural area around it. The total requirement for the area designation is therefore 170 homes.

Malmesbury Market Town

- 4.81** Malmesbury is a relatively small, hill-top town serving a wide rural hinterland. It is surrounded by a high quality physical environment with the Cotswolds AONB to the west and the confluence of the River Avon and Tetbury Avon south in the town. It has an exceptionally high-quality built environment including the historic Malmesbury Abbey in the west of the town. For these reasons the level of growth is set lower than in the past and is intended to meet local housing needs.
- 4.82** The amount of land needed for new homes has already been provided for at the town through planning permissions granted at appeal and the housing allocation planned for through the Malmesbury Neighbourhood Plan, to the north west of the town. Additional housing development will occur by small sites of less than 10 dwellings. Policy also makes provision for a reserve site for housing development, on Land off Park Lane and Sherston Close, which could provide approximately 55 homes. Reserve sites are proposed at some Market Towns and will only be released by the local planning authority, should for any reason other allocations be delayed or the contribution from small sites fail to materialise and they are required to maintain the land supply requirements set by national policy. The site could also be considered as a potential site for allocation as part of any future review of the Malmesbury Neighbourhood Plan
- 4.83** Malmesbury has a relatively small employment base focused on Dyson but its location on the A429 and near the M4 provide the opportunity to broaden the employment offer in the town. The existing supply of allocated employment land will help meet demand and further diversification of the local economy may be possible through the reuse or replacement of existing buildings or new employment opportunities arising through Policy 64 (Additional Employment Land). Malmesbury is an important retail centre for the wider area as well as a tourist attraction and this will continue to be encouraged and enhanced.
- 4.84** A further review of the Malmesbury Neighbourhood Plan is expected to lead to a refresh of the need for further housing and employment allocations to meet particular local needs.

Policy 16

Malmesbury Market Town

Development at Malmesbury will:

1. provide a range of housing to respond to local needs recognising the environmental constraints that affect the town including its historic character and setting with Malmesbury Abbey and Market Cross at its core, areas of flood risk within the town and proximity to the Cotswolds Area of Outstanding Natural Beauty;
2. be supported by infrastructure including providing for the younger population, improving traffic congestion and parking issues, provision of local sports and leisure, provision of adequate early years and primary school places and improvement and protection of green and blue infrastructure;
3. support good prospects for economic growth including diversifying the local economy, building on local skills and protecting the town centre; and
4. be supported by the implementation of a strategy for the town centre that builds on Malmesbury's historic town centre and further encourages spending and tourism, improves accessibility, better manages traffic and parking and safeguards, as well as capitalises on, heritage assets in the town centre.

Over the plan period (2020 to 2038) approximately 600 homes and 3.3ha of employment land will be provided at Malmesbury including:

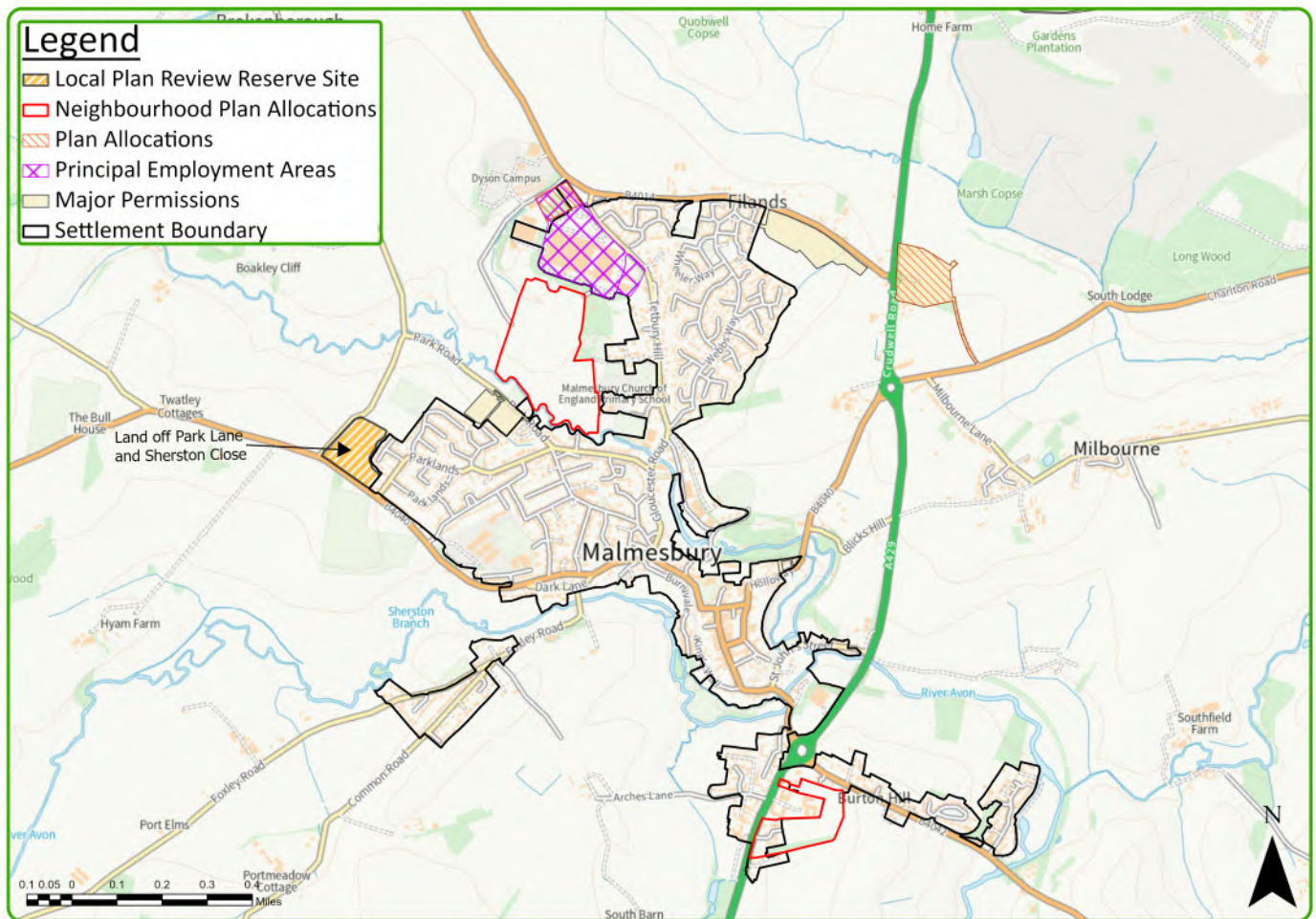
- 60 dwellings on small sites of less than ten dwellings; and
- remaining employment land on the existing allocations at the Garden Centre and Land North of Tetbury Hill.

The neighbourhood area designation requirement is 35 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Malmesbury Business Park, Dyson Site and Land North of Tetbury Hill.

A reserve site of approximately 55 dwellings is identified on Land off Park Lane and Sherston Close, as shown on the Policies Map, which will only be brought forward in accordance with Policy 3.

Figure 4.10 Malmesbury Policies Map



Town Centre

4.85 Malmesbury is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area can be found on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including Malmesbury.

4.86 Recent growth in the number of food retail stores in the town has been able to enhance self-containment for this type of local shopping needs. There is a small capacity for new comparison floorspace. Overall, existing retail floorspace is reasonably sufficient to meet these needs over the period to 2035.

- 4.87** However, proposals for both convenience and comparison floorspace through new developments and redevelopments of expansion within the town centre will be supported at the town over the period to 2035 to support a trend of retaining shopping trips, reducing the need for the local population to travel to Chippenham and Tetbury for these services. There could be potential to grow the food and beverage market over the plan period.
- 4.88** Policy 16 encourages the development of a town centre strategy for Malmesbury to further draw in tourists, protect and enhance the heritage in the town centre and ensure it functions well with improved parking.

Neighbourhood Planning

- 4.89** The first Malmesbury Neighbourhood Plan was made in 2015. It covers Malmesbury Town and the adjoining Brokenborough Parish and St Paul Malmesbury Without Parish. The area includes the Small Villages of Corston and Milbourne, but no Large Villages.
- 4.90** The neighbourhood plan sets a vision, objectives and allocates sites for housing in two locations. Housing at Burton Hill to the south west of the town has come forward for development. Land at the north west of Malmesbury, south of Dyson Limited research and west of Malmesbury CE School have yet to be developed. The neighbourhood planning group are reviewing the neighbourhood plan and this is expected to revisit the quantum of development on the allocated site north west of Malmesbury.
- 4.91** As the environs of Malmesbury are constrained and there is already a neighbourhood plan allocation at the town, the neighbourhood plan requirement for Malmesbury is 35 dwellings.

Melksham Market Town

- 4.92** Melksham is one of Wiltshire's larger Market Towns. It has an important strategic employment role and its location on the A350 corridor make it attractive to business. Melksham is not significantly constrained in environmental terms but there are concerns over the adequacy of local infrastructure to be able to support future growth with the A350 recognised as particularly constrained at peak times, leading to traffic congestion. A bypass to the east of the town is under consideration to relieve traffic pressure and secure improvements to the A350 strategic corridor, which in turn could lead to improved efficiency of the transport network and other social, environmental and economic benefits for the town.
- 4.93** The town has a reasonably broad economic base and has historically been able to attract large employers. Businesses and agents regularly reference significant demand for expansion space in the area against a shortage of available sites and premises, and additional employment land is allocated alongside housing to ensure there is a sufficient supply of land to meet demand over the Plan period. Housing growth over the Plan period is lower than in recent years, which exceeded planned rates in the development plan, but maintains a steady pace of growth at the town with additional allocations to the east. Additional growth will help to deliver a stronger, more vibrant town centre and needs to be balanced with additional investment in business, services and facilities for the local community.
- 4.94** The Plan allocates three sites, which will collectively deliver new infrastructure for the town and employment land. As set out in Policy 3, the Plan identifies Melksham as a settlement where the pattern for the longer-term future of the town should be identified towards the end of the Plan period, this is referred to as a broad location for growth and reflected in the following policy.

Policy 17

Melksham Market Town

Development at Melksham will:

1. ensure town centre regeneration through continued investment in the town centre, maximising use of brownfield land and encouraging employment opportunities;
2. reduce out-commuting through an improved employment offer, including delivery of new employment land to allow existing businesses to expand and to attract inward investment;
3. not undermine the delivery of an A350 bypass to the east of the town;
4. increase levels of train passenger transport and help reduce traffic congestion through improvements to railway station parking facilities, together with improved facilities for public transport, pedestrian and cycle access that have strong links with the town centre;
5. ensure sufficient healthcare facilities, schools and transport infrastructure are delivered;
6. ensure a town-wide approach to future education provision, with sufficient early years, primary and secondary school places provided to meet the needs of all new housing development;
7. continue to safeguard a future route of the Wilts and Berks Canal and enable its delivery to provide significant economic, environmental and social benefits for Melksham;
8. deliver improvements to the town's green and blue infrastructure networks, optimising their accessibility and ecological capital, connecting communities and contributing to mitigating and adapting to climate change;
9. deliver funding contributions towards a Melksham Transport Strategy; and
10. deliver funding contributions towards early years, primary and secondary education and on, or off-site healthcare capacity to meet the needs created by the development.

Over the plan period (2020 to 2038) approximately 2,160 homes and 5 ha of employment land will be provided at Melksham, including:

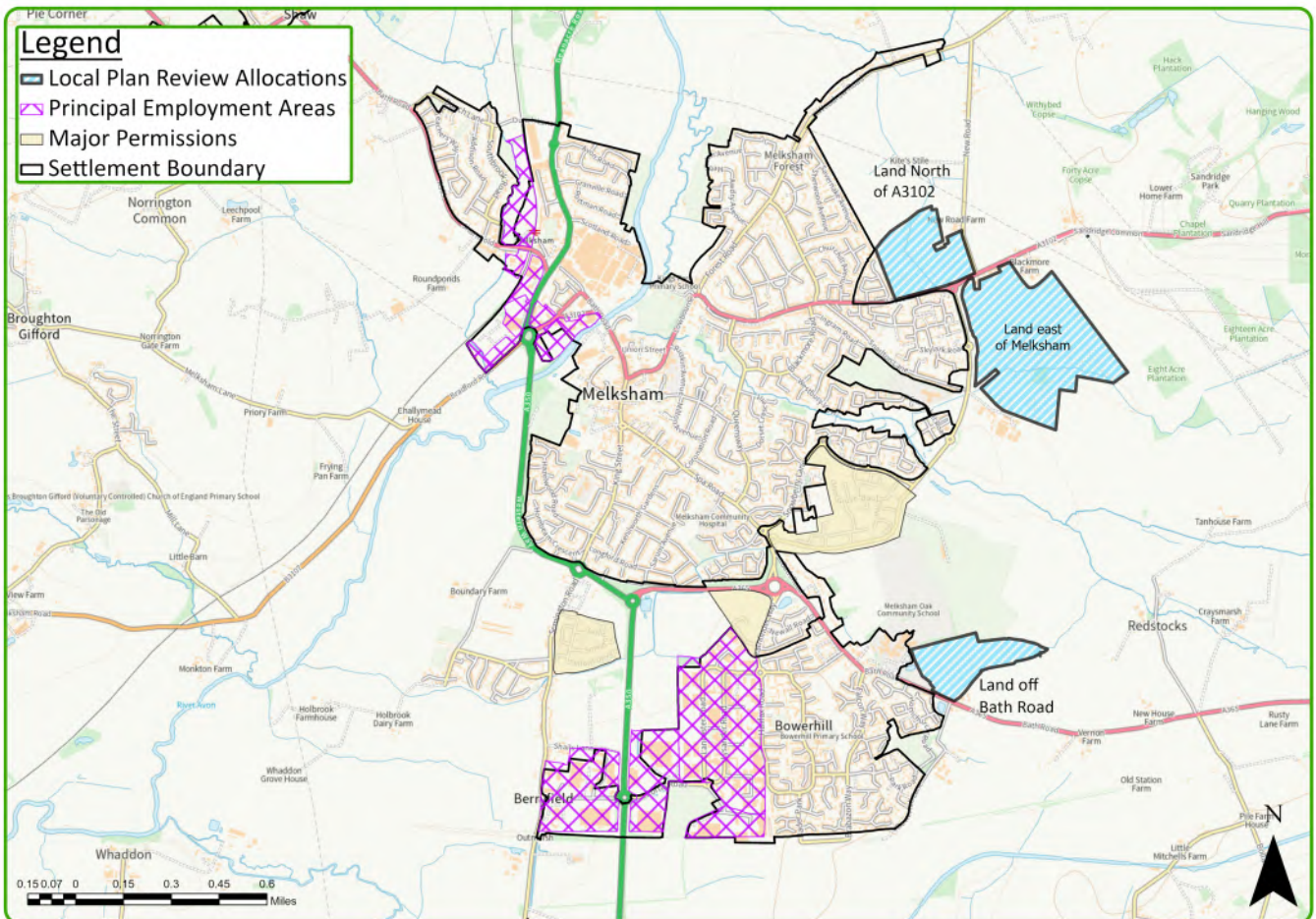
- new allocation for approximately 425 homes and 5ha employment land on Land East of Melksham;
- new allocation for approximately 135 homes on Land off Bath Road;
- new allocation for approximately 285 homes on Land North of A3102; and
- remaining employment land on existing allocation at Hampton Business Park.

The neighbourhood area designation requirement is 270 dwellings.

The following Principal Employment Areas will be retained in accordance to Policy 65: Bowerhill Industrial Estate, Hampton Business Park, Avonside Enterprise Park, Intercity Industrial Estate, Upside Business Park, Challeymead Business Park and Bradford Road Employment Area.

Longer term, a broad location for growth will be considered for further housing, employment development and co-ordinated delivery of infrastructure.

Figure 4.11



Land East of Melksham

- 4.95** Land East of Melksham is allocated for the development of 425 dwellings and 5 ha of employment land, a primary school with nursery provision and local retail /service centre with large swathes of green spaces to accommodate a range of children’s play areas, public open space and allotments.
- 4.96** Clackers Brook and a number of tributary watercourses flow through the site which will require significant buffers creating corridors and assist net gain for biodiversity. Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site, alongside other ecologically valuable habitat/features.

Policy 18

Land East of Melksham

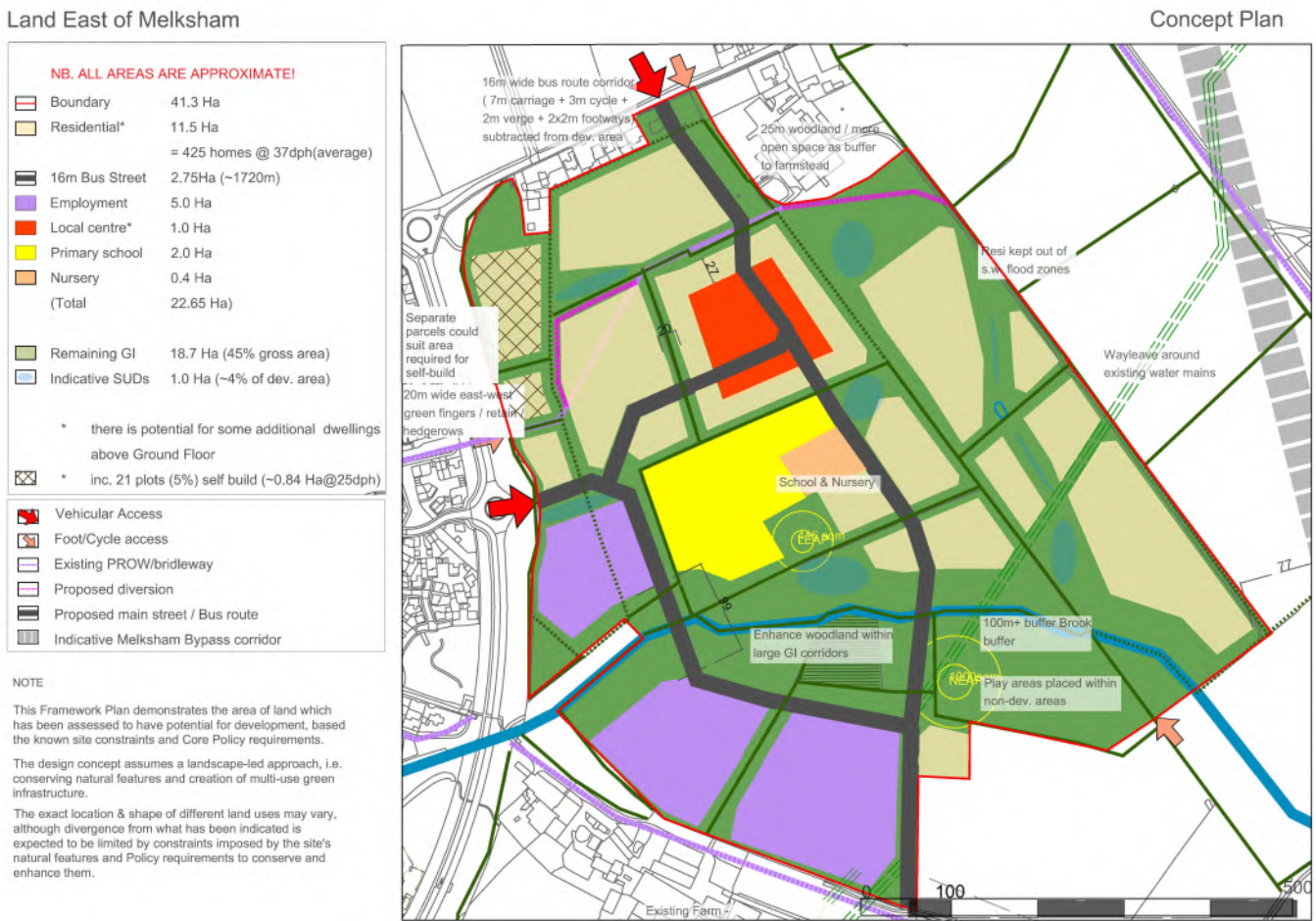
Land east of Melksham, as identified on the Policies Map, is allocated for approximately 425 dwellings, 5 ha of employment uses, a local centre, a 2 Form Entry primary school to include 60 early years places. A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan, and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- vehicular accesses from the A3102 and existing roundabouts on Eastern Way;
- measures to protect and enhance watercourses, as well as ponds, within the site;
- green and blue infrastructure through the development that incorporate new and existing woodland and protect and enhances existing hedgerows and hedgerow/field trees;
- lower density development in the east of the site to prevent coalescence with and retain the rural character and separate identity of outlying rural settlements;
- design and layout that safeguards high value archaeological features including the former medieval settlement of Snarlton and Listed Blackmore Farmhouse;
- water infrastructure running through the site will need safeguarding through appropriate buffers to allow for access and maintenance; and
- a mobility hub, including bus and cycle infrastructure provision.

4.97 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.12



Land Off Bath Road, Melksham

4.98 Approximately 11.3ha is allocated for the development of 135 dwellings and 2 hectares of land to enable Melksham Oak school to be extended and public open space.

- 4.99** A tributary watercourse running through the site will require a significant buffer to create a green and blue corridor and assist biodiversity net gain. Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and watercourses within and along the boundaries of the site alongside other ecologically valuable habitat/features.

Policy 19

Land off Bath Road, Melksham

Land off Bath Road, Melksham, as identified on the Policies Map, is allocated to provide approximately 135 dwellings and 2 hectares of land for the extension of Melksham Oak Academy.

Infrastructure and mitigation requirements include:

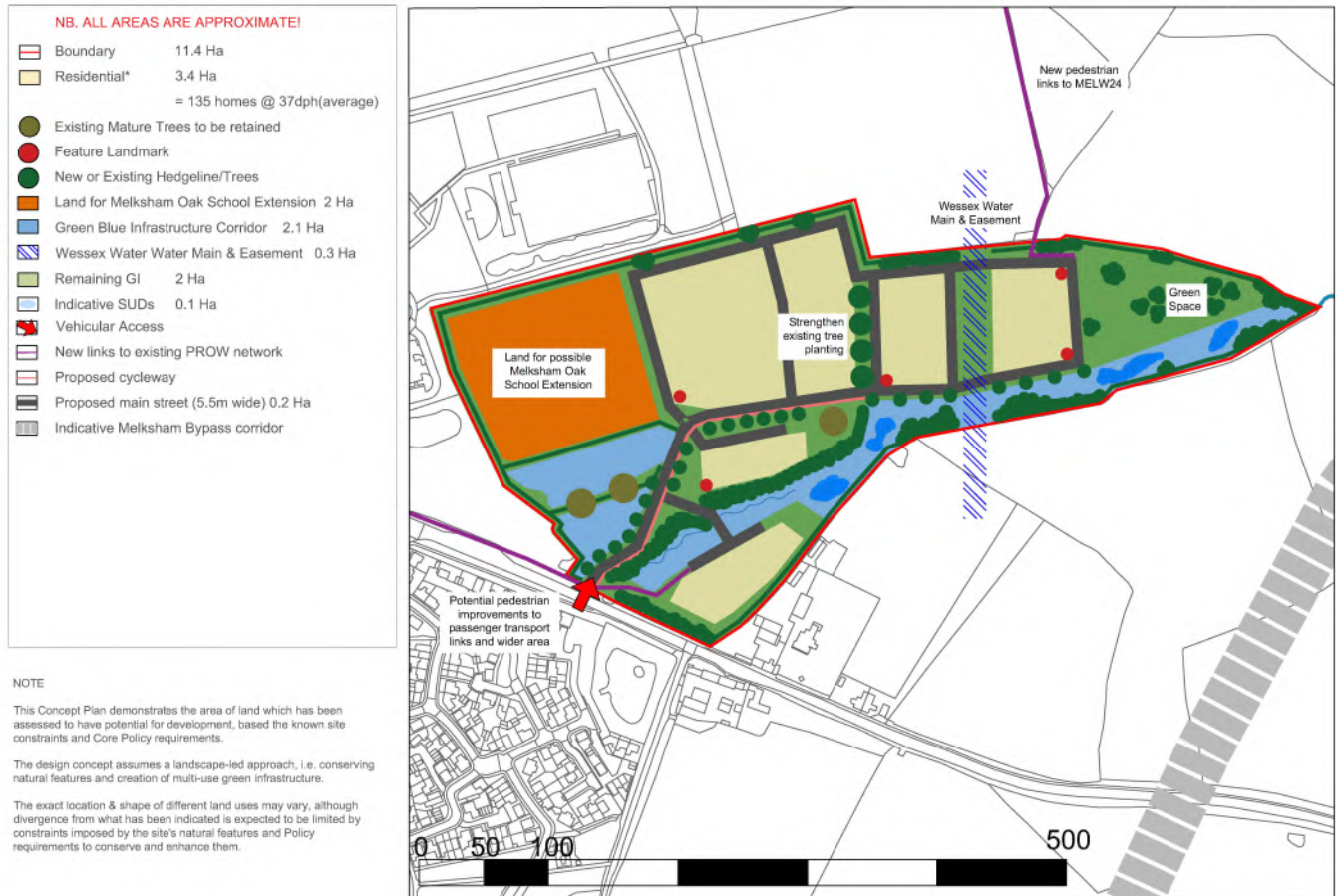
- vehicular access from the A365;
- Public Open Space within the development and as the main recreational area in eastern top of site;
- measures to protect and enhance watercourses within the site;
- significant offsite infrastructure for the foul water network will be required;
- water infrastructure running through the site will need safeguarding through appropriate buffers to allow for access and maintenance;
- green and blue infrastructure through the development that incorporate new and existing woodland, and protect and enhance existing hedgerows and trees;
- lower density development in the east of the site to prevent coalescence with and retain the rural character and separate identity of outlying rural settlements;
- design and layout that safeguards high value archaeological features; and
- provision of potential crossing facilities on the A365 if achievable.

- 4.100** How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.13

Land off Bath Road, Melksham

Concept Plan



Land North of A3102, Melksham

- 4.101** Land north of the A3102 at Melksham is allocated for the development of 285 dwellings and land for a nursery. The site benefits from being reasonably well connected to the town centre, which is accessible by walking and cycling.
- 4.102** The site will deliver a sensitively designed residential led development set alongside a significant provision of greenspace, including a range of children's play areas and allotments.
- 4.103** Proposals for the site will need to demonstrate protection and enhancement of the nearby wooded greens and hills, and preservation of habitats such as mature hedgerows, trees, water bodies / ponds and watercourses, including a tributary the River Avon. The site is close to a working farm/industrial units and proposals must be accompanied by a noise impact assessment.

Policy 20

Land North of the A3102

Land north of the A3102, as identified on the Policies Map, is allocated for approximately 285 dwellings and 0.4 hectares of land for a 100-place nursery. Development will be brought forward in accordance with the Concept Plan.

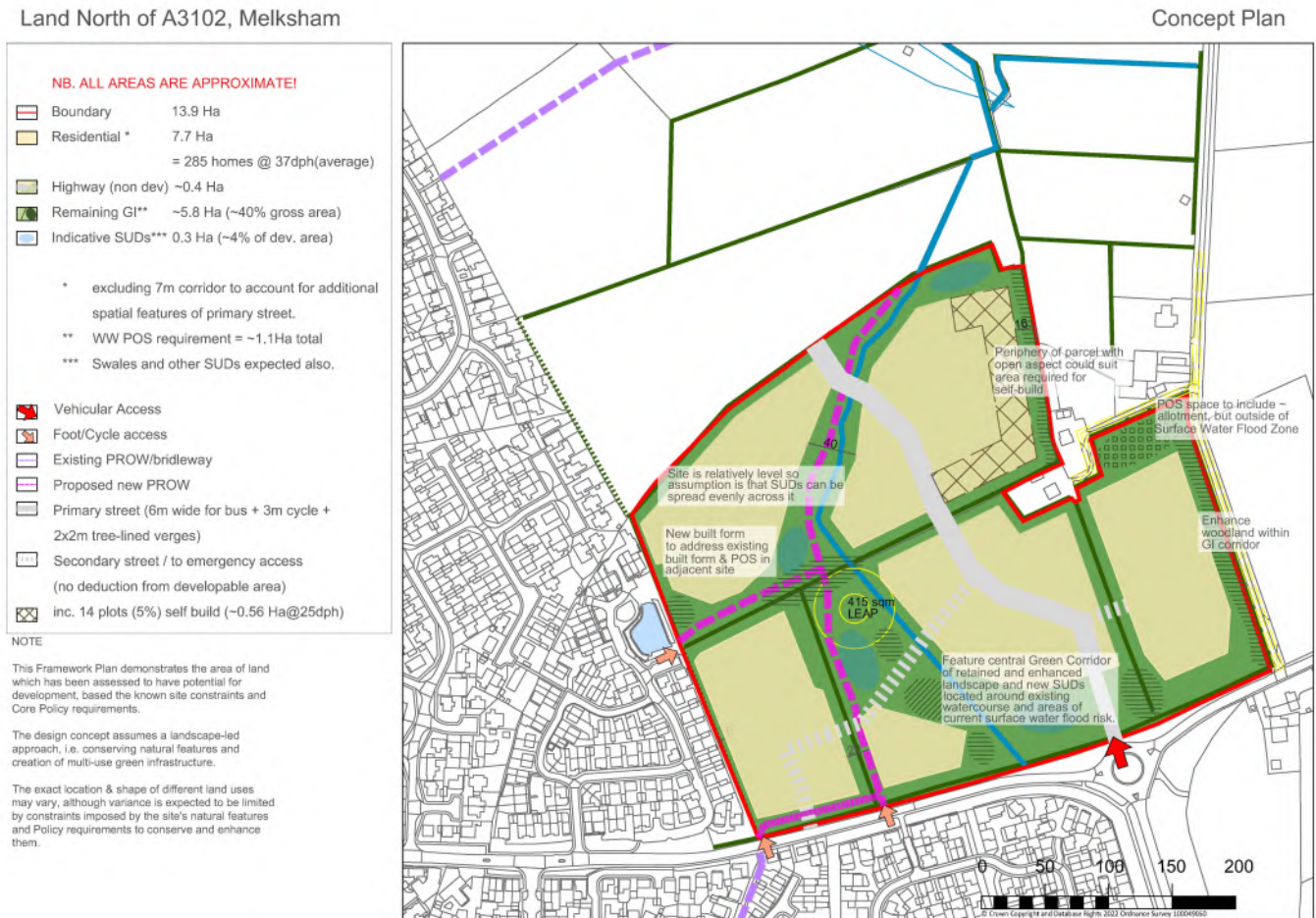
Infrastructure and mitigation requirements include:

- vehicular access from the existing roundabout on the A3102 adjacent to the southern boundary;
- significant offsite infrastructure for the foul water network will be required;

- introduce green and blue infrastructure through the development that incorporate new woodland and/or tree planting; and
- provision of a suitable buffer either side of the watercourse that runs south to north.

4.104 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.14



4.105 Town Centre

4.106 Melksham is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre and Primary Shopping Area boundaries are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of the town centre including Melksham.

4.107 There is no need to allocate any sites for additional retail floorspace, based on shopping trends and growth in catchment spending. A focus on regeneration initiatives that would boost service, tourism, and hospitality sectors, as well as including elements of residential development should be supported. This would include the night-time economy. Future development opportunities may include the Cooper Tires site.

4.108 Melksham Town Council is preparing a masterplan for Melksham town centre, including areas for potential expansion that will inform future development opportunities, such as the future redevelopment of the Cooper Tires site. This masterplan will also inform the review of the Melksham Neighbourhood Plan currently underway.

Neighbourhood Planning

4.109 The first Joint Melksham Neighbourhood Plan was made in July 2021 and relates to the period to 2026. The neighbourhood area designation includes Melksham Market Town as well as the Large Village of Shaw/Whitley. The Plan is being reviewed and it provides scope within and on the edge of the Melksham urban area to allocate suitable sites, as well as at Shaw/Whitley. The housing requirement for the neighbourhood area designation in Policy 17 includes 200 homes at Melksham and a requirement of approximately 70 homes at Shaw/Whitley, as set out in Table 4.4 later in the Plan. A total neighbourhood area designation housing requirement is therefore set at 270 dwellings.

Chippenham Rural Area

Neighbourhood Area Designation Housing Requirements

- 4.110** The council supports the preparation of neighbourhood plans in the rural area. Amongst other things, they provide the opportunity for local communities to address local housing needs and provide for new homes that can best help to sustain the vitality of their village.
- 4.111** Housing proposals help to support the role rural settlements have as an important part of the settlement strategy; additional homes help to support local business, services and facilities, serving both the settlement itself, but also its sometimes extensive rural catchment. Housing development focussed at Local Service Centres and Large Villages carries with it a wider strategic purpose.
- 4.112** National planning policy requires the council to provide neighbourhood plan area designations with a housing requirement. Within the overall housing requirement for the County, the Plan must set requirements which reflect the overall strategy for the pattern and scale of development. Taking forward the Plan's settlement strategy, recognising the more strategic role of Local Service Centres and Large Villages, each of these settlements is provided with a scale of housing growth for the plan period to enable local communities to take forward plans where they wish to do so. Neighbourhood plan area designation housing requirements are the scale of growth shown for what Local Service Centres and Large Villages lie within them.
- 4.113** In general conformity with the Plan, neighbourhood planning groups would be expected to look to accommodate new homes to meet housing requirements in full by identifying opportunities in their plans, where necessary, at Local Service Centres and Large Villages themselves, where new homes could meet both local needs and support the strategic role for such settlements set by the Plan.
- 4.114** At Small Villages, the settlement strategy provides sufficient flexibility for neighbourhood planning groups to meet local housing needs, by a variety of means, at a scale that preserves the character and setting of a village. Reflecting the different role played by Small Villages in the settlement strategy, with generally fewer facilities and services, they do not have a scale of housing growth set by the Plan and therefore there is no explicit requirement for parishes with that only contain Small Villages. However, this does not mean there can be no additional growth in these areas. As set out in other policies in the Plan new housing development will be limited to infill within the built-up area of Small Villages or should be geared towards meeting local affordable needs through exception sites, or up to 20 homes, or 5% of the size of the settlement (whichever is the lower). Table 4.5 below sets out the Small Villages in the rural part of the Chippenham Area.

4.115 Scales of housing growth over the plan period are shown below for each of the Local Service Centres and Large Villages in the rural part of the Chippenham Area. This is the total amount of homes that should be met by a neighbourhood plan over the plan period from 2020 to 2038. Neighbourhood planning groups, to calculate how many new homes they will need to plan for, must deduct those homes built already and those in the pipeline with either planning permission, or estimated, to built on sites already allocated in the development plan, which may include sites in the Wiltshire Housing Site Allocations Plan.

Table 4.4

	Housing growth (2020-2038)	Completions and commitments (2020-2022)*	Residual at 1st April 2022*
Local Service Centre			
Market Lavington	117	62	55
Large Village			
Ashton Keynes	42	29	13
Atworth ■	66	0	66
Box	26	23	3
Bromham	66	5	61
Christian Malford	37	37	0
Colerne	25	3	22
Crudwell	39	28	11
Derry Hill/Studley	33	3	30
Great Somerford	88	88	0
Hullavington	76	76	0
Kington St Michael ■	38	4	34
Oaksey	29	14	15
Potterne	78	24	54
Rowde ■	67	20	47
Rudloe	255	255	0
Seend ■	27	4	23
Shaw/Whitley	73	23	50
Sherston	87	57	30
Sutton Benger	77	77	0
Urchfont	65	31	34
West Lavington/Littleton Panell	58	56	2
Worton	34	27	7
Yatton Keynell	39	37	2

4.116 ■ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified NHS capacity constraints in the shorter term.*

Small Villages

4.117 The roles of Small Villages are set out in Policies 1 and 2. The following table sets out the Small Villages in the Chippenham Area:

Table 4.5

All Cannings	Dauntsey	Luckington
Beanacre	Easterton	Marston
Berryfield	Erlestoke	Milbourne
Biddestone	Gastard	Minety
Bishops Cannings	Great Cheverell	Neston
Bremhill	Grittleton	Nettleton
Brinkworth	Heddington	Poulshot
Broughton Gifford	Hilmarton	Seend Cleeve
Burton	Kington Langley	Stanton St Quintin
Charlton	Lacock	Upper Minety
Cherhill	Langley Burrell	Upper Seagry
Compton Bassett	Lea	Westwells
Corston	Lower Stanton St Quintin	

Principal Employment Areas in the rural area

4.118 The following Principal Employment Areas in the Chippenham HMA rural area will be protected for their primary function as an employment site, as defined on the policies map:

- Fiveways Trading Estate, Rudloe

4.119 Proposals for development within the Principal Employment Areas will be considered against Policy 65 (Existing Employment Land).

Strategy for Salisbury HMA

- 4.120** The need to conserve some of the country's most sensitive natural and built environments impedes the Salisbury Housing Market Area's (referred to as the Salisbury Area) ability to meet forecast development needs.
- 4.121** New homes have potential to add to pollution of River Avon, in terms of affecting volume of water in the river from water abstraction and its quality from phosphate discharge. Protected for its international nature conservation value by its designation as a Special Area of Conservation, current measures that avoid additional pollution from housing growth are unlikely to be able to support the full extent of forecast need. This will need to be remedied so that higher rates of house building are possible.
- 4.122** The landscape impacts of development on the edges of Salisbury and Amesbury, means that these are becoming increasingly difficult to mitigate without harm being caused. Adjoining areas each have extensive archaeological importance needing preservation.
- 4.123** The city of Salisbury, is a Principal Settlement and a main focus for future growth. However, it is a constrained historic settlement. Significant development on the urban edge would threaten the city's setting and the settings to the Cathedral and Old Sarum Ancient Monument specifically. Areas around Salisbury are also rich in archaeological remains which have a strong likelihood to be of national importance. Opportunities to continue to expand are therefore limited. Longer term, Salisbury will not be able to accommodate the scales of growth it had in the past. As a result, the scale of growth is set lower than the previous development plan and comparable with actual rates that have been achieved. It is doubtful, however, that even this lower level can be maintained in the long-term.
- 4.124** The Market Town of Amesbury is also a constrained settlement. Outward expansion is limited by its potentially harmful impact on the Stonehenge and Avebury World Heritage Site. Land surrounding the town is rich in archaeological remains, much of which is also thought to have the potential to be of national importance. Scales of growth proposed, both for new homes and employment land, in this Plan take account of these constraints.
- 4.125** Tidworth and Ludgershall are defined as a Market Town and functionally linked. At present, they are heavily influenced by the military presence. This provides potentially unique economic opportunities capitalising on the connection. Ludgershall is relatively unconstrained. The Plan therefore proposes a scale of growth that would increase the civilian population of the town and lead to a more diverse community, which would in turn support a wider range of local facilities and a stronger retail offer.
- 4.126** More significant growth at Ludgershall, including a modest supplement to the existing supply of land for employment, will provide a greater share of housing and employment needs within the Salisbury Area than in the past, when compared to the other settlements. This strategy is not a long term substitute to the shortfalls that will arise from constraints at both Salisbury and Amesbury.
- 4.127** In view of the severely constrained nature of the Salisbury Area, the Plan proposes, an area of search, that could potentially lead to the formation of a new community. If evidence suggests, this presents a sustainable solution, it could provide a long-term solution to meeting future housing and employment. An approximate area of search covering a large area is shown on the Key Diagram broadly extending north from Salisbury. A new settlement could be for around 1,500 to 2,000 homes with 5ha of employment land, together with associated infrastructure. A future review of the Plan would decide whether a new community is needed and would be a feasible option and if so, determine a precise location, scale and supporting infrastructure.

Policy 21

New Community Area of Search

An area of search shown on the Key Diagram is proposed for a possible new community north of Salisbury, subject to the need being confirmed through a review of this Plan.

4.128 Outside the Main Settlements, the overall scale of housing growth is broadly equivalent to past rates of housing development. New business and employment development is also significant but generally met over a large area by small scale developments, outside the scope of the Plan. As occurs already, they are granted planning permission guided by policies of the Plan. Land and sites for development may also be allocated by Neighbourhood Plans or brought forward as Neighbourhood Development Orders to suit individual community needs.

4.129 The distribution of housing and employment provision is summarised in the table below:

Table 4.6

Settlement	Housing growth (2020-2038) (dwellings)	Completions & commitments (2020-2022)*	Residual at 1st April 2022
Salisbury	4,500	2,964	1,530
Amesbury	530	409	120
Tidworth and Ludgershall	2,080	814	1,270
New Community (Area of Search)	(1,500 - 2,000)	0	(1,500 - 2,000)
Rural Area	2,300	938	1,360

Table 4.7

Settlement	Employment Land Supply (ha)
Salisbury	12.3
Amesbury	-
Tidworth and Ludgershall	10.7
New Community (Area of Search)	(5.0)
Rural Area	2.0

Salisbury Principal Settlement

4.130 Salisbury has become a constrained settlement in terms of what possibilities remain for its outward expansion. The city's setting and its heritage significance need to be protected. The Plan proposes a limited amount of further development on the city's periphery. Regeneration of the city's central area and guiding redevelopment are increasingly important as means to help meet development needs. Improving the use of current industrial sites is a part of this. An enhanced role for the Salisbury District Hospital is also an objective. Altogether change should limit additional burdens on the transport network and conserve the city's heritage assets.

Policy 22

Salisbury Principal Settlement

Development at Salisbury will:

1. deliver opportunity sites, including The Maltings and the Railway Station, to ensure long-term city centre resilience;
2. maximise the economic potential of the city by delivering the measures set out in Salisbury Central Area Framework through funding to secure the city as a visitor destination and identify suitable locations to facilitate business growth that responds to local needs;
3. conserve the historic landscape setting of Salisbury, notably in terms of the city skyline, and views to and from Salisbury Cathedral and Old Sarum Ancient Monument;
4. maintain separation and distinctiveness between Salisbury and Wilton, and between Salisbury and adjacent settlements, notably Ford, Laverstock, Britford, Netherhampton and Quidhampton;
5. improve affordable housing provision to support needs of an ageing population, key sector personnel and those entering the market for the first time;
6. improve Churchfields Employment Area such that it integrates better within the city and presents a more attractive location to a greater diversity of businesses, particularly via measures to expand the range of employment uses and improve transport both within and around the locality;
7. facilitate the regeneration of the Salisbury District Hospital site to underpin its key role within the life sciences sector and as a university-level education and knowledge facility;
8. deliver funding contributions towards early years, primary and secondary education, healthcare, wellbeing and the environment; and
9. deliver funding contributions towards a Salisbury Transport Strategy.

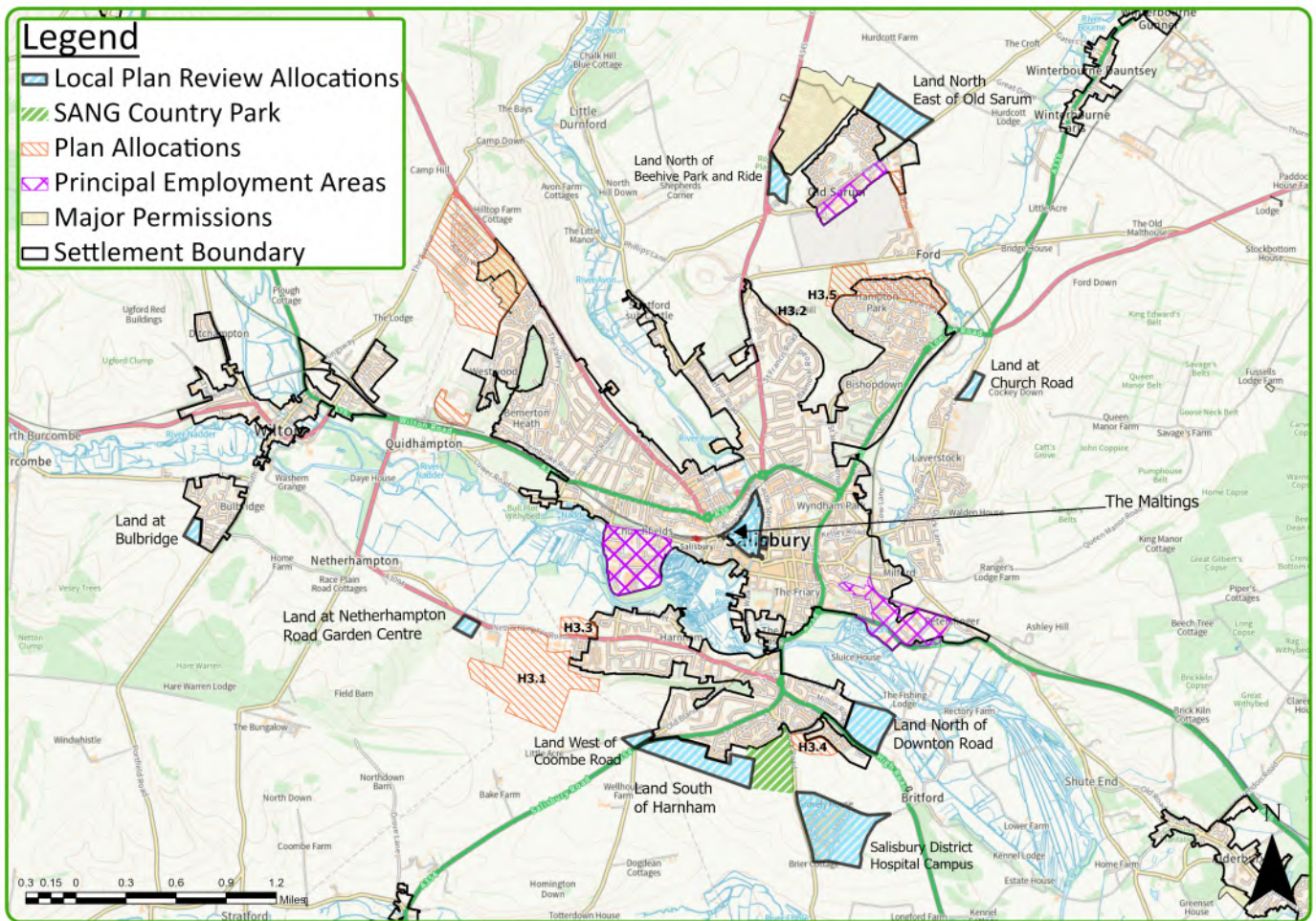
Over the plan period (2020 to 2038) approximately 4,500 homes and 12.3ha of employment land will be provided at Salisbury including:

- remaining homes and employment land on existing allocations at Fugglestone Red, UKLF, Wilton, Longhedge (Old Sarum), Netherhampton Road, Hilltop Way, North of Netherhampton Road, Land at Rowbarrow, The Yard;
- new allocation for approximately 350 dwellings on Land North East of Old Sarum, Salisbury;
- new allocation for approximately 220 dwellings on Land North of Downton Road;
- new allocation for approximately 50 dwellings on Land East of Church Road, Laverstock;
- new allocation for approximately 265 dwellings on Land South of Harnham;
- new allocation for approximately 45 dwellings on Land West of Coombe Road, Harnham;
- new allocation for approximately 100 dwellings on Land North of the Beehive Park and Ride, Old Sarum;
- new allocation for approximately 60 dwellings on Land at Netherhampton Road Garden Centre;
- additional dwellings forming part of the redevelopment of the Maltings and Central Car Park site; and
- 350 dwellings on small sites of less than ten dwellings.

The neighbourhood area designation requirement is 60 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Old Sarum, Southampton Road and Churchfields Employment Area.

Figure 4.15 Salisbury policies map



4.131 The pattern of development is shown below:

Land North East of Old Sarum

4.132 Approximately 17ha land is allocated to provide 350 dwellings and associated infrastructure including allotments and public open space. The site is reasonably well connected to the city centre. Whilst already close to Beehive Park & Ride, a bus service will be required that connects with the city centre as well as both The Portway and the A345, linking this development and the more recent one at Longhedge effectively into the city's transport network. Green space will connect with other nearby green and blue infrastructure in recent housing developments.

4.133 The proposals support the city centre, regeneration and the economy since residents would be able to work in and visit the city centre using sustainable transport modes, including cycling, which would, amongst other things, help to increase footfall and boost local trade. The site is also close to local employment opportunities in Old Sarum and is relatively well located for other business locations close to the city, including the Principal Employment Areas at Porton Down and High Post.

Policy 23

Land North East of Old Sarum, Salisbury

Land north-east of Old Sarum, as identified on the Policies Map, is allocated for the development of approximately 350 dwellings.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

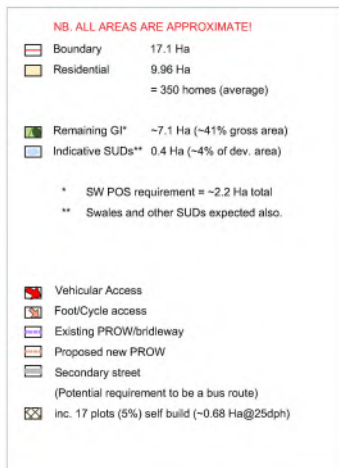
- vehicular access from The Portway;
- improvements to cycling and walking routes through and around the site, and into the city centre;
- allotments;
- buffering and retention and enhancement of hedgerows as part of a mature landscape framework to mitigate impacts for development exposure within an open rural setting north-east of Old Sarum;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special area of Conservation (SAC) to improve water quality;
- significant offsite infrastructure reinforcement for water supply and foul drainage will likely be required;
- mitigation for archaeology to include avoidance of high value remains where preservation in situ is likely to be required, particularly along the south-east and south-west margins. At the planning application stage investigation will need to identify the presence and significance of any buried archaeological remains such that the need for additional mitigation can be identified;
- a noise impact assessment to address the potential for adverse effects associated with the operation of the adjacent airfield; and
- measures to prevent harmful recreational pressure on sensitive ecological sites, including County Wildlife Sites.

4.134 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.16

Land North East of Old Sarum

Concept Plan



NOTE

This Framework Plan demonstrates the area of land which has been assessed to have potential for development, based on the known site constraints and Core Policy requirements.

The design concept assumes a landscape-led approach, i.e. conserving natural features and creation of multi-use green infrastructure.



Land at Netherhampton Road Garden Centre

- 4.135** Approximately 3ha land is allocated to provide 60 dwellings and other infrastructure including allotments and greenspace. The new housing creates an extension to Salisbury west of Harnham and adjacent to a large, emerging development of 600-plus homes and local centre immediately to the east, with which the site will need to integrate. The site is rather more isolated from the existing urban envelope than other sites at Salisbury and development is proposed to be of a low scale and focused on existing developed land to reflect this.
- 4.136** The proposals support the city centre, regeneration and the economy since residents would be able to work in and visit the city centre by cycling or by using nearby sustainable transport modes, which would help to increase footfall and boost local trade.
- 4.137** An improved urban edge can be provided on this approach into Salisbury from the west, whilst maintaining separation and distinctiveness between the city and Netherhampton. Further reasons to limit the scale of housing here are to preserve views to and from Salisbury Cathedral, ensuring that development does not take place in an elevated position above 75 metres, and to respond to sensitivities in the southern segment of the site around archaeology, as there are known to be high-value remains connected with settlement from the Iron Age period.

Policy 24

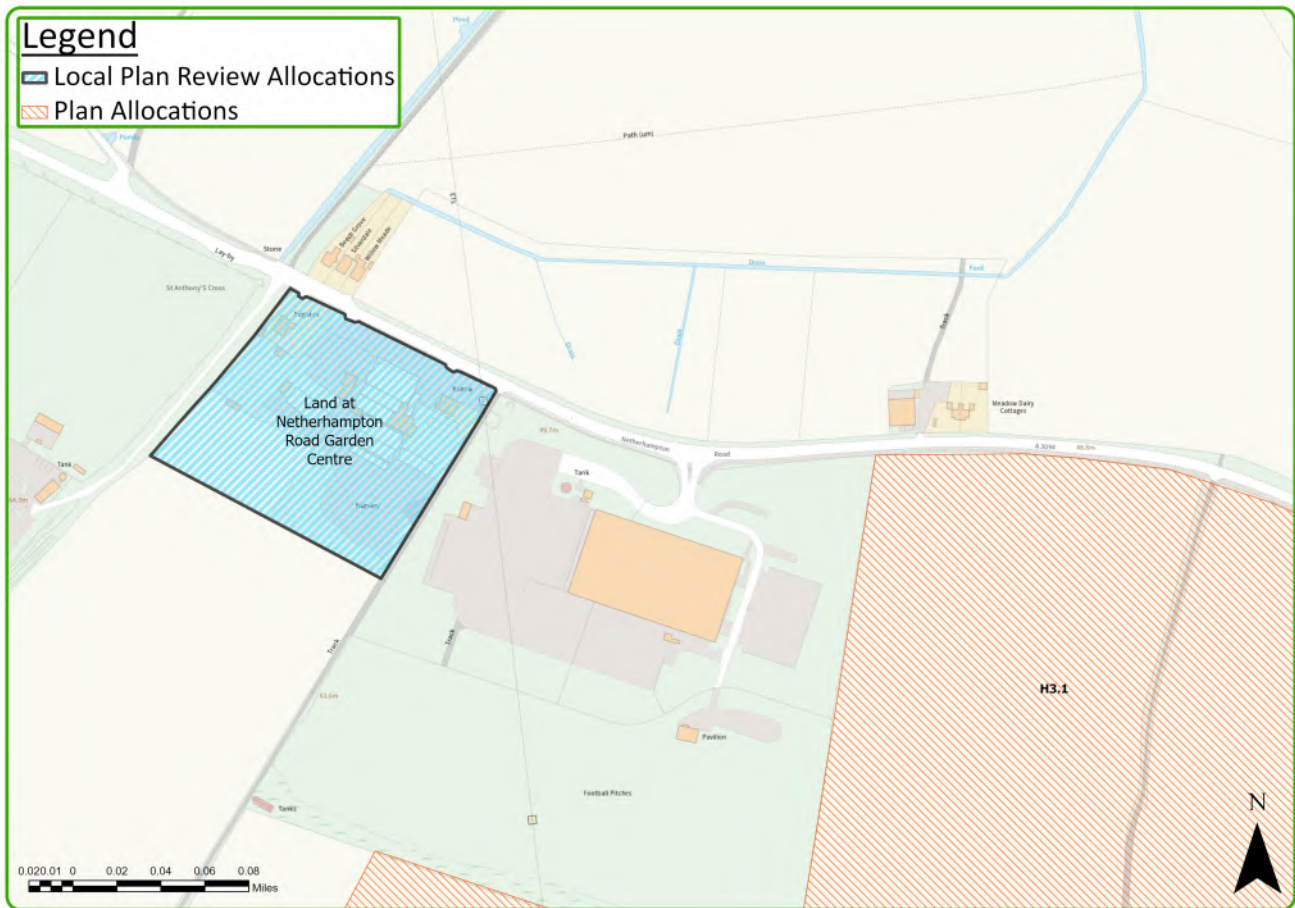
Land at Netherhampton Road Garden Centre

Land at Netherhampton Road Garden Centre, as identified on the Policies Map, is allocated for approximately 60 dwellings.

Infrastructure and mitigation requirements include:

- vehicular access from A3094 Netherhampton Road;
- improvements to cycling and walking routes through, around the site and into the city centre, linking into existing networks and the Netherhampton Road allocation to the east;
- provision off-site of Suitable Alternative Natural Greenspace ('South Salisbury SANG');
- development will be restricted to the garden centre to avoid impacts on views to and from the medieval city and cathedral spire;
- allotments;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special area of Conservation (SAC) to improve water quality;
- moderate offsite infrastructure reinforcement for water supply and foul drainage will likely be required; and
- noise and odour impacts from the road and adjacent business operations to be assessed and addressed through design.

Figure 4.17 Land at Netherhampton Road Garden Centre



Land North of the Beehive Park and Ride, Old Sarum

- 4.138** Approximately 5ha land is allocated to provide 100 dwellings and other infrastructure including allotments and greenspace.
- 4.139** The housing creates an extension to the Old Sarum area of Salisbury and the site is well connected to local facilities and the city centre by the adjacent Beehive Park & Ride. An area of woodland in the north will be retained onsite.
- 4.140** The proposal supports the city centre, regeneration and the economy since residents would be able to work in and visit the city centre using sustainable transport modes, including cycling, which would, amongst other things, help to increase footfall and boost local trade. The site is close to local employment opportunities in Old Sarum and is relatively well located for other business locations, including the Principal Employment Areas at Porton Down and High Post.

Policy 25

Land North of the Beehive Park and Ride, Old Sarum

Land North of the Beehive Park and Ride, Old Sarum, as identified on the Policies Map, is allocated for the development of approximately 100 dwellings.

Infrastructure and mitigation requirements include:

- vehicular access from the A345;
- improvements to cycling and walking routes through, around the site and into the city centre;
- allotments;

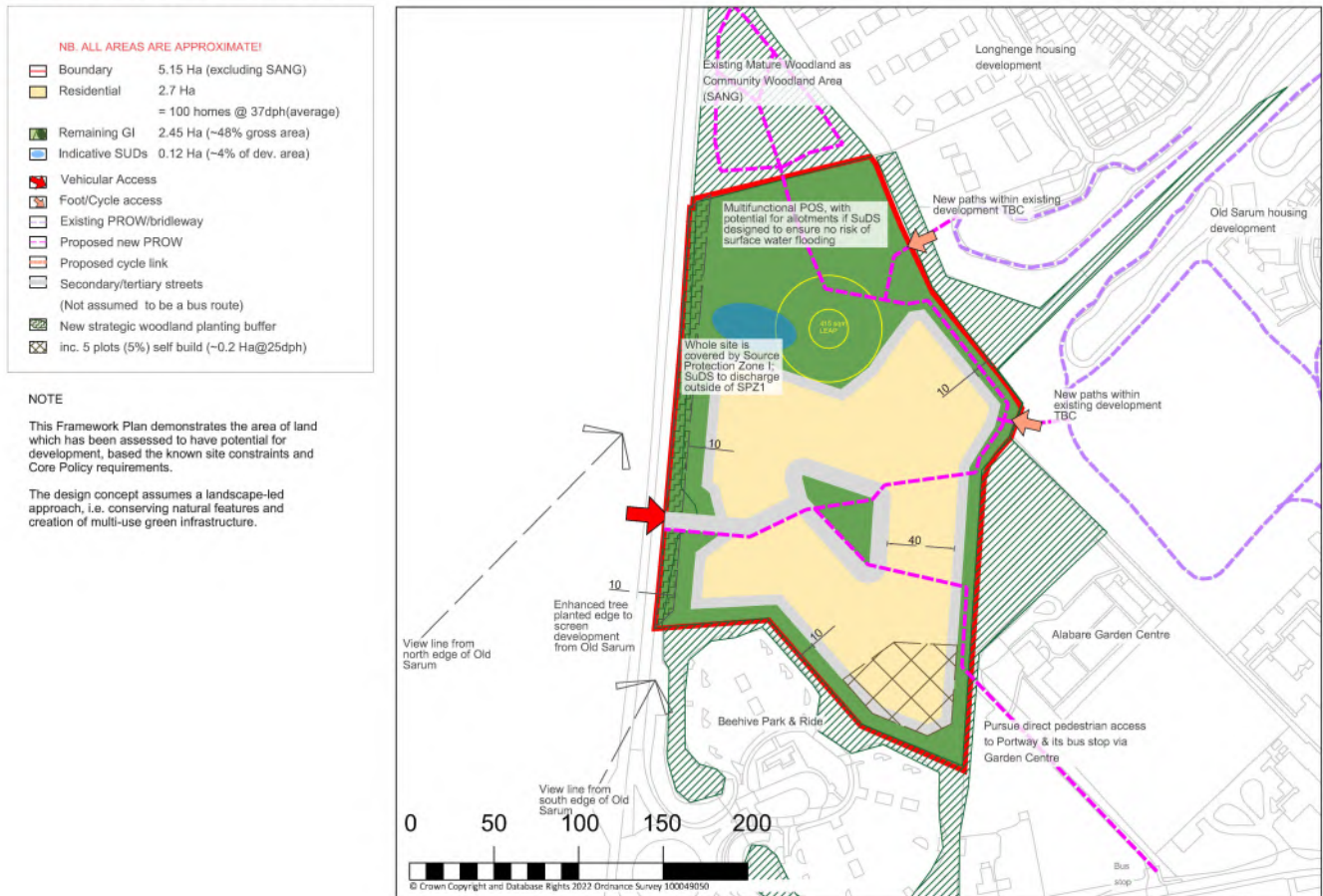
- the site occupies land considered to be Source Protection Zone 1 and Drinking Water Safeguard Zone. Regard must be had to the Environment Agency's 'Approach to Groundwater Protection';
- an improved urban edge can be provided here that ensures separation and distinctiveness between Salisbury and the Old Sarum and Longhedge developments;
- the layout of development will ensure that the setting of the Old Sarum Scheduled Monument is preserved;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special Area of Conservation (SAC) to improve water quality;
- moderate offsite infrastructure reinforcement for water supply and foul drainage will likely be required;
- the site includes various archaeological features of high value. Further investigation is needed during a planning application process to identify the presence and significance of any unknown archaeological remains. Mitigation could include avoidance of high value remains or preservation by record, as appropriate;
- measures to prevent harmful recreational pressure on sensitive ecological sites including County Wildlife Sites (CWSs); and
- noise and odour impacts from the road and adjacent business operations to be assessed and accommodated through design.

4.141 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the sites that meets mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.18

Land North of Beehive Park & Ride

Concept Plan



Land North of Downton Road

- 4.142** Approximately 14ha land is allocated to provide 220 dwellings and supporting infrastructure including greenspace. Such a scale of new housing creates an extension in the south-east of Salisbury. The site is reasonably well connected to the city centre. It is on a bus route and opposite Britford Park & Ride.
- 4.143** The proposals support the city centre, regeneration and the economy since residents would be able to work in and visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. The site is close to local employment opportunities at Salisbury District Hospital.
- 4.144** An improved urban edge and countryside transition will be provided on this approach into the city from the south-east. A landscape buffer will wrap around development to the north and east to protect both the ecology of the River Avon and heritage assets at Bridge Farm, as well as ensuring separation and distinctiveness between Salisbury and Britford. The setting of and views to Salisbury Cathedral will be preserved by the design of a visual corridor vista through the development.
- 4.145** A circular walk of 2.3-2.5km to mitigate New Forest ecological sites will be provided to the east of the South of Harnham allocation as additional suitable alternative natural greenspace. This provision can be accessed to the south-west, through the existing rights-of-way network.

Policy 26

Land North of Downton Road

Land north of Downton Road, as identified on the Policies Map, is allocated for the development of approximately 220 dwellings.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

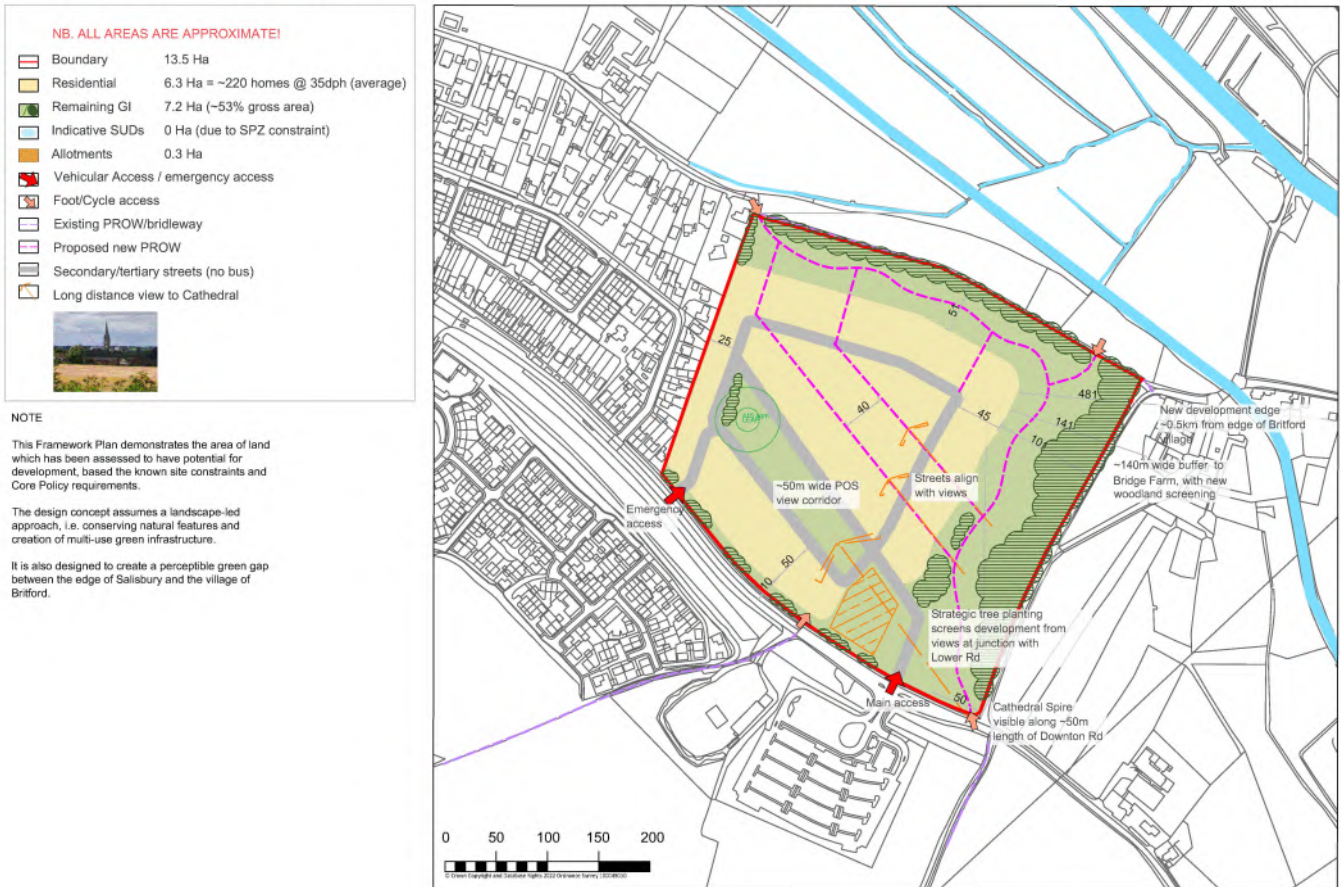
- vehicular access from A388 Downton Road;
- improvements to cycling and walking routes through, around the site and into the city centre, linking into existing networks;
- contributions to off-site Suitable Alternative Natural Greenspace;
- allotments;
- children's play areas;
- development will be contained and separation from Britford retained - buffering and retention and enhancement of hedgerows as part of a mature landscape framework will assist in mitigating such impacts;
- visual corridor will be incorporated to preserve setting and views to Salisbury Cathedral;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special area of Conservation (SAC) to improve water quality; and
- significant offsite infrastructure reinforcement for water supply will likely be required.

4.146 How the site may be developed is shown on the concept plan below. This illustrates one treatment of the sites that meets mitigation and the homes, other uses and infrastructure envisaged.

Figure 4.19

Land North of Downton Road, Salisbury

Concept Plan



Land South of Harnham

- 4.147** Approximately 22ha land is allocated to provide approximately 265 dwellings and supporting infrastructure including allotments, play areas and a new early years nursery. The new housing creates an extension to the Harnham area of Salisbury, on the city’s south-western approaches. The site is reasonably well connected to the city centre and on a bus route. Additional public transport connectivity can be achieved through ensuring a pedestrian link through to Andrews Way, to the north.
- 4.148** An eastern section of the site will remain undeveloped to preserve and enhance the heritage setting of the Woodbury Ancient Villages complex and to provide environmental and recreation benefits.
- 4.149** A key element to development will be the creation of a suitable junction on the A354 that enables access for this and the adjoining allocation on Land West of Coombe Road.
- 4.150** The proposals support the city centre, regeneration and the economy since residents would be able to work in and visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. The site is also close to local employment opportunities at Salisbury District Hospital.
- 4.151** An improved urban edge and countryside transition can be provided on this approach into Salisbury from the south-west, whilst the setting and interpretation of Woodbury Ancient Villages scheduled monument can be enhanced.

Policy 27

Land South of Harnham

Land South of Harnham, as identified on the Policies Map, is allocated for the development of approximately 265 dwellings.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- vehicular access from A354 Coombe Road;
- improvements to cycling and walking routes through and around the site, including to Salisbury District Hospital and into the city centre;
- an eastern section of the site will remain undeveloped to conserve and where possible enhance the heritage setting of the Woodbury Ancient Villages complex;
- an improved urban edge and countryside transition can be provided on this approach into Salisbury from the south-west, whilst the setting and interpretation of Woodbury Ancient Villages scheduled monument can be enhanced;
- children's play areas;
- allotments;
- provision on site for an early years nursery;
- provision of Suitable Alternative Natural Greenspace on adjacent land to the east in accordance with Policy 29, connected with walking routes through the site;
- developer contributions will be sought for measures that counteract negative impacts of traffic from on city centre air quality;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special area of Conservation (SAC) to improve water quality;
- moderate offsite infrastructure reinforcement for water supply and foul drainage will likely be required; and
- noise impacts from the A354 road to be assessed and accommodated through design.

Land West of Coombe Road, Harnham

- 4.152** Approximately 3ha land will be allocated to provide 45 dwellings and supporting infrastructure. The new housing creates an extension to the Harnham area of Salisbury, on the city's south-western approaches. The site is reasonably well connected to the city centre and is on a bus route. Additional public transport connectivity can be achieved through ensuring a pedestrian link with Andrews Way, to the north-east. A key element to development will be the creation of a suitable junction on the A354 that enables access for this and the adjoining allocation Land South of Harnham.
- 4.153** The proposals support the city centre, regeneration and the economy since residents would be able to work in and visit the city centre using sustainable transport modes, including cycling, which would help to increase footfall and boost local trade. The site is also close to local employment opportunities at Salisbury District Hospital.

4.154 An improved urban edge and countryside transition can be provided on this approach into Salisbury from the south-west.

Policy 28

Land West of Coombe Road, Harnham

Land west of Coombe Road, Harnham, as identified on the Policies Map, is allocated for the development of approximately 45 dwellings. Development should come forward in accordance with the Concept Plan.

Infrastructure and mitigation requirements include:

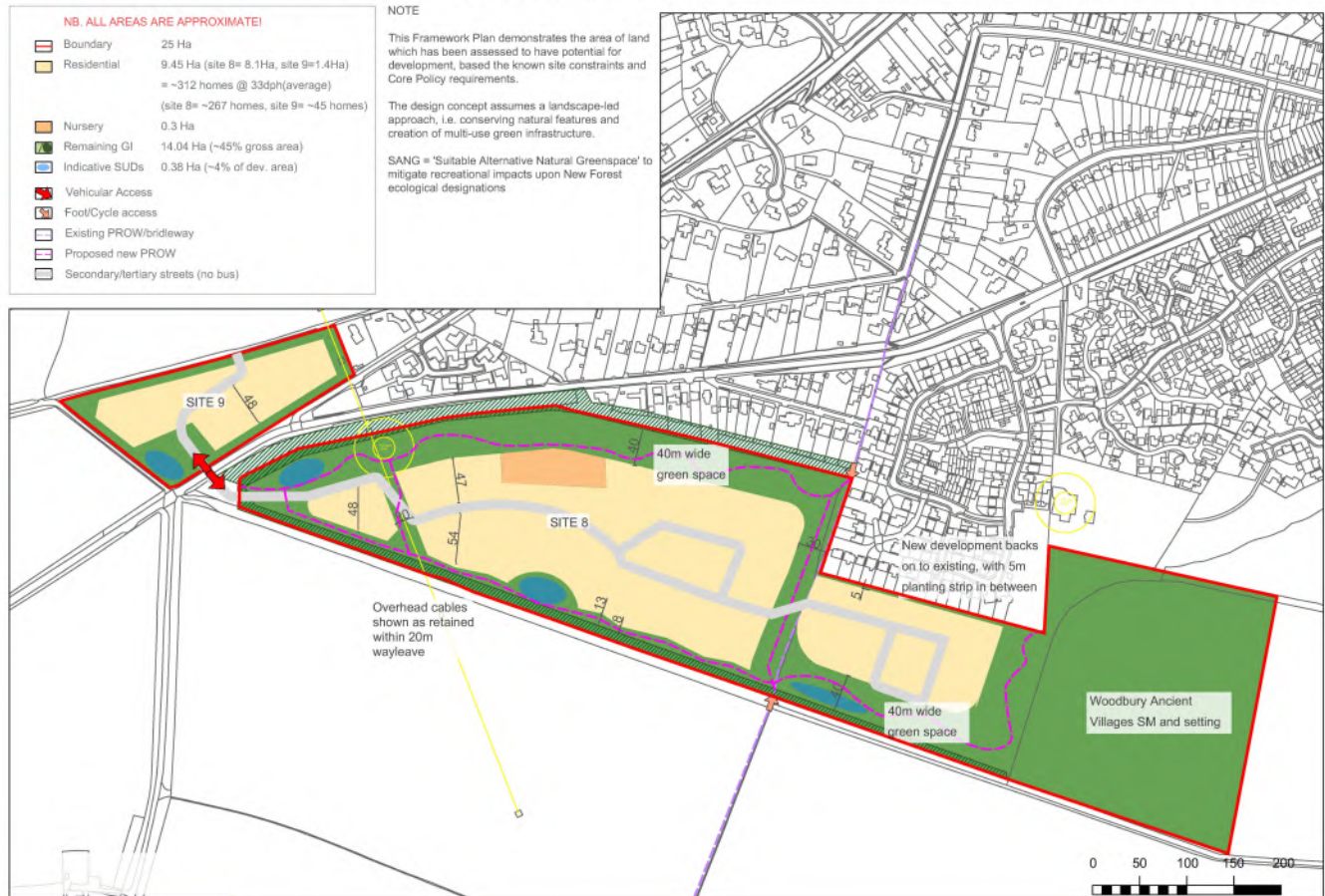
- vehicular access from A354 Coombe Road;
- improvements to cycling and walking routes through and around the site, including to Salisbury District Hospital and into the city centre, and to connect with the adjoining Suitable Alternative Natural Greenspace allocation;
- children's play areas;
- provision of green space;
- allotments;
- a mature landscape framework to include retention and enhancement of hedgerows, to mitigate against impacts for development, to be exposed within an open rural setting south-west of Salisbury and ensure that habitat creation provides connectivity to adjacent or nearby habitat areas;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- a noise impact assessment to address the potential impacts associated with adjacent land uses;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special area of Conservation (SAC) to improve water quality; and
- significant offsite infrastructure reinforcement for water supply and foul drainage will likely be required.

4.155 How allocations at South of Harnham and West of Coombe Road may be developed are shown on the Concept Plan below. This illustrates one treatment of the sites that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.20

Land South of Harnham and Land West of Coombe Road, Harnham

Concept Plan



Additional Suitable Area of Natural Greenspace, South Salisbury

- 4.156** Approximately 18.5 hectares of suitable alternative natural greenspace (SANG) is identified to reduce the potential for visitor and recreational pressure and associated adverse effects on the New Forest Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar site (hereafter referred to as the 'New Forest designated sites') that could arise from planned growth. The New Forest designated sites are protected by means of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) and Ramsar sites are wetlands of international importance designated under the Ramsar Convention. This is in addition to the specific SANG and measures identified as part of other site allocations.
- 4.157** The Council as decision maker is the competent authority under the Habitats Regulations and is advised by Natural England. The planning authority must ascertain that allocations for residential development will not have an adverse effect on the integrity of the New Forest designated sites, alone or in combination with other plans or projects, either directly or indirectly, before adopting a local plan.
- 4.158** The Plan is subject to a Habitats Regulations Assessment (HRA) which sets out possible measures that need to be provided to enable development to be delivered. The Council has also produced a Recreation Mitigation Strategy for the New Forest Internationally Protected Sites which should be read in conjunction with this policy². The role of the additional green space is to provide an alternative destination, with the objective of diverting visitors and recreational pressure away from

² See policy '88' in this Plan on Biodiversity

the New Forest designated sites. Consideration should be given to bringing forward the additional SANG allocation in advance of the occupation of any dwellings on affected residential developments.

- 4.159** The additional SANG will provide a choice of attractive walks of varying lengths for local residents that are suitable for all year-round use, including a circular route of at least 2.5km in length which cannot be satisfactorily devised within the south of Harnham residential allocation³. These paths should blend into the landscape and not detract from the natural feel of the site. Suitable furniture should be provided to allow for enjoyment of different areas. Free on-site car parking will be provided. Access on foot to the Country Park from the adjacent proposed development site will be provided, along with linkages to green and blue infrastructure and existing Public Rights of Way (PRoW) within the area.
- 4.160** A further objective of the allocation will be to manage pressure on Lime Kiln Chalk Country Wildlife Site (CWS), which is part of the proposed allocation. The CWS, which is owned and managed by Wiltshire Council, will be sensitively managed with the aim of ensuring that the residential allocation will not result in additional detrimental effects upon the habitats and species present and to deliver overall ecological enhancement.

Policy 29

Suitable Alternative Natural Greenspace, South Salisbury

Development in the south of Salisbury will provide for additional Suitable Alternative Natural Greenspace (SANG) to mitigate the adverse effects of recreation on New Forest designated sites where provision on sites will be insufficient to avoid adverse effects.

The additional SANG will be available in perpetuity for the public to access for informal recreation prior to the occupation of the first dwelling for which the policy is triggered.

Provision should be made for accessing the SANG by public transport as well as safe routes from and to the city centre.

The location of a car park must take account of the setting Woodbury Ancient Villages Scheduled Monument.

Land East of Church Road, Laverstock

- 4.161** Approximately 3ha of land is allocated to provide approximately 50 dwellings. New housing creates a modest extension to the village of Laverstock, which although identified as a Small Village is situated adjacent to one of Salisbury's secondary schools and is reasonably well connected to the city centre via a bus route.
- 4.162** Development will create an improved urban edge and countryside transition in the approach into Laverstock from the north. Limiting the scale of development here will moreover ensure continued separation and distinctiveness between the villages of Laverstock and Ford.

Policy 30

Land East of Church Road, Laverstock

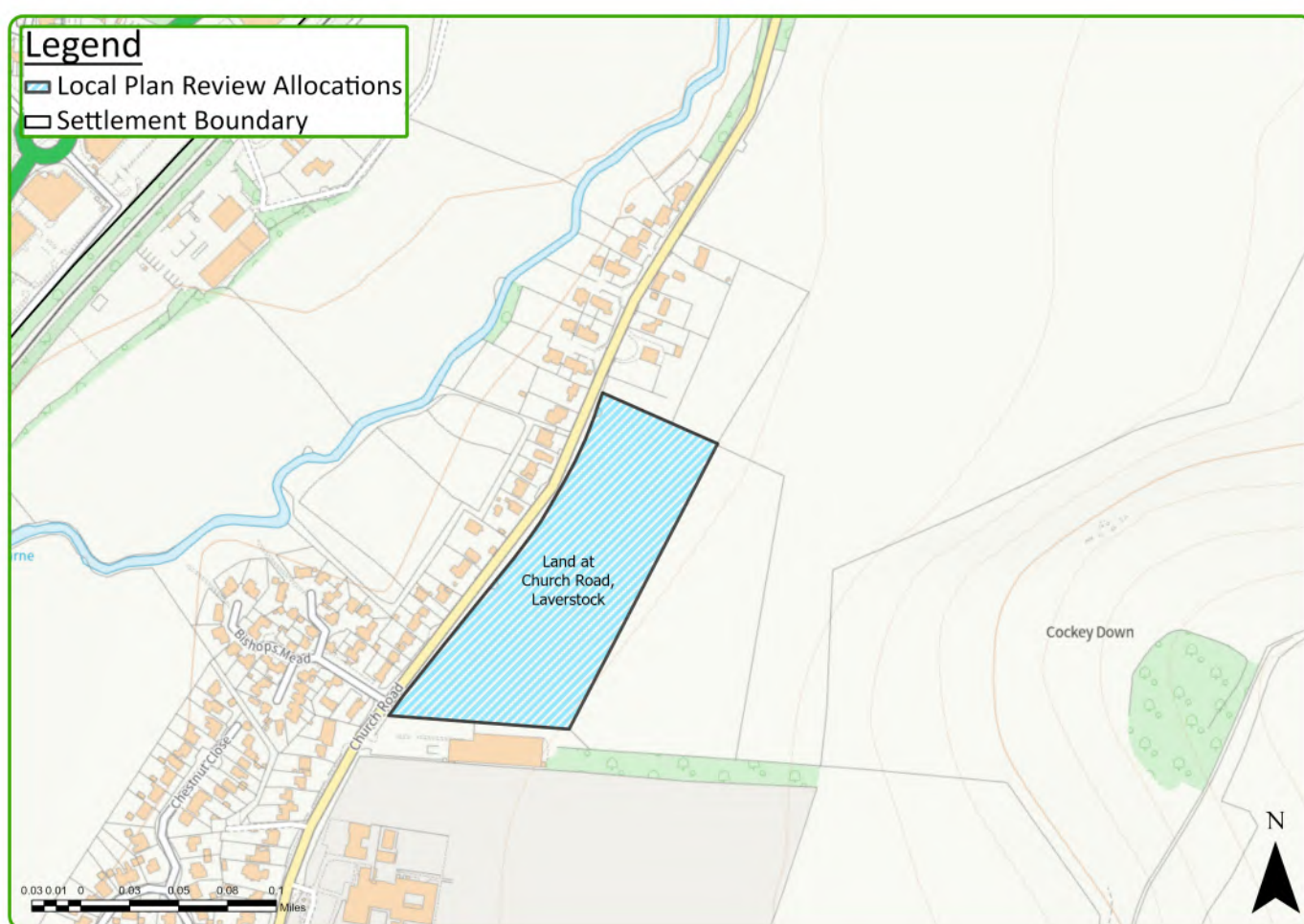
Land east of Church Road, Laverstock, as identified on the Policies Map, is allocated for the low-density development of approximately 50 dwellings, between existing linear development to the north and Laverstock schools to the south.

Infrastructure and mitigation requirements include:

³ *Guidelines for the Creation of Suitable Alternative Natural Greenspace* (Natural England, August 2021)

- vehicular access via Church Road;
- improvements to cycling and walking routes through, around the site and into the centre of Salisbury, linking into existing networks. The layout of the development shall be sensitively planned to ameliorate landscape impacts;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- measures aimed at neutralising the levels of phosphates flowing into the River Avon Special Area of Conservation (SAC) to improve water quality;
- moderate off-site infrastructure reinforcement to the foul water network capacity;
- a noise assessment to assess the potential impacts of the nearby electronics manufacturing plant and detail any mitigation measures resulting from this assessment; and
- contributions to off-site Suitable Alternative Natural Greenspace.

Figure 4.21 Land at Church Road, Laverstock



Salisbury Central Area

4.163 The central area of Salisbury is strategically important, being the primary focus for retail and leisure activity that serves a broad hinterland. The historic landscape setting of rivers and water meadows further adds to its appeal and character. With its Cathedral, and proximity to the internationally renowned Stonehenge, the city is a popular visitor destination. The central area boasts high-quality cultural and leisure facilities. The city will be strengthened generally, but specifically as a centre

of heritage, culture and tourism; to ensure that it remains relevant, is resilient to competition, and acts as an important driver of prosperity for the wider economy. The Salisbury Central Area Framework (CAF) identifies a series of character areas. Within three of these there are significant regeneration opportunities, as follows:

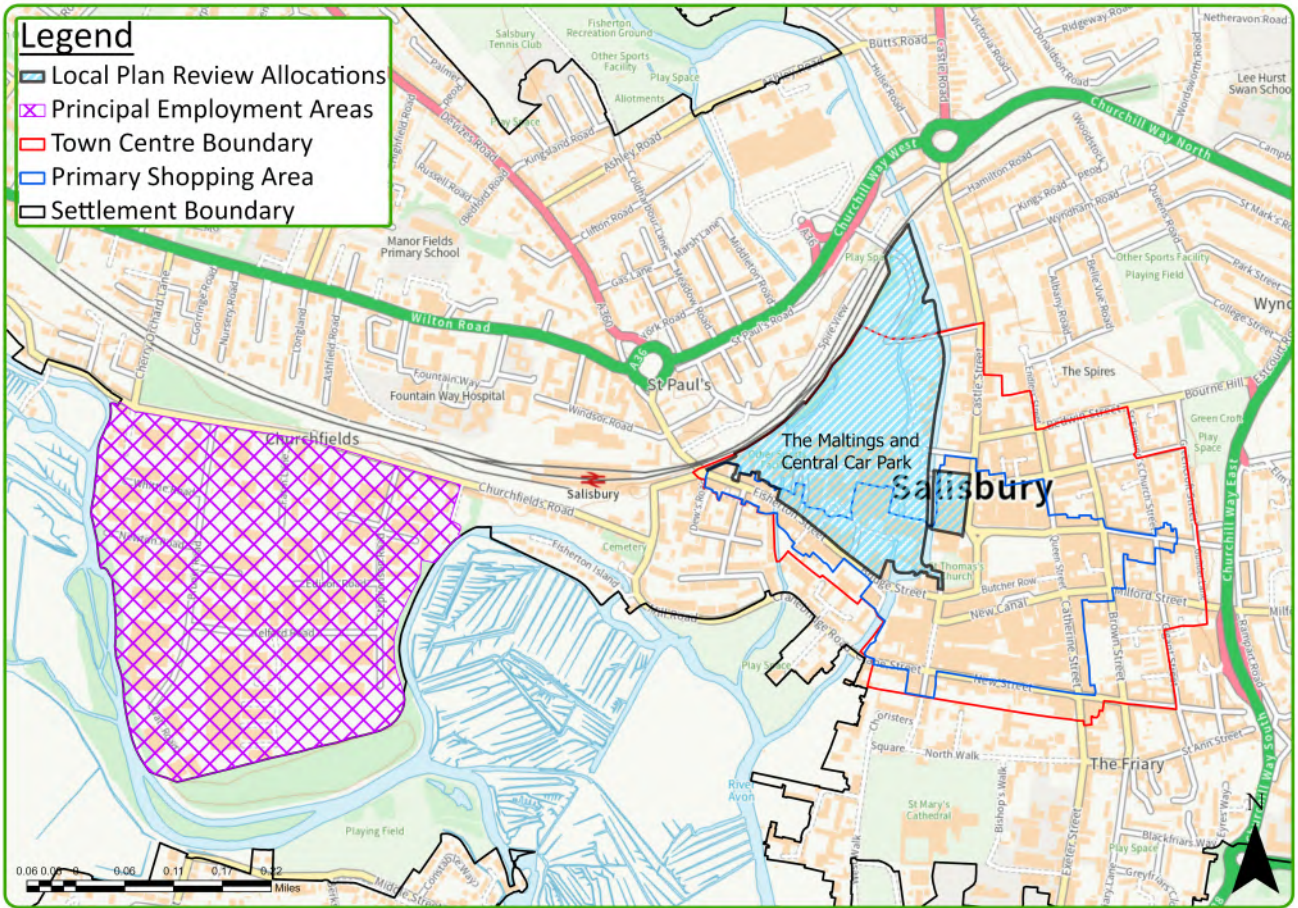
- The Maltings and Central Car Park - is situated in the western area of the established city centre area. A contemporary, high-density, urban living-led scheme blended with cultural and evening economy uses remains an important outcome. Public open space runs along the parcel's eastern boundary and, through the early 2020s this area known as the Salisbury River Park Scheme, will be transformed as a recreational and amenity area for people, creating a high quality natural environment for biodiversity and reducing flood risk in the city.
- Churchfields - is one of the city's main employment areas and enhancing access arrangements to encourage more active forms of travel between the site and surrounding areas, including the town centre and rail station, and improving environmental quality will be important to the success of this site as a transformed area for employment use. Churchfields' location close to the train station, with services to London, the south coast and the West of England, makes it attractive to business and enterprise. An important place-making intervention will be to find a solution to the commercial heavy goods vehicle movements, which have an environmental impact on the wider Central Area. The Future High Street Funds scheme is scheduled to provide investment, by improving connectivity between this area, eastwards along Fisherton Street, to the city centre.
- Station Area - Salisbury train station is a major entry point into the city, located on the edge of the central area. Improvements to public realm around the station are being implemented through the Future High Street Fund. The role of the maintenance depot is under review and may alter, including an option to incorporate land at the Engine Shed, in proximity to the Station Area along Churchfields Road . Alternatively, potential exists to transform the area north of the station if the current use is no longer required for operational use and land at the Engine Shed provides the opportunity to consider a wider mixed use development.

4.164 Salisbury is defined as a Principal Settlement in the town centre hierarchy for Wiltshire. Its Town Centre boundary and Primary Shopping Area boundary are shown on the Policies Map and in Figure 4.22 below. Policies 67 and 68 alongside the specific policies below set out general policies to safeguard and promote the vitality and viability of town centres.

4.165 Salisbury town centre boasts a good range and choice of comparison outlets, the Retail and Town Centres Study indicates some capacity to improve this type of retail. New comparison floorspace should in the first instance support and enhance availability in the city centre and, thereafter, improve existing out-of-centre provision. The principal aim for comparison retail in the city is to maintain a sizeable offer of floorspace, which caters for the shopping needs of the local area and wider catchment and provides a positive experience as an alternative to both online shopping and competition from the larger-scale offer in Southampton.

4.166 There is strong potential to expand the food and beverage market over the Plan period. Salisbury is also a particular focus for the visitor economy and there are aspirations to improve hotel accommodation. Investment in the Central Area is to be encouraged where sites allow this to happen, for instance in connection with the Salisbury City Hall, which requires improvement. The Central Area Framework (CAF) also proposes measures for the city centre that will diversify uses and ensure better occupation of vacant space.

Figure 4.22



Policy 31

Salisbury Central Area

The Plan aims to reposition Salisbury as a place that has a focus on heritage, culture and tourism, whilst continuing to encourage general economic investment. The success of the central area as a visitor destination and residential hub will be underpinned by fulfilling the place-shaping priorities connected with it, including:

1. delivering mixed use opportunity sites, including for housing to ensure long-term resilience;
2. delivering the recommendations in the Salisbury Central Area Framework (CAF) to secure the city as a visitor destination; and
3. development in the central area should conserve and where possible enhance heritage assets with heritage playing a key role in the regeneration of sites.

The CAF advocates maximising the central area's qualities and vibrancy, which contains distinct functional areas, whereby uses associated with the city's unique culture and heritage will be maintained and enhanced. The Plan proposes significant change in the following areas:

- The Maltings and Central Car Park, as set out in Policy 33;
- Churchfields Principal Employment Area, as set out in Policy 34; and
- Station Area and Engine Shed: Regeneration of this area will be supported through the development and implementation of a masterplan prepared by the council in partnership with landowners.

Amongst other measures, fulfilment of the central area's potential will be achieved by:

- accommodating a flexible approach to alternative uses, including residential and commercial, in vacant premises and listed buildings, notably on upper floors and underutilised space; and
- improving the vitality and viability of the evening economy.

The Salisbury River Park Scheme will facilitate leisure and recreation uses in the central area and connect it with the city's wider green and blue infrastructure network.

Salisbury Skyline

- 4.167** The medieval planned city of Salisbury is dominated by its Cathedral, which has the tallest spire in the UK. The city is set in the valleys of five rivers, with water-meadows to the south and is surrounded by low hills. There are some outstanding views to the Cathedral both along the valleys and from the hills, and the spire is a landmark presence within the built-up area. The views therefore help define what is special about Salisbury. The variety of directions from which the Cathedral can be viewed poses a challenge to locating new development unobtrusively. This has informed the relatively low-scale pattern of development in the city.
- 4.168** The Plan therefore primarily protects the historic and traditional roofscape of Salisbury and the cathedral setting by limiting the height of new buildings. It has played a major part in preserving the city's unique character by serving to emphasise the great height of the cathedral spire and protecting its immediate setting, and reinforcing Salisbury's irregular 13th century grid layout.

Policy 32

Salisbury Skyline

In the city's central area, as defined on the Policies Map:

- New development will be restricted to a height that does not exceed 12.2 metres (40 feet) above ground level.
- Decorative architectural features that positively contribute to the variety, form and character of the area's roofscape, skyline and silhouette may be allowed to exceed 12.2 metres in height where appropriate, provided that they do not result in any increase in usable floorspace.
- In exceptional circumstances, development in excess of 12.2 metres in height will be permitted, where it can be demonstrated to the satisfaction of the local planning authority that the development would have no demonstrable harm on the roofscape of the city and / or views of the cathedral.

The Maltings and Central Car Park

- 4.169** The area is located within the western part of Salisbury's established city centre. The southern part of the site predominantly comprises The Maltings shopping centre; and the northern part, includes the central surface-level car park. Maltings-Central Car Park is a key regeneration and economic priority for the council. A masterplan has been endorsed that supports mixed-use redevelopment of this site, including housing, services and facilities. Development should be underpinned by local design guides and in a manner that complements existing leisure and commercial provision.
- 4.170** The development will include pedestrianised streets and public spaces, with connections to City Hall, The Playhouse and Fisherton Street. The allied Salisbury River Park Scheme provides essential infrastructure, flood risk alleviation and environmental improvements directly related to the Maltings and Central Car Park site, which will serve to support regeneration of the site and enable higher value development.

Policy 33

The Maltings and Central Car Park

The area comprising The Maltings and Central Car Park will provide a mixed use redevelopment to revitalise and render more attractive use of the western part of the city centre. Development of the area should include the following uses:

- residential
- small scale retail
- services and leisure
- library

Masterplan-led design will enhance city living and the evening economy, by a scale and form of development that conserves and enhances:

- the appearance of the Salisbury's skyline;
- the significance of heritage assets including their setting; and
- the attractiveness of riverside open space and aligns with the Salisbury River Park Scheme.

Churchfields Employment Area

- 4.171** Churchfields Industrial Estate is recognised in the Central Area Framework as a main employment area in Salisbury. Nonetheless, the employment area is active and accommodates approximately 200 businesses of varying types and size on 33ha of land. Land uses include the council's depot, warehouses, open storage land, and a mix of showrooms and workshops, factories and manufacturing units, along with vehicle repair workshops, trade counter units and some offices.
- 4.172** Previous aspirations to regenerate the site as a new neighbourhood for Salisbury have not been realised. Land contamination excludes wholesale redevelopment to residential uses as a viable future path. Due to a complex number of land interests, shared between freehold and commercial leases, change will take the form of incremental adaptation over the plan period.
- 4.173** This Plan therefore recognises the importance of the site as an employment area and seeks to support its evolution and diversification, which in turn will help regenerate the site and secure improvements. New employment developments will therefore be supported where they improve the attractiveness of the area, help reduce the level of HGV traffic accessing the site and improve the sites connectivity with the surrounding area through improved walking and cycling infrastructure to encourage greater access by these modes of travel.
- 4.174** An Estate Regeneration Plan and Accessibility Study, will support opportunities to reduce harmful environmental impacts, including those on neighbouring areas, including HGV traffic, on-street parking, as well as enhance the attractiveness of the area to new investment. This will provide for improvements to access, the public realm, pedestrian and cycling facilities, traffic calming and the provision for parking. Incrementally, improving the attractiveness of the area will encourage a greater preponderance of office and professional sector uses capitalising on the area's good location in relation to the central area and railway station.
- 4.175** Redevelopment and changes of use within planning controls will also address environmental impacts, but also help to implement a gradual change in the character and role of the area, in accordance with the following policy:

Policy 34

Churchfields Employment Area

Proposals for the development of employment uses are supported subject to:

- no increase in HGV traffic to and from the site;
- measures to minimise on-street parking;
- improvements to the public realm (such as tree planting, the visual appearance of boundaries and incidental open space); and
- improvements to connectivity by active modes of travel.

The nature and scope for improvements will be set out in detail by an Estate Regeneration Plan and Accessibility Study.

Salisbury District Hospital

- 4.176** Salisbury District Hospital plays a vital local and regional role. In addition to providing general hospital services, it also offers specialist services across the region and southern England. The ability of the hospital to operate efficiently and meet demand is constrained by the current estate and many of its buildings need to be replaced. Plans add new education, training and research capacity, alongside improved hospital facilities. By bringing education, training and technology together with health, it will have wider economic and community benefits. Augmenting the role of the hospital in this way may, however, require some expansion into the surrounding area.
- 4.177** Redevelopment of the site is being underpinned by the preparation of a masterplan, led by the Salisbury NHS Foundation Trust, known as the Salisbury Health, Education and Technology (HEAT) Project. The HEAT Project takes a landscape led approach to design. One aim is to minimise the extent to which the built area of the hospital needs to be extended.
- 4.178** Important buildings are to be retained and others redeveloped allowing the layout of the existing site to be improved significantly over time. New buildings will be designed to integrate with existing buildings on the site in terms of their height and massing so as to avoid increases in visibility or prominence. It will also improve how land already developed can be used more efficiently and so reduce the need to expand and build on undeveloped land.
- 4.179** From the surrounding area new views of the hospital complex need to be avoided. Development should generally stay within the existing overall footprint of the hospital. With some expansion there is inevitably scope for potential effects and these must be minimised. Additional prominence should be very limited and it is anticipated that, in time, structural planting would mature and further reduce such effects. A central task of the masterplan is therefore to minimise encroachment into the countryside but where it is necessary to select the least sensitive extent and minimise its visual impacts.
- 4.180** To avoid impacts on the local and strategic highway network, the NHS Trust intends that development will not increase traffic movements or car parking provision above current levels, by implementing a comprehensive car parking policy and travel plan. Alternative and sustainable mobility opportunities will be promoted, agreed, and provided to ensure that the parking strategy and net traffic targets are achieved.
- 4.181** The role of the Plan is to cement the principles being worked upon by the HEAT project masterplan, now and in future, by applying the following policy:

Policy 35

Salisbury District Hospital Campus

Within the campus area shown on the policies map, inclusive of a maximum seven-hectare eastward extension onto undeveloped land, development - along with the redevelopment of buildings on the existing built footprint - will be granted for:

- healthcare facilities;
- uses that have a complementary relationship with healthcare, including education uses, and life science related research and development;
- public open space and landscaping.

Development will not have an unacceptable visual impact upon the character and appearance of the surrounding area and will be in accordance with an approved master plan, which will:

- deliver the most efficient reuse and remodelling of the existing developed area;
- minimise the encroachment of development into the most suitable landscaped adjoining areas;
- minimise the need for additional parking by, amongst other means, improving the accessibility of the hospital to non-car modes.

Neighbourhood Planning

4.182 A Salisbury Neighbourhood Development Plan for the parish area of Salisbury is being prepared by Salisbury City Council. Amongst other aspects, the emerging neighbourhood plan proposes a modest amount of new homes. Since opportunities for further outward expansion are becoming increasingly difficult, the emphasis is on brownfield sites, although, by their nature these tend to come forward as windfall sites and so not easily identifiable. The scope to positively identify such opportunities to add to the proposals in this Plan is therefore limited and as such a neighbourhood area designation requirement is set at 60 dwellings.

4.183 The first Laverstock and Ford Communities Neighbourhood Plan was made in October 2022. While the designated area relates to the outer edges of the Principal Settlement of Salisbury, the neighbourhood plan focuses on the separate identities of Laverstock and Ford, which are Small Villages, and does not contain allocations for housing. With the focus on the Small Villages in the designated plan area, a review of the neighbourhood plan is expected to focus on meeting any identified local needs there rather than at the Principal Settlement of Salisbury.

Amesbury Market Town

4.184 Opportunities for expansion of the Market Town of Amesbury are limited by the need to preserve the setting of the Stonehenge World Heritage Site and the archaeological importance of much of the town's surrounding area. This has impacted on the ability to expand the successful Solstice Park Principal Employment Area, which is well located on the A303 through an allocation in the Plan. However, there is potential within the Plan period for further inward investment at Boscombe Down Airfield for defence and aerospace business to complement the Ministry of Defence activities on site.

4.185 Amesbury is a significantly constrained settlement, and scales of growth through the Plan are therefore reduced from previous rates. Beyond existing provision for new homes, and the existing stock of employment land, additional allocations are very difficult to identify. It is likely that strategic future housing and employment will need to rely on the possibility of a new community to help meet needs in the longer term.

4.186 The Plan supports further employment growth at Porton Down, located in the rural area to the south east of Amesbury as well as Boscombe Down, as strategically important specialist employment hubs.

Policy 36

Amesbury Market Town

Development at Amesbury will:

1. promote Amesbury as a more self-sufficient town, with the housing, infrastructure and employment opportunities available to encourage a diverse range of residents to live, work and enjoy leisure time in the town;
2. improve recreational facilities and sports pitches in Amesbury;
3. be supported by the implementation of a town centre strategy that improves the quality of the public realm and encourages the development of tourism and tourist accommodation to capitalise on the town's proximity to Stonehenge;
4. reduce congestion on the A345 and A303, with a view to improving the attractiveness of Amesbury town centre;
5. improve opportunities for active travel (walking and cycling) and public transport options in and around Amesbury, including improved connections between Amesbury and surrounding areas of Durrington, Bulford, Larkhill, Stonehenge, Boscombe Down and Porton Down; and
6. support further development of specialist high quality employment at Boscombe Down and Porton Down.

Over the plan period (2020 to 2038) approximately 530 homes will be provided at Amesbury including:

- remaining housing on the existing allocation at Kings Gate; and
- 75 dwellings on small sites of less than ten dwellings.

The neighbourhood area designation requirement is 50 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Solstice Park, London Road, Porton Down and High Post.

4.187 The pattern of development is shown below.

Figure 4.23 Amesbury Policies Map

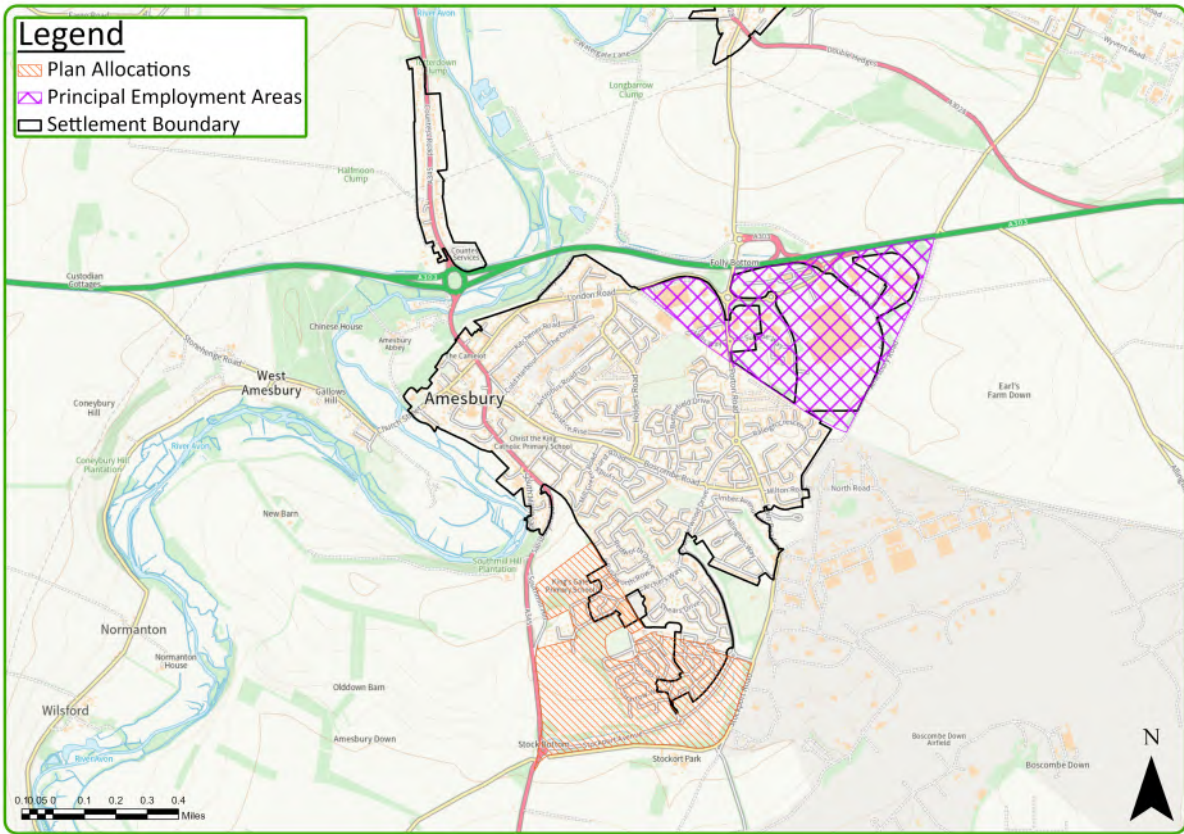


Figure 4.24 Porton Down Principal Employment Area

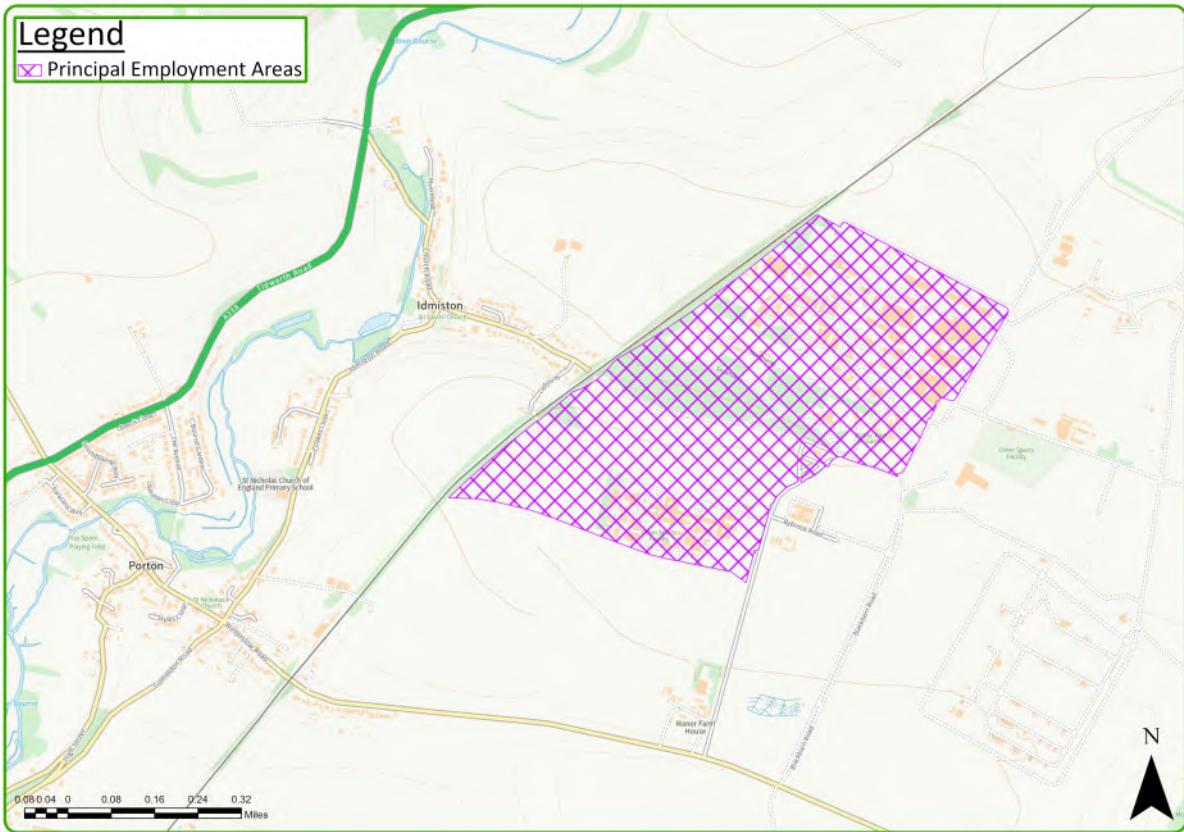
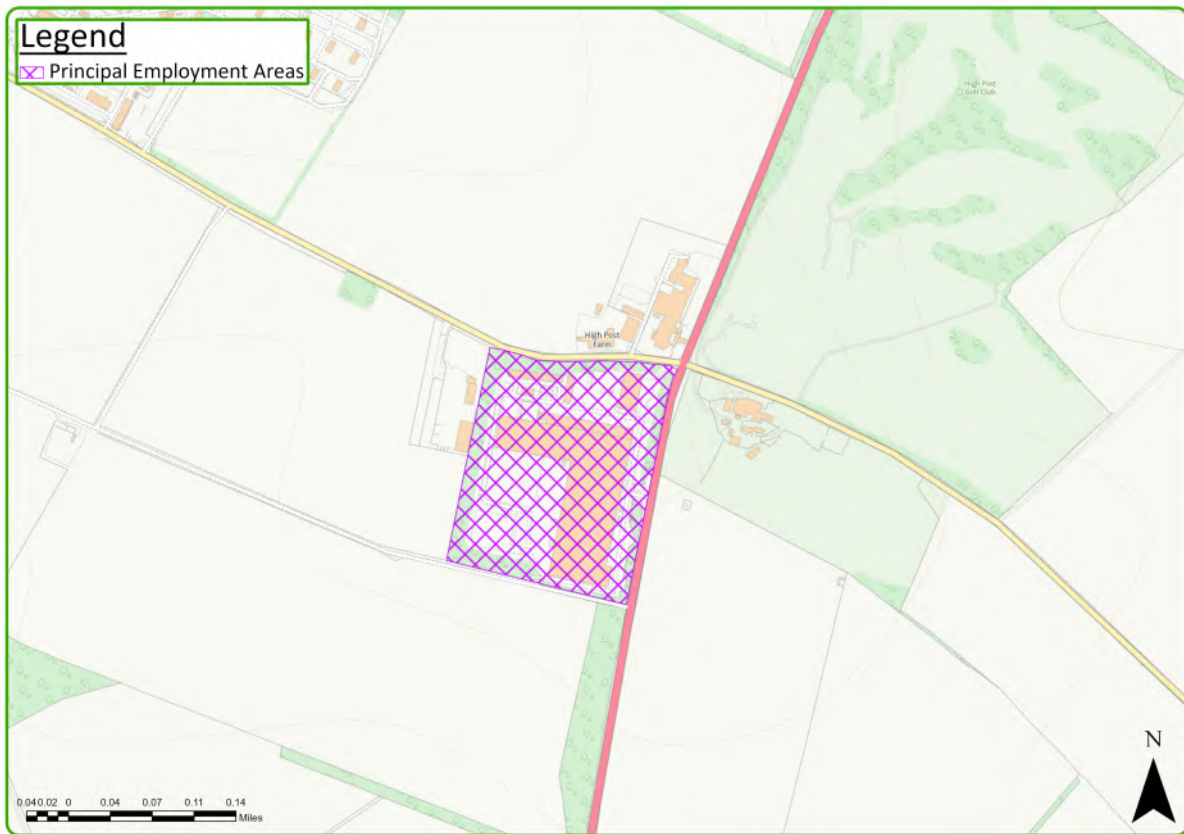


Figure 4.25 High Post Principal Employment Area



Town Centre

4.188 Amesbury is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area boundary for Amesbury are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of Town Centres including Amesbury.

4.189 Amesbury has a relatively small town centre which is made up predominantly of smaller retail, commercial and hospitality units, mainly falling within Amesbury's historic core and Conservation Area. Larger units, including a supermarket, are located in the southern part of the town centre, outside of the Conservation Area. Many of the town's larger commercial units are located at Solstice Park, to the east of Amesbury. The town centre faces a degree of competition from the larger city centre of Salisbury, located some 8 miles south. The result of this is that Amesbury has a strong service led role in serving a local community.

4.190 There is some capacity for new convenience retail and limited capacity for additional comparison goods retail floor space and scope to grow the food and beverage market. Re-use and redevelopment will be the main means for the town centre to evolve, respecting the area's historic character. Through careful planning, the quality of the public realm may be enhanced to improve legibility and to support and encourage tourism development to capitalise on the town's proximity to Stonehenge.

Boscombe Down

4.191 Boscombe Down is a strategically important employment site for south Wiltshire and has the potential for further inward investment and regeneration to expand its role. This means realising opportunities for reciprocal business relationships with defence uses while preserving the military operational uses at the area's core. Land within the site has been previously identified for

development and this remains a possibility. It is particularly important however that any development on this site or elsewhere at Amesbury does not undermine the operation of the Airfield and this will be a key consideration in appraising any development proposals. The site is expansive and in an exposed position, any employment development that does not re-use existing buildings should be located in the north of the site close to Amesbury.

Policy 37

Boscombe Down

Boscombe Down Airfield has the potential for inward investment to expand its role that will involve redevelopment, re-use of buildings, and land in the north of the airfield close to Amesbury.

Development within and around the airfield should:

- preserve the use of Boscombe airfield and its runways for operational military uses;
- support a complementary range of defence and aerospace related business.

Porton Down

4.192 Porton Down is an internationally important centre for scientific research and development. It is strategically important for a growing scientific research capacity in the UK and is located close to Salisbury and Amesbury. The Porton Science Campus includes DSTL, UKHSA and the Porton Science Park (operated by the Wiltshire Council).

4.193 Porton Down is situated close to an internationally designated Special Protection Area (SPA) and as a Special Area of Conservation (SAC). The continued protection of these areas and their positive management are a prerequisite for further development.

Policy 38

Porton Down

The council will continue to strongly support and promote the principle of the continued development of the Porton Science Park for research and development purposes, to be delivered in accordance with the Porton Down Masterplan, or a subsequent iteration of the masterplan. The council will continue to work with the principal site stakeholders to enable the continued evolution of the site to secure the long-term future of Porton Down as an internationally important site for Health and Life Sciences, and Defence and Security Technologies.

Neighbourhood Planning

4.194 There is currently no neighbourhood plan for Amesbury, although an area designation has been made and early work by Amesbury Town Council has commenced. The lack of opportunities to provide new homes and land for employment on the edge of the town invokes a need for a greater emphasis upon re-use of land within the existing urban area. While there is no additional strategic housing and employment allocations identified, there are likely to be opportunities for the neighbourhood planning process to identify small to medium scale sites to deliver a modest level of growth over the plan period. A neighbourhood area designation housing requirement is therefore set at 50 dwellings.

Tidworth and Ludgershall Market Town

- 4.195** The Plan proposes growth at Tidworth and Ludgershall that will help to broaden the economic base and role of the settlements, that together are heavily influenced by the military presence. Broadening their role hinges over the longer term on delivery of a wider range of local services and facilities as the community grows and diversifies. The main area for development will be expansion to the south east of Ludgershall which will include some additional facilities and improvements to local retailing and services. It will also facilitate a new road access to the town from the east, which is being co-ordinated with neighbouring local authorities.
- 4.196** Castledown Business Park provides a key role by providing land for new business that will support Ludgershall's transition to a more balanced community of locally provided jobs and homes.

Policy 39

Tidworth and Ludgershall Market Town

Development at Tidworth and Ludgershall will:

1. support additional housing needs arising from those leaving military accommodation and moving into civilian housing; and
2. support diversification of the employment offer in the area, including facilitating the delivery of Castledown Principal Employment Area and provision for small and medium business enterprises.

Tidworth

3. promote and encourage regeneration of Tidworth Town Centre (Station Road);

Ludgershall

4. support local road improvements to ensure any growth is suitably integrated into the local transport network. This includes the continuation of Empress Way to the south-east of the town in taking traffic pressure off of Andover Road;
5. encourage the balancing of commercial leisure uses and community facilities to support housing delivery at Ludgershall. This includes supporting the work between Ludgershall Town Council and the MOD to provide land and sporting facilities for the whole of the community; and
6. explore potential future opportunities to utilise the railway line as a sustainable travel route.

Over the plan period (2020 to 2038) approximately 2,080 homes and 10.7ha of employment land will be provided at Tidworth and Ludgershall including:

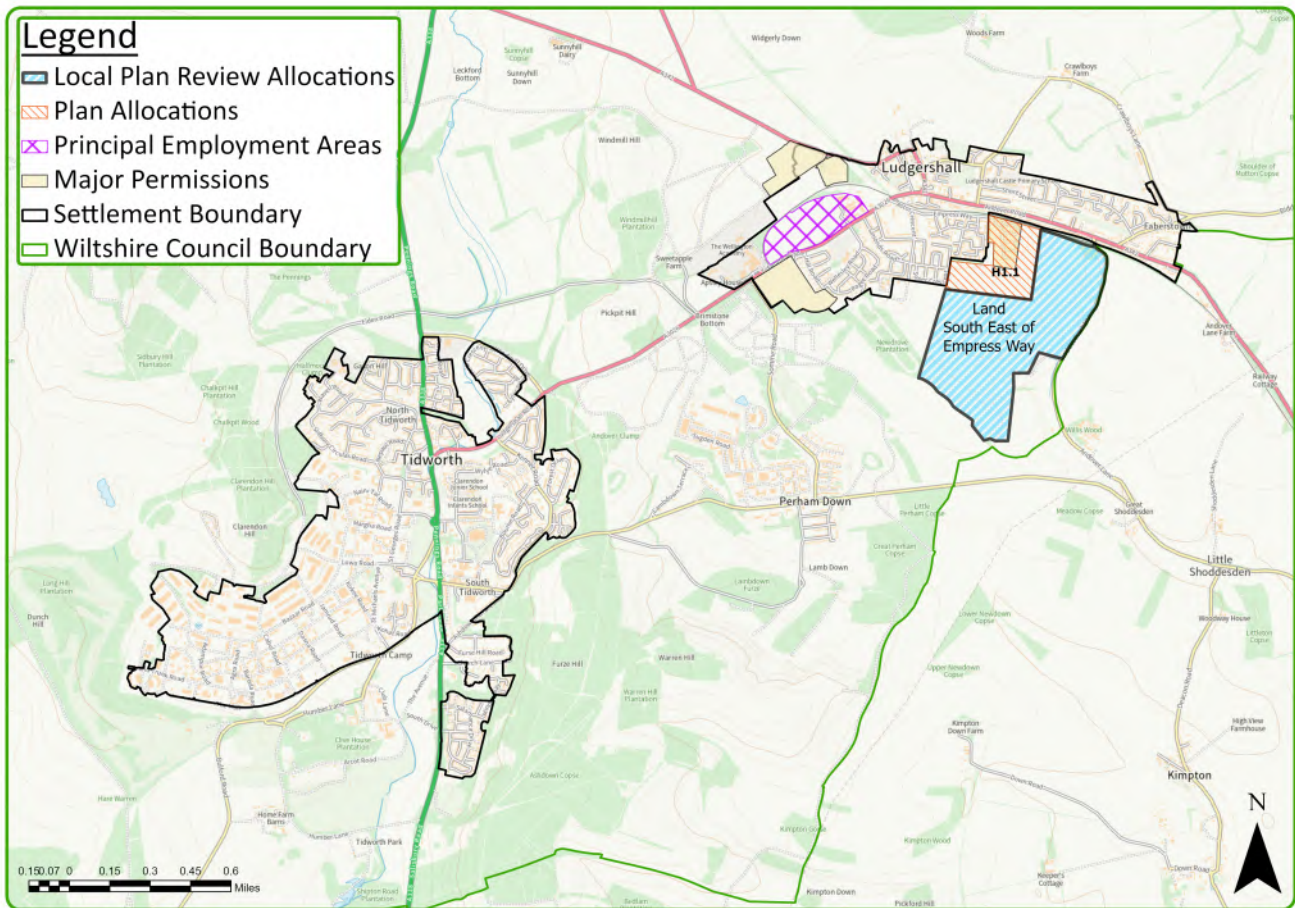
- remaining homes and employment land on existing allocations at Ludgershall - Drummond Park, Castledown Business Park, Empress Way; and
- new allocation for approximately 1,220 dwellings and 0.7ha employment land on Land South East of Empress Way.

A neighbourhood area designation requirement is 200 dwellings.

The Castledown Business Park Principal Employment Areas will be retained in accordance with Policy 65.

- 4.197** The pattern of development is shown below.

Figure 4.26 Tidworth and Ludgershall policies map



Land South East of Empress Way

- 4.198** Approximately 62ha of land South East of Empress Way, as shown on the Policies Map, is allocated for a residential led development. The allocation site adjoins land already allocated for development of 270 homes south of Empress Way which includes the provision of a local centre and 2 Form Entry (FE) primary school, with nursery.
- 4.199** The site is open in nature and there are limited existing natural boundaries, meaning that significant landscape screening will be required, for the development to assimilate into its wider countryside.
- 4.200** Immediate vehicular access to the site will be required from Empress Way and Moyne Drive but development will facilitate a southern link road, connecting with Andover Road to the east. This will be coordinated with the neighbouring highway authority. The timing of the delivery of the Andover Road connection will be determined by an agreed trigger point to be established through Transport Assessment, in collaboration between the developer and the two relevant highway authorities. Any future need to further expand the town into Test Valley will be the subject of review in future development plans.
- 4.201** The development will also deliver a new local centre, to enable residents access to include a suitable retail outlet within an accessible location, particularly for parts of the site that are further from the town centre.

Policy 40

Land South East of Empress Way

Land South East of Empress Way, as identified on the Policies Map is allocated for approximately 1,220 dwellings, 0.7ha of employment land and a local centre.

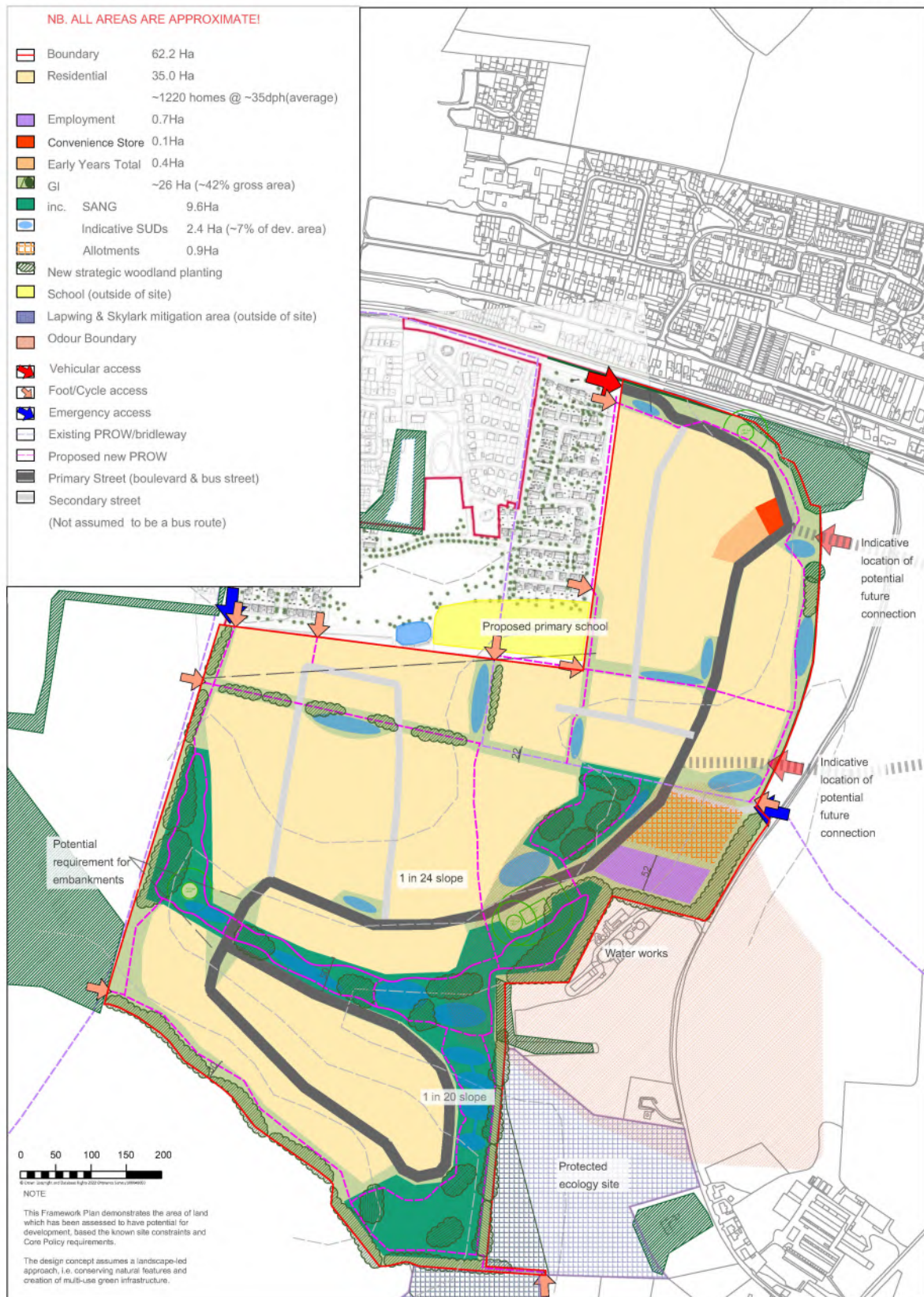
A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan, and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- vehicular access from Empress Way, Moyne Drive and Andover Road – the latter of which falls within Hampshire and will be determined by the adjoining planning authority;
- new and improved high-quality cycling and walking routes through the site linking into existing networks to encourage residents to adopt modes of active travel to reach facilities and services in Ludgershall;
- a transport assessment that will determine the trigger point for the delivery of the access via Andover Road within Hampshire;
- areas of open space/green and blue infrastructure to include a substantial tree planting belt on the southern part of the site;
- a 0.4 hectare site for a 100 place early years provision;
- financial contributions towards early years, primary and secondary education school places;
- ecological surveys to inform safeguarding lapwing and skylark populations and habitat;
- a scheme to ensure the development delivers nitrogen neutrality measures;
- significant off-site infrastructure reinforcement and improvements being required for both the water supply network and for the foul water drainage network;
- appropriate mitigation of potential odour impacts from the Water Recycling Centre, such as a suitable buffer informed by an assessment that takes account of Wessex Water's odour zone;
- a land contamination assessment and remediation if necessary; and
- site design to avoid any unacceptable noise impacts on residents' amenity resulting from the site's proximity to MOD uses.

4.202 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.27



Town Centre

4.203 In the retail hierarchy for Wiltshire, Tidworth is defined as a Market Town and Ludgershall as a Local Service Centre. However, the settlements are grouped as the centres are functionally linked. The Town Centre boundaries and the Primary Shopping Area boundaries are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including at Tidworth and Ludgershall.

4.204 Tidworth town centre holds an important retail and service role for the local area, providing the main shopping and service focus for both towns, and has a functional relationship in also serving the Ludgershall community. The two supermarkets within the centre play a key role, while Station Road is a key link between them. The central area of Tidworth is small and has a recognisable role in serving the needs of the community, including its significant military demographic. Ludgershall has its own defined role and function that is subsidiary.

4.205 Whilst the retail needs of the two settlements are currently satisfactory, there is opportunity for Ludgershall's reliance on Tidworth's retail offering to be rebalanced through the delivery of main shopping facilities at Ludgershall. An appropriate solution would need to be found where the provision of additional food floorspace does not harm either of the existing centres. With this in mind, and recognising that there may be future opportunities to improve self-sufficiency of Ludgershall in its own right, potential options for the delivery of a main shopping use at Ludgershall would be supported.

4.206 Opportunities to revitalise individual units and encourage independent retailers are likely to be apparent over the plan period. Enhancements to the public realm, including opportunities to improve walking and cycling links, will be a key aspect of improving the attractiveness of the town centres.

4.207 A site with an opportunity is the Former NAAFI to the north of Station Road in Tidworth. This is a vacant brownfield site where planning permission was previously obtained and opportunities to redevelop this site for a mixed-use development, incorporating Main Town Centre Uses, may come forward over the plan period.

Neighbourhood Planning

4.208 There is currently no neighbourhood plan area designation relating to the towns. However, over the lifetime of the Plan this may change. As well as addressing other community needs, a neighbourhood plan offers the opportunity to widen the choice of homes available and to respond to local housing needs, which could focus on smaller sites. A total designation for both settlements together is set at 200 dwellings. This could be divided if a Town Council decided to prepare its own separate plan.

Salisbury Rural Area

Wilton

4.209 Land is allocated for residential development on land to the south-west of Bulbridge Estate, Wilton. This site adjoins the built edge of the settlement and is close to the Cranborne Chase and West Wiltshire Downs AONB. In view of landscape sensitivities, significant landscape mitigation will be required on the south and west boundaries of the site. Financial contributions will be sought in respect of the provision of facilities and on and off-site infrastructure necessitated by the development.

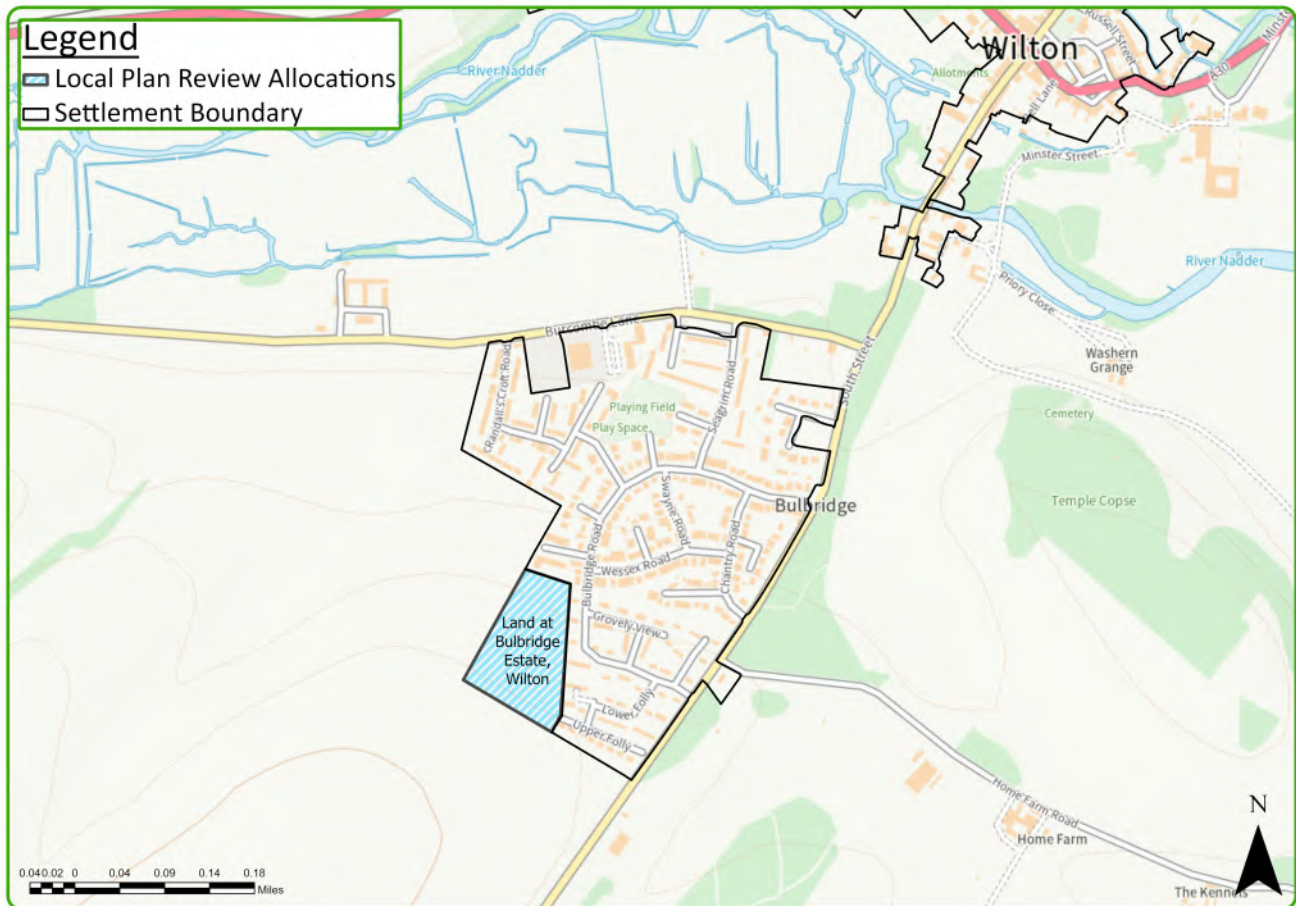
Policy 41

Land at Bulbridge Estate, Wilton

Land is allocated for the development of 45 dwellings on land to the south west of Bulbridge Estate, Wilton. The site will be delivered in a manner which is sensitive to its location close to the Cranborne Chase and West Wiltshire Downs AONB.

A developer contribution will be required to fund early years and secondary education places.

Figure 4.28



Mere

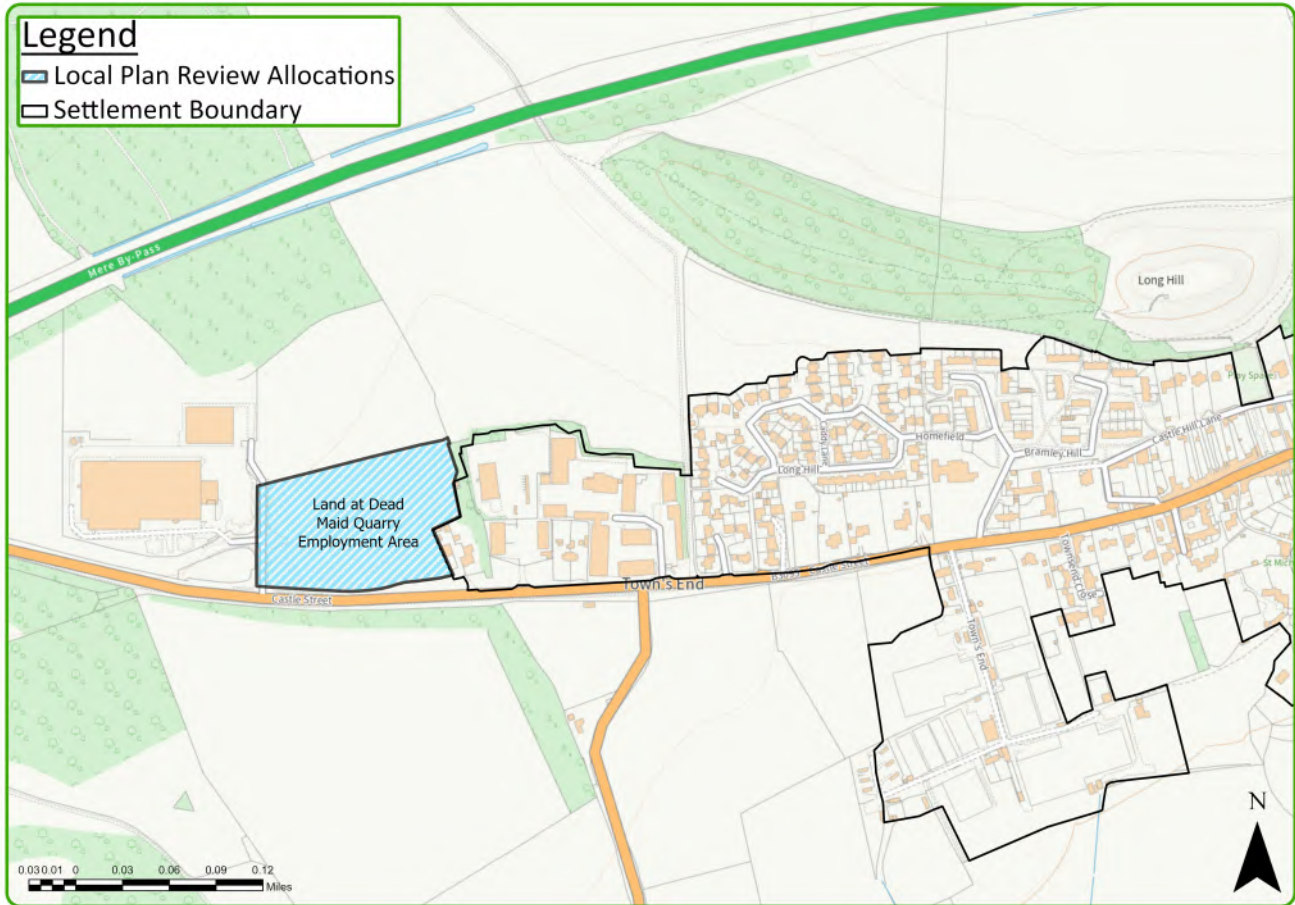
4.210 Approximately 1.5 hectares of land at Dead Maid Quarry, Mere, remain to be developed for employment use on an allocated site and can provide for a mix of office and warehouse uses. Industrial uses will be permitted where it can be demonstrated that there would be no adverse impact on neighbouring properties. Significant landscape planting to provide visual softening of the site along its boundaries will be required.

Policy 42

Land at Dead Maid Quarry Employment Area, Mere

Land is allocated for 1.5ha of employment use (B2, B8 and E(g) (i-iii) classes), at Dead Maid Quarry, Mere. Development shall conserve and where possible enhance the value of on-site habitat associated with Norwood.

Figure 4.29 Land at Dead Maid Quarry Employment Area, Mere



Shrewton

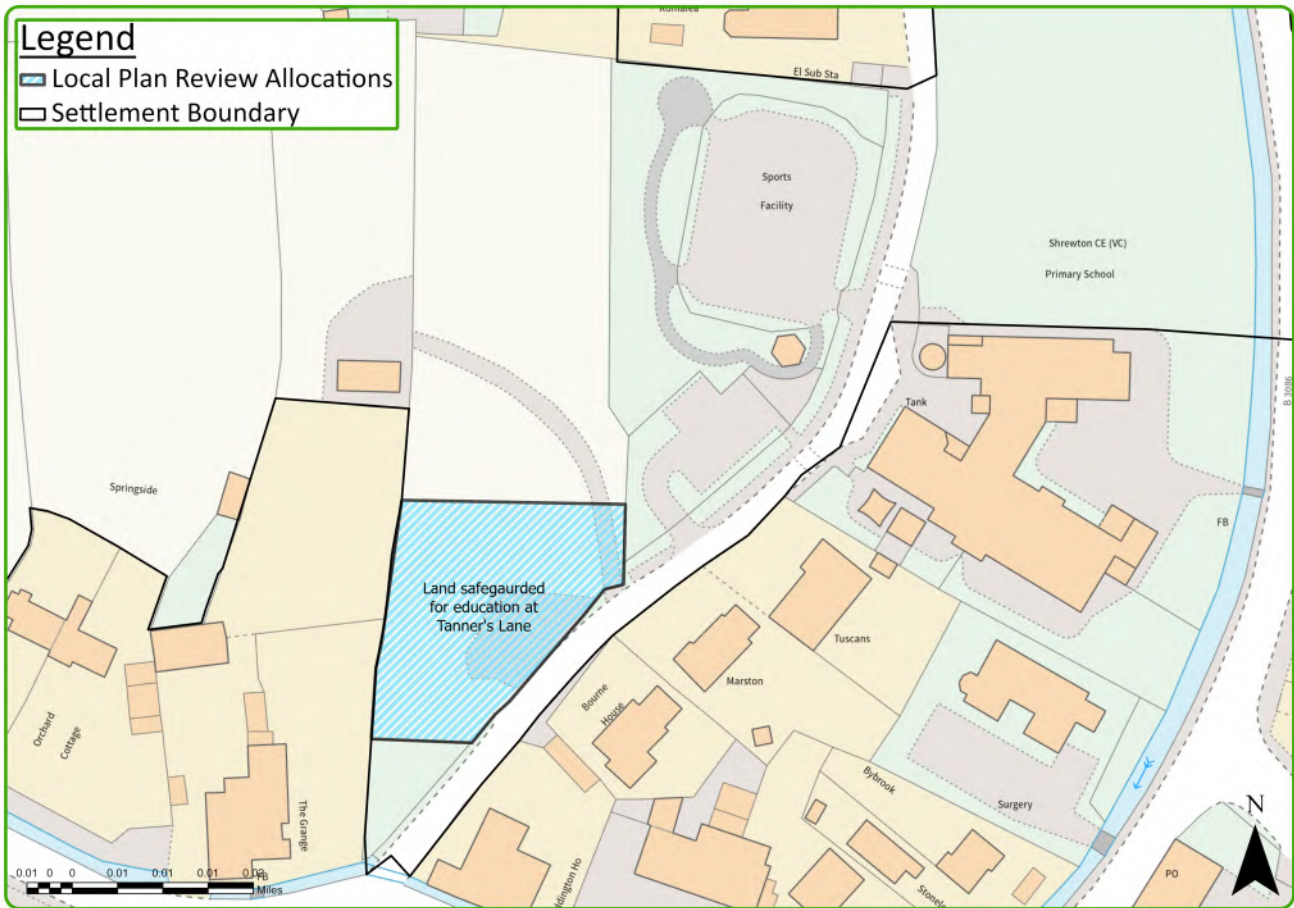
4.211 Shrewton CE Primary School and Shrewton Pre-school currently operate from a shared site. Additional growth at Shrewton will require the expansion of the primary school, which is not possible on the currently constrained site. It is therefore necessary to safeguard land for the potential relocation of Shrewton Pre-school to facilitate expansion of Shrewton CE Primary School, should the need arise. An area of approximately 0.1 of ha land is required to be safeguarded to enable the potential relocation of the pre-school. If it is concluded that safeguarded land is no longer required for Education purposes, the council will consider alternative uses for the land.

Policy 43

Land Safeguarded for Education at Tanner's Lane, Shrewton

Land at Tanner's Lane, Shrewton is safeguarded for the provision of expanded education (pre-school) provision at the village.

Figure 4.30 Land safeguarded for education at Tanner's Lane, Shrewton



Neighbourhood Area Designation Housing Requirements

- 4.212** The council supports the preparation of neighbourhood plans in the rural area. The plans provide the opportunity for local communities to address local housing needs and provide for new homes that can best help to sustain the vitality of their village, amongst other things.
- 4.213** Housing proposals help to support the role rural settlements and are an important part of the settlement strategy; additional homes help to support local business, services and facilities, serving both the settlement itself, but also its sometimes extensive rural catchment. Housing development focussed at Local Service Centres and Large Villages carries with it a wider strategic purpose.
- 4.214** National planning policy requires the council to provide neighbourhood plan area designations with a housing requirement. Within the overall housing requirement for the County, the Plan must set requirements which reflect the overall strategy for the pattern and scale of development. Taking forward the Plan's settlement strategy, recognising the more strategic role of Local Service Centres and Large Villages, each of these settlements is provided with a scale of housing growth for the plan period to enable local communities to take forward plans where they wish to do so. Neighbourhood plan area designation housing requirements are the scale of growth shown for what Local Service Centres and Large Villages lie within them.
- 4.215** In general conformity with the Plan, neighbourhood planning groups would be expected to look to accommodate new homes to meet housing requirements in full by identifying opportunities in their plans, where necessary, at Local Service Centres and Large Villages themselves, where new homes could meet both local needs and support the strategic role for such settlements set by the Plan.

4.216 At Small Villages, the settlement strategy provides sufficient flexibility for neighbourhood planning groups to meet local housing needs, by a variety of means, at a scale that preserves the character and setting of a village. Reflecting the different role played by Small Villages in the settlement strategy, with generally fewer facilities and services, they do not have a scale of housing growth set by the Plan and therefore there is no explicit requirement for parishes that only contain Small Villages. However, this does not mean there can be no additional growth in these areas. As set out in other policies in the Plan, new housing development will be limited to infill within the built-up area of Small Villages or should be geared towards meeting local affordable needs through exception sites, or up to 20 homes, or 5% of the size of the settlement (whichever is the lower). Table 4.8 below sets out the Small Villages in the rural part of the Salisbury Area.

4.217 Scales of housing growth over the plan period are shown below for each of the Local Service Centres and Large Villages in the rural part of the Salisbury Area. This is the total amount of homes that should be met by a neighbourhood plan over the plan period. Neighbourhood planning groups, to calculate how many new homes they will need to plan for, must deduct those homes built already and those in the pipeline with either planning permission or estimated to be built on sites already allocated in the development plan, which may include sites in the Wiltshire Housing Site Allocations Plan.

Table 4.8

	Housing growth (2020-2038)	Completions and commitments (2020-2038)*	Residual at 1st April 2022*
Local Service Centre			
Downton	116	16	100
Mere ■	145	9	136
Tisbury ■	116	64	52
Wilton ■	174	144	30
Large Village			
Alderbury ■	97	70	27
Broad Chalke	23	11	12
Bulford	63	2	61
Collingbourne Ducis ■ □	39	9	30
Coombe Bissett ■	18	2	16
Dinton	25	7	18
Durrington	141	86	55
Fovant	32	6	26
Great Wishford	14	0	14
Hindon	31	31	0
Ludwell	21	4	17
Morgan's Vale/Woodfalls	49	14	35
Netheravon	45	8	37
Pitton	18	2	16
Porton	38	38	0
Shrewton □	82	10	72

The Winterbournes	42	24	18
Tilshead	4	4	0
Whiteparish	46	4	42
Winterslows/Middle Winterslow	64	14	50

■ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified NHS capacity constraints in the shorter term.*

□ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified nutrient management constraints in the shorter term (unless acceptable bespoke mitigation strategy can be demonstrated).*

Small Villages

4.218 The roles of Small Villages are set out in Policies 1 and 2. The following table sets out the Small Villages in the Salisbury Area:

Table 4.9

Allington	Ebbesbourne Wake	Odstock
Ansty	Enford	Orcheston
Barford St Martin	Everleigh	Quidhampton
Berwick St James	Farley	Semley/Semley Station
Berwick St John	Figheledean/Ablington	South Newton
Bishopstone	Firsdow	Stapleford
Bodenham	Fonthill Bishop	Steeple Langford
Bowerchalke	Fonthill Gifford	Stoford
Britford	Ford	Stourton
Charlton	Great Durnford	Sutton Mandeville
Charlton All Saints	Hanging Langford	Swallowcliffe
Chilmark	Kilminster	Teffont Magna & Teffont Evas
Cholderton	Laverstock	The Chutes
Collingbourne Kingston	Lopcombe Corner	Tollard Royal
Compton Chamberlayne	Lower Woodford	West Dean
Donhead St Andrew	Middle Woodford	West Grimstead
Donhead St Mary	Milston / Brigmerston	Winterbourne Stoke
East Gomeldon/West Gomeldon/Gomeldon	Newton Tony	Wylde
East Grimstead	Nunton	Zeals
East Knoyle		

Principal Employment Areas in the rural area

4.219 The following Principal Employment Areas in the Salisbury HMA rural area will be protected for their primary function as an employment site, as defined on the policies map:

- Porton Down
- Downton Business Centre
- High Post

4.220 Proposals for development within the Principal Employment Areas will be considered against Policy 65 (Existing Employment Land).

Strategy for the Swindon HMA

- 4.221** Royal Wootton Bassett is one of two Market Towns in the Wiltshire part of the Swindon Area. It is much less constrained than Marlborough, which is located within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Royal Wootton Bassett will therefore continue to be a focus for growth, including employment development. The Plan envisages the town having a stronger role, diminishing its strong reliance toward Swindon by greater provision for local jobs and additional services and facilities. These will help promote greater self-containment. Higher rates of housing growth are proposed than the previous plan but, at a rate not substantially higher than actual levels delivered.
- 4.222** Marlborough is a constrained settlement and its outward expansion is limited by the need to preserve the special character of the AONB. Development opportunities have been considered in part by work on a neighbourhood plan for the town, which identifies land for 65 homes over the period to 2036. A scale of growth for the town is set, as well as the need to provide additional homes to support affordable housing delivery and employment land over the Plan period to supplement this. The overall scale of growth is slightly lower than the previous plan.
- 4.223** Outside the Market Towns, the overall scale of housing growth is broadly equivalent to past rates of housing development. A substantial part of business and employment development will continue outside the two Market Towns, but will generally be met over a large area, by small scale developments outside the scope of the plan. As occurs already, they are granted planning permission guided by policies of the Plan. Land and sites for development may also be allocated by Neighbourhood Plans or brought forward as Neighbourhood Development Orders to suit individual community needs.
- 4.224** The Spatial Strategy does not plan for further housing and employment development that extends the urban area of Swindon, west of the town or south-west around Junction 16 of the M4 Motorway close to the town, as Swindon Borough Council is planning to meet their needs within their area.
- 4.225** The distribution of housing and employment provision for the Wiltshire part of the Swindon HMA is summarised in the table below:

Table 4.10

Settlement	Housing Growth (2020-2038) (dwellings)	Completions & commitments (2020-2022)*	Residual at 1st April 2022
Marlborough	600	368	230
Royal Wootton Bassett	1,340	113	1,230
Rural Area	1,510	805	710

Table 4.11

Settlement	Employment Land Supply (ha)
Marlborough	1.8
Royal Wootton Bassett	6.9
Rural Area	-

Marlborough Market Town

- 4.226** Marlborough is a constrained settlement in terms of its ability to accommodate growth due to its location within an Area of Outstanding Natural Beauty. Historic rates of housing development are set to be reduced over the Plan period. Evidence shows a need for additional employment land,

which is to be delivered as part of mixed use development. Around 60% of the homes necessary to meet the scale of housing growth required at Marlborough have been built or identified already including through the Marlborough Area Neighbourhood Plan. An additional 110 homes are anticipated to come forward through small sites of less than 10 dwellings. The Plan supplements this supply with additional allocations so scales of need, particularly those for affordable homes and employment, can be achieved over the plan period.

- 4.227** Due to water supply capacity constraints in the area, developers should undertake necessary engagement with Thames Water to ensure development does not outpace delivery of essential network upgrades needed to accommodate future development in the catchment. In terms of foul network capacity, the scale of growth is likely to require upgrades of the network and early engagement with Thames Water will be required to agree a housing phasing plan to determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades.

Policy 44

Marlborough Market Town

Development at Marlborough will:

1. prioritise local needs for affordable homes. This will require enough new housing whilst respecting the objectives of Area of Outstanding Natural Beauty designation alongside conserving and enhancing the ecologically valuable features in and around the town;
2. support additional opportunities for job growth and business investment ensuring the Town Centre remains a vibrant hub for the community and as a visitor destination. This should facilitate self-containment and maximise the tourism opportunity Marlborough and its surroundings offer, while preserving and enhancing the special historic character of the Town;
3. be supported through the implementation of a Town Centre strategy to improve accessibility, traffic management and parking;
4. improve the provision of infrastructure to meet the town's needs, in particular additional health service and educational facilities; and
5. deliver funding contribution towards a Marlborough Transport Strategy.

Over the plan period (2020 to 2038) approximately 600 homes and 1.8ha of employment land will be provided at Marlborough including:

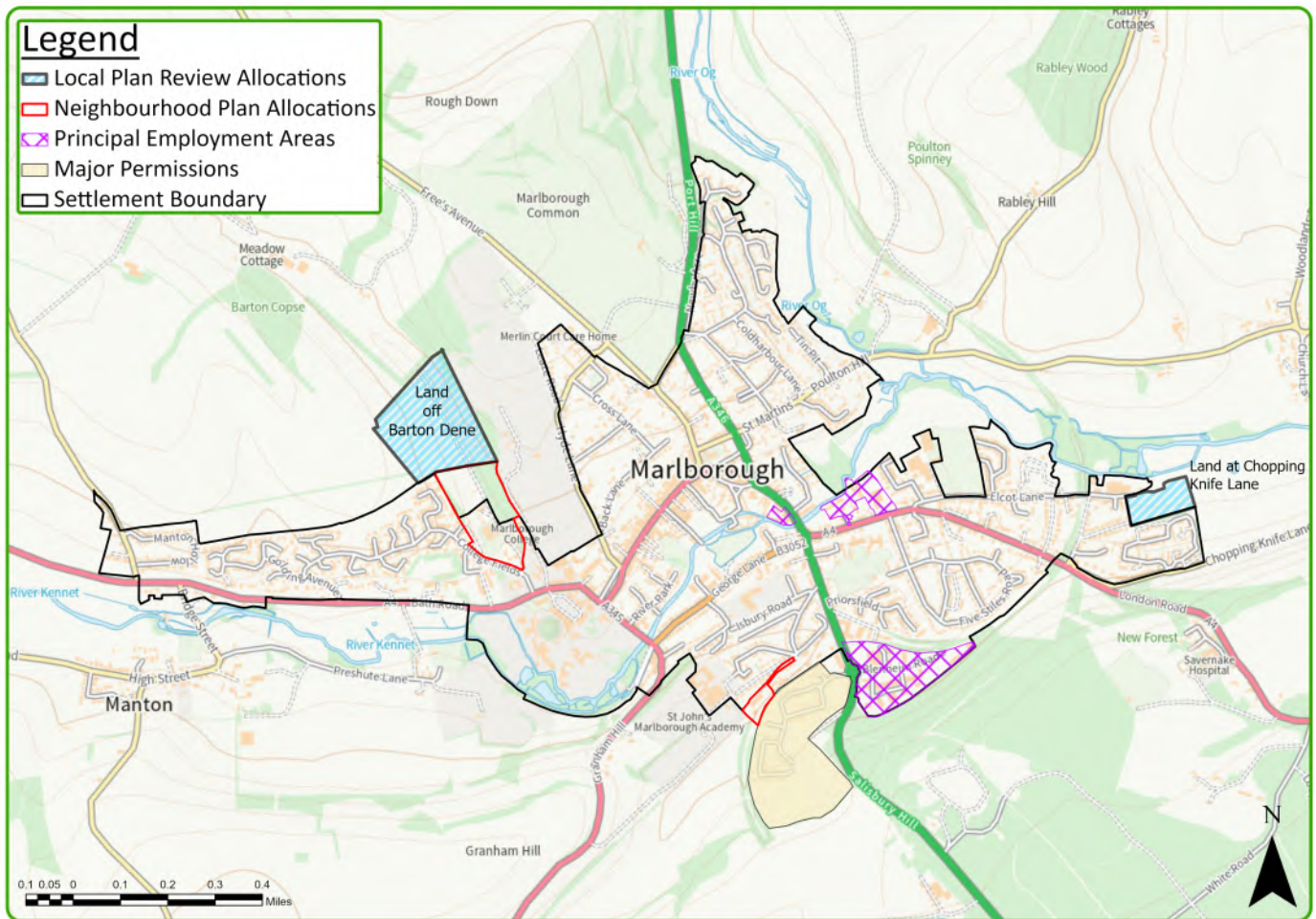
- remaining dwellings on the existing allocation on Land to the West of Salisbury Road;
- new allocation for approximately 50 dwellings at Chopping Knife Lane;
- new allocation for approximately 30 dwellings and 1.8 ha of employment land; and
- 110 dwellings on small sites of less than ten dwellings.

The neighbourhood area designation requirement is 65 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Marlborough Business Park, Pelham Court Site and Wagon Yard.

- 4.228** The pattern of development is shown below:

Figure 4.31 Marlborough Policies Map



Land at Chopping Knife Lane, Marlborough

- 4.229** Land at Chopping Knife Lane is allocated to provide approximately 50 dwellings and supporting infrastructure, including measures to support early years / secondary school places and walking, cycling and public transport. Land to the north of the site will deliver habitat restoration and enhancement to strengthen the River Avon corridor and mitigate against impacts upon Elcot Mill and Stable Block.
- 4.230** The site is reasonably well connected to the town centre; approximately 1 mile for walking and cycling, likely utilising Elcot Lane as a pedestrian corridor. Residents should be able to readily visit the town centre through sustainable transport modes, which would help to increase footfall and boost local trade.
- 4.231** The site is also near a range of employment opportunities, for instance those located at Elcot Lane, Pelhams Court and Marlborough Business Park. Employment opportunities would also be available to the west of Marlborough and in the town centre.
- 4.232** As with much of the land surrounding Marlborough, the site is sensitive in landscape terms and development proposals will need to factor in extensive landscaping measures and sensitive design to avoid unacceptable impacts upon the surrounding landscape.

Policy 45

Land at Chopping Knife Lane, Marlborough

Land at Chopping Knife Lane, as identified on the Policies Map, is allocated for residential development comprising approximately 50 dwellings.

Infrastructure and mitigation requirements include:

- vehicular access from White Horse Road;
- measures to positively support walking, cycling and public transport use between the site and Marlborough town centre;
- land north of the site will comprise habitat restoration and enhancement in order to buffer, protect, widen and strengthen the River Kennet Corridor and to mitigate impacts upon adjacent heritage assets at Elcot Mill and Stable Block;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- an assessment of the impacts of noise, light, dust and odour from the adjacent factory and any mitigation required as a result;
- funding contributions towards additional early years and secondary school education places;
- there is potential for development to be intrusive in the rural landscape due to the site's prominence in the river valley and contribution to the settlement edge of the surrounding AONB. Development must avoid breaking the wooded skyline and limit development to the east of the site, utilising this land to provide a strong strategic landscape buffer to the surrounding countryside to help integrate development. Incorporated GBI throughout development should integrate and contribute to the wooded river corridor alongside retaining and enhancing hedgerows and trees as part of a mature landscape framework; and
- habitat restoration and enhancement in the north of the site to buffer, protect, widen and strengthen the River Kennet SSSI corridor, which comprises a important wildlife corridor.

Land off Barton Dene

4.233 Land at Barton Dene is allocated to provide approximately 30 dwellings and 1.8 ha for employment uses.

4.234 The site's main role is to provide additional employment land over the Plan period to meet the town's needs, complementing the adjacent housing allocation within the Marlborough Area Neighbourhood Plan, whilst also accommodating modest residential development. There will be a variety of dwelling types, including a proportion of affordable homes with an anticipated employment delivery of 1.1ha of office and 0.7ha of industrial use of a design suitable for the landscape context.

4.235 The site is reasonably well connected to the town centre; within an approximate distance of 1.2km on foot. There would be the opportunity to improve the pedestrian and cycleways between the town centre and the site to enable sustainable travel choices. The site would also be in close proximity to bus services to the town centre.

4.236 An aim of the Plan is to provide opportunities for business investment alongside meeting housing need to provide employment opportunities locally and improve self-containment of the town. The environment created by the development offers the opportunity of an attractive location for employment uses capable of easy access from nearby residents. However, employment development will need to be developed in a manner that respects the designated landscape sensitivities.

Policy 46

Land off Barton Dene

Land off Barton Dene, as identified on the Policies Map is allocated for mixed use development comprising approximately 30 dwellings and 1.8 hectares for employment uses.

Infrastructure and mitigation requirements include:

- vehicular access via Barton Dene (off College Fields), with second access via College Fields, adjacent to Marlborough Leisure Centre, if required to ensure safe pedestrian, cycle and emergency access;
- measures to positively support walking, cycling and public transport use between the site and Marlborough town centre;
- western and eastern site areas to remain undeveloped with landscaping provided to mitigate landscape impacts;
- protection, enhancement and sufficient buffering of existing hedgerows and trees throughout the site and overall layout and design should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas and achieves policy compliant biodiversity net gain;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- development will need to be sensitive to the setting of heritage assets, such as the scheduled monument Castle Mound and the Grade II Listed Barton Farm and stables, including the impacts of any additional transport movements;
- comprising land with steep slopes that form a narrow dry valley extending into the surrounding designated landscape, unfettered development has the potential to cause negative impacts upon the AONB. Development will need to prevent such impacts with a low gross density of development. Detrimental effects will need to be mitigated by an appropriate design and layout, including avoiding development on the landform to the east of the track dissecting the site, and to the north/west above circa 155m AOD contour, as informed by an LVIA; and
- landscaping and open space throughout development should integrate development into the valley landscape, alongside retaining and enhancing hedgerows and trees, and establish new areas of substantial planting, where suitable as part of a mature landscape framework.

Town Centre

4.237 Marlborough is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area boundary are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including Marlborough.

4.238 The market town of Marlborough has a rich built environment with an attractive and thriving retail centre with a good number of independent retailers. With a historic core, designated landscape and nearby world heritage site, the town and surrounding area have considerable tourism potential which has yet to be fully harnessed. The town centre could face challenges from retail provision on the outskirts of the town, the significant economic draw of Swindon alongside being constrained by poor air quality. However, the Wiltshire Town Centre and Retail Study does not forecast a need to allocate any sites for additional retail floorspace, based on shopping trends and growth in catchment spending, to facilitate this. Indeed, the Wiltshire Town Centre and Retail Study outlines how Marlborough is a very healthy town centre, with a low (and falling) vacancy rate reflective of the popularity of the town as a retail and service destination, and as a location where commercial businesses feel confident to trade.

- 4.239** Opportunities to safeguard the niche Marlborough Town Centre, holding many independent retailers within a historic and characterful centre, should be encouraged over the Plan period. To facilitate this, as proposals for retail provision outside of Marlborough may have an adverse impact upon the town centre, any additional comparison retailing should be located within the Marlborough's Town Centre.
- 4.240** The Marlborough Area Neighbourhood Plan aims to maintain and enhance Marlborough town centre as a successful service centre.

Neighbourhood Planning

- 4.241** The Marlborough Area Neighbourhood Plan was made in 2023. It sets out the vision, objectives and policies for Marlborough and the parishes of Mildenhall and Savernake to guide development for the period up to 2036. It seeks to conserve and where possible enhance the surrounding landscape and natural environment, support the delivery of housing with a focus on encouraging affordable housing delivery through site allocations, maintain and enhance the town centre, secure the future of community/sports facilities and, protect open spaces whilst enhancing their connectivity. The Neighbourhood Plan contributes towards meeting the housing need for the town and has allocated three sites to provide approximately 65 dwellings, albeit it does acknowledge a first review will take place once this Local Plan has been adopted. This is considered appropriate for the town and therefore a neighbourhood area designation housing requirement for 65 dwellings has been met.

Royal Wootton Bassett Market Town

- 4.242** The Market Town of Royal Wootton Bassett, as the largest settlement in the area with reasonable employment opportunities and service and facilities, is a focus for growth over the Plan period. The Plan provides a framework that ensures pressures from development are managed and new development is supported by infrastructure, together with additional jobs and services to provide opportunities to live, work and access facilities locally; recognising the proximity of Swindon.
- 4.243** Water supply capacity in the area is constrained and the potential for further abstraction licence reductions in the next 10 years would require investment in a major infrastructure development project to support significant new development at the town, which would take significant time to develop and deliver (3-5 years from commencement).

Policy 47

Royal Wootton Bassett Market Town

Development at Royal Wootton Bassett will:

1. promote infrastructure improvements in tandem with residential development to secure increased education, healthcare, and cemetery capacity;
2. provide additional employment opportunities to enable people to live and work locally;
3. bring infrastructure improvements to promote and encourage non-car travel and maximise the use and availability of sustainable modes of transport to improve connectivity with the town centre and strengthen sustainable transport links with Swindon and other surrounding towns and villages;
4. maintain the safety and function of Junction 16 of the M4 and surrounding strategic road network throughout the Plan period, and investigate opportunities to better manage and mitigate levels of congestion on the local road network and town centre;
5. deliver development that protects the distinct character and identity of the town and recognises, and is sensitive to, its proximity to Swindon;

6. respect the setting of the historic town and central conservation area;
7. conserve and where possible enhance environmental assets around Royal Wootton Bassett and green and blue infrastructure within and adjoining the town;
8. safeguard the historic alignment of the Wiltshire and Berkshire Canal and where possible support its restoration;
9. not prejudice the future delivery of a rail station;
10. deliver significant investment in foul water capacity in the area;
11. deliver funding contributions towards a Royal Wootton Bassett Transport Strategy; and
12. deliver funding contributions for additional early years, primary and secondary education places and healthcare provision.

Over the plan period approximately (2020 to 2038) approximately 1,230 homes and 6.9ha of employment land will be provided at Royal Wootton Bassett including:

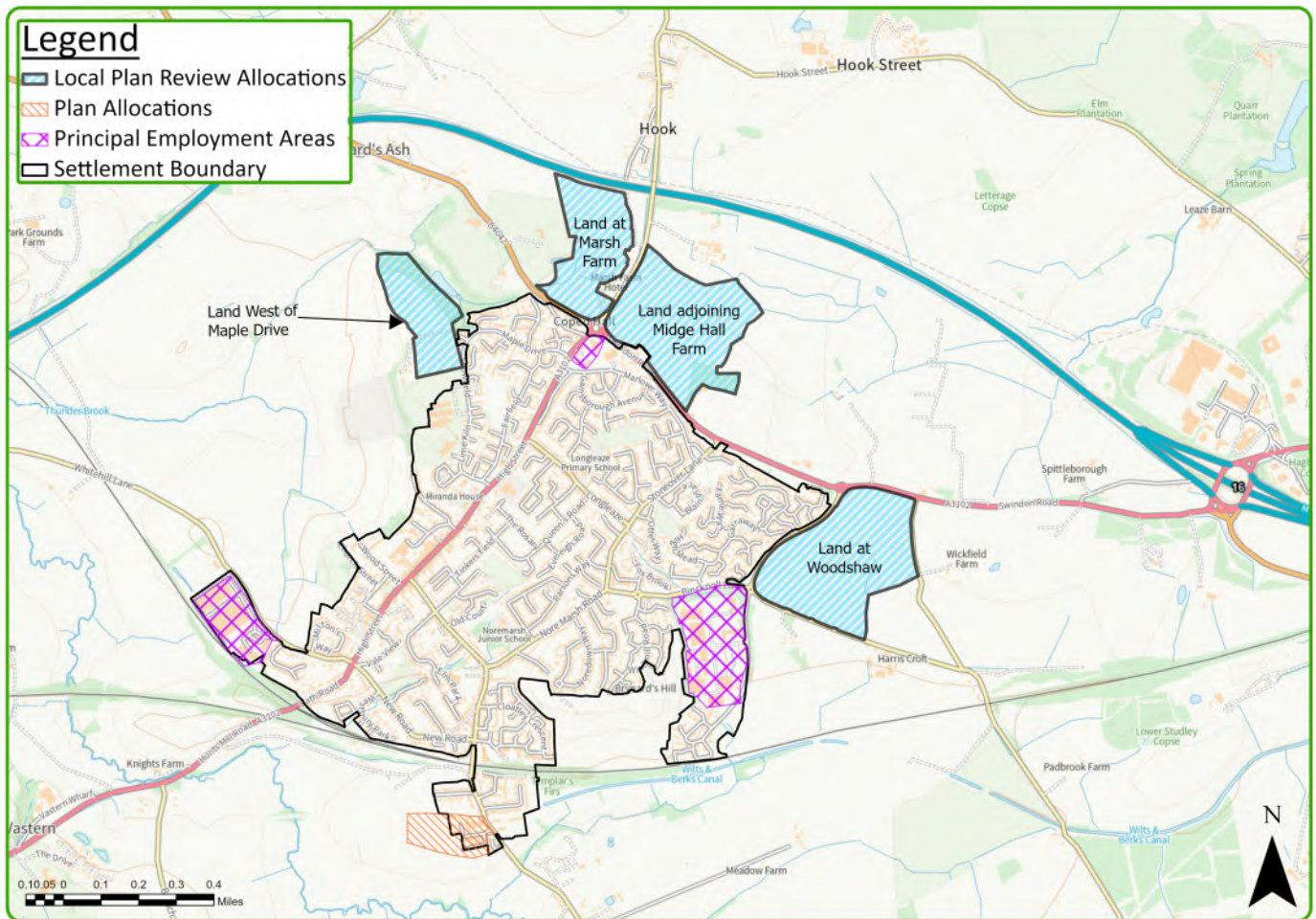
- remaining employment land at existing employment allocation at Templers Way;
- new allocation for approximately 150 dwellings on Land at Marsh Farm;
- new allocation for approximately 415 dwellings and 1.8 ha of employment land on Land at Midge Hall Farm;
- new allocation of approximately 70 dwellings on Land West of Maple Drive; and
- new allocation of approximately 445 dwellings on Land at Woodshaw.

The neighbourhood area designation requirement is 150 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: Whitehill Industrial Estate, Interface Industrial Estate and Coped Hall Business Park.

4.244 The pattern of development is shown below.

Figure 4.32 Royal Wootton Bassett Policies Map



Land at Marsh Farm

- 4.245** Land at Marsh Farm, Royal Wootton Bassett is allocated for the development of approximately 150 dwellings.
- 4.246** Together with land allocated at Midge Hall Farm, this area forms an extension to the town that establishes a permanent northern boundary including substantial amounts of green space and planting. The site benefits from being reasonably well connected to the town centre on foot or cycle, and there are regular bus services on Malmesbury Road. The site is also close to retail, employment opportunities and sports facilities.

Policy 48

Land at Marsh Farm

Land at Marsh Farm, as identified on the Policies Map is allocated for residential development of approximately 150 dwellings.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- vehicular access from B4042 Malmesbury Road with secondary access point from Hook Street to be investigated at planning application stage;
- improvements to cycling and walking routes within the site, and linking up with existing network;
- improvement or replacement of existing controlled pedestrian crossing and improved cycle access to Old Malmesbury Road;
- enhancement of, and connectivity improvements to bus stops on Malmesbury Road and Marlowe Way;
- appropriate site design and layout required to mitigate the noise impacts from the M4 motorway and the B3102;
- the setting of the Grade II listed Marsh Farm Hotel will need to be reflected and respected in the site layout;
- further investigation is needed into the survival and extent of ridge and furrow earthworks in the eastern site area. Mitigation could involve avoiding ridge and furrow earthworks in site layout;
- separation from the M4 to the north and Midge Hall will be required to mitigate impacts, such as coalescence with Hook and to ensure a strong boundary to the town by landscaping to include substantial tree planting;
- green spaces are required on the southern part of the site to take pressure off the County Wildlife Site and Local Nature Reserve at Jubilee Lake; and
- works will be required to the B4043 to provide wildlife tunnels between on site green spaces and the county wildlife site.

Land at Midge Hall Farm

- 4.247** Land at Midge Hall Farm, Royal Wootton Bassett is allocated for the development of approximately 415 dwellings, 1.8 ha of employment land, 2 ha of land for a two form entry (FE) primary school that includes space for a nursery and a local centre.
- 4.248** Together with land allocated at Marsh Farm, this area forms an extension to the town that establishes a permanent northern boundary, including substantial amounts of green space and planting. The site benefits from being reasonably well connected to the town centre on foot or cycle, and there are regular bus services on Malmesbury Road. The site is also close to retail and employment opportunities.
- 4.249** The development is of a scale to provide a good mix of housing types, including a proportion of affordable homes. The development includes land for business, a local centre and a two form entry (FE) primary school. In addition, developer contributions will be necessary to help expand local nursery and healthcare.

Policy 49

Land at Midge Hall Farm

Land at Midge Hall Farm, as identified on the Policies Map, is allocated for mixed use development of approximately 415 dwellings, 1.8 ha of office development and 2 hectares of land for a 2 Form Entry primary school that includes space for a nursery and a local centre.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan, and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- vehicular access to be provided from A3102 Swindon Road and C Class Coped Hall Road;
- enhancements and extensions to existing public transport services, pedestrian and cycling infrastructure, to include a new controlled pedestrian crossing and improved cycle access to the A3102 leading to the High Street;
- widening of the footway on northern side of Swindon Road to meet LTN 1/20 standards;
- provision of a controlled pedestrian crossing and improved cycle access to the A3102 leading to the High Street;
- enhancement of and improvements to connectivity to Marlowe Way bus stops;
- bus stop provision to be made within the site to accommodate a re-routed extension of the 55 Service be delivered;
- the site is close to the M4 motorway and the B3102 which could give rise to noise impacts and may need to be mitigated through appropriate site design and layout;
- separation from the M4 to the north and Midge Hall will be required to mitigate impacts, such as coalescence with Hook and effects on the setting of the Grade II listed building, and to ensure a strong boundary to the town by landscaping to include substantial tree planting; and
- further investigation will be needed into the survival and extent of water meadows within the site. Mitigation could involve avoiding water meadows in site layout and incorporating historic landscape elements such as field patterns, hedgerows and mature trees.

4.250 How the sites may be developed is shown on the Concept Plan below. This illustrates one treatment of the sites that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.33

NB. ALL AREAS ARE APPROXIMATE!

Site 1	
Boundary	10.7 Ha
Residential*	4.0 Ha = 150 homes @ 37dph(average)
Highway (non dev)	~0.04 Ha
Remaining GI	~6.7 Ha (~62% gross area)
Indicative SUDs	0.2 Ha (~5% of dev. area)
Existing & proposed woodland planting	
* excluding 10m width for primary corridor to account (approximately) for additional spatial features of primary street.	
Site 2	
Boundary	24.3 Ha
Residential*	11.2 Ha = 415 homes @ 37dph(average)
Highway (non dev)	~0.15 Ha
School	2.0 Ha
Employment	1.8 Ha
Remaining GI	~11.4 Ha (~47% gross area)
Indicative SUDs	0.7 Ha (~5% of dev. area)
Existing & proposed woodland planting	
* excluding 10m width (as above, Site 1)	
** Need for this nursery is TBC	

	Vehicular Access
	Foot/Cycle access
	Existing PROW/bridleway
	Proposed new PROW
	Proposed cyclepath
	Primary street (5m wide + 2x2m tree-lined verges)

Marsh Farm and Land at Midge Hall Farm

Concept Plan



Land at Maple Drive

- 4.251** Land at Maple Drive, Royal Wootton Bassett is allocated for the development of approximately 70 dwellings.
- 4.252** The site has a close relationship with Jubilee Lake Local Nature Reserve and Jubilee Lake Fields County Wildlife Site. A proposed development layout will secure the woodland setting to Jubilee Lake and provide additional green space that reduces pressure on the designated areas. New buildings will be restricted to the southern part of the site in a layout that does not compromise the on site habitat and biodiversity.
- 4.253** The site is reasonably well connected to the town centre, albeit improvements will be needed to secure sustainable transport options to reach employment sites, and other services and facilities at the town.

Policy 50

Land West of Maple Drive

Land at West of Maple Drive, as identified on the Policies Map, is allocated for residential development of approximately 70 dwellings. Development should come forward in accordance with the Concept Plan.

Infrastructure and mitigation requirements include:

- primary vehicular access to be provided from Maple Drive. Secondary access via unclassified Lucerne Close;

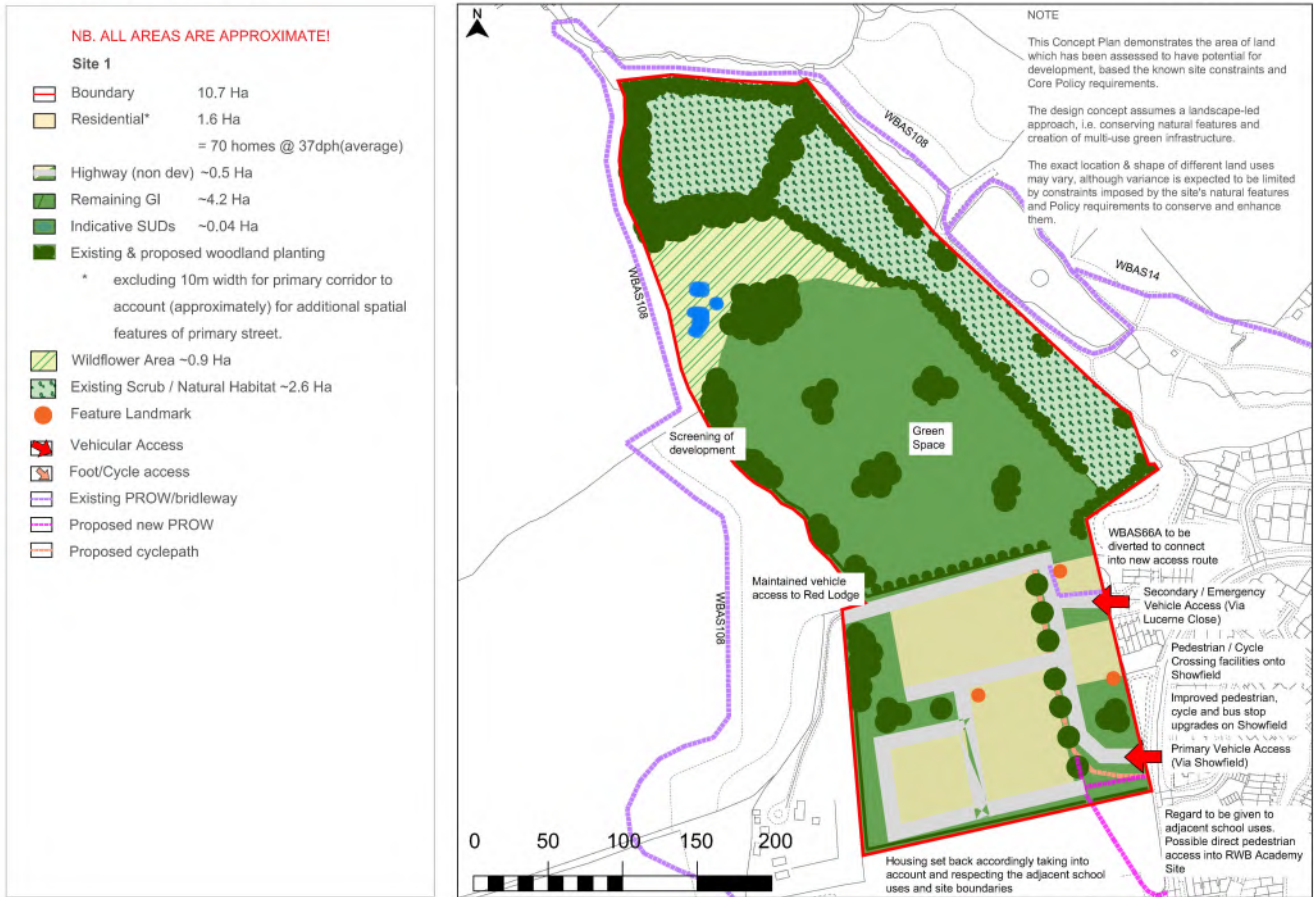
- enhancements and extensions to existing public transport services, pedestrian and cycling infrastructure;
- provision of a crossing facility to access pedestrian cyclist infrastructure on the eastern side of Maple Drive;
- replacement/enhancement of existing but unused bus stop provision on Maple Drive and extension of bus service to provide a minimum hourly service between the site and Swindon;
- design and layout of the residential development in the south of the site must consider the need to expand the secondary school on the adjoining land to enable both land uses to be compatible;
- avoid development heights that would break the treed skyline;
- development should be restricted to land which does not comprise habitat mosaic, namely arable/improved grassland. On site green space is required to alleviate pressure on Jubilee Lake County Wildlife Site/Local Nature Reserve;
- avoid development in the north of the site where it would remove woodland and alter the landscape setting of Jubilee Lake green space;
- further investigation will be needed into the survival and extent of the medieval deer park. The site layout plan and mitigation strategy could involve avoiding the medieval deer park and incorporating historic landscape elements, such as field patterns, hedgerows and mature trees or elements of the medieval deer park such as park pale or earthworks, in site layout; and
- a noise impact assessment to inform design and layout to ensure no unacceptable effects from adjacent business uses.

4.254 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.34

Land West of Maple Drive

Concept Plan



Land at Woodshaw

- 4.255** Land at Woodshaw, Royal Wootton Bassett, is allocated for the development of approximately 445 dwellings.
- 4.256** Royal Wootton Bassett town centre is situated within an accessible distance from the site, although the site is large and enhancements to facilitate sustainable transport options across the site will need to be delivered.
- 4.257** The allocation site represents an extension to the east of the town. As with extension of the urban area northwards, substantial areas of green space and planting will be required as part of a comprehensive landscape strategy to assimilate the development into the wider landscape and to provide a permanent clear boundary to the urban area.

Policy 51

Land at Woodshaw

Land at Woodshaw, as identified on the Policies Map, is allocated for approximately 445 dwellings and 0.4 hectares of land for a day care nursery. There is potential scope to provide a park and ride facility should this be required following a detailed need assessment.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the

principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- vehicular access will be from Swindon Road, Bincknoll Lane and the un-named lane leading to Strawberry Cottage;
- capacity enhancement of the A3102 roundabout to the north of the site, subject to achievability and feasibility;
- enhance the 99 bus service to increase capacity of bus transit in the area with additional bus stops to ensure residents have access to a bus stop within 400m;
- enhancements and extensions to existing public transport services, pedestrian and cycling infrastructure, to include direct connection to the proposed Royal Wootton Bassett to Swindon Cycle route;
- delivery of footway/cycleway provision along the site frontage, connecting into Garraways and Swallows Mead via a controlled pedestrian/cyclist crossings and enhancements to routes to the town centre to accommodate cyclists;
- careful location of development and landscaping will be required to mitigate the impacts on Lower Woodshaw Farmhouse and landscape effects overall, by limiting development in the south and east of the site and provision of landscape buffers to ensure a strong boundary to the town by landscaping and substantial tree planting;
- a noise assessment must inform development proposals;
- a newt mitigation plan is required. Overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas;
- green spaces are required to reduce density of visitors at Morningside Farm County Wildlife Site. Existing priority habitat will not be suitable for green space; and
- an assessment of the setting of the Schedule Monument situated in the western side of the site should be taken into account in site design.

4.258 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.35

Land at Woodshaw

Concept Plan



Town Centre

- 4.259** Royal Wootton Bassett is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area boundary for Royal Wootton Bassett are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of Town Centres including Royal Wootton Bassett.
- 4.260** The town centre area is entirely covered by a Conservation Area, extending along High Street from Lime Kiln Road and Whitehill Lane. High Street is a wide and attractive street, lined by two and three storey properties, many of which are pre-war and Listed. One of the most iconic buildings is the Town Hall Museum, which is in the southern part of High Street in the central part of the highway.
- 4.261** Overall, Royal Wootton Bassett is a reasonably healthy town centre, with vacancies falling and the trend in the proportion of different types of retail and service uses following the national average. Shopping patterns associated with the town will be influenced by Swindon and to a lesser degree Chippenham.
- 4.262** With the introduction of new out of centre food store, there is no forecast quantitative capacity for additional floorspace. The introduction of the store has made an improvement in qualitative terms but there is a continued leakage of trips to nearby Swindon. This would suggest, potential for additional provision although care needs to be taken to ensure that the health of the town centre is protected. In relation to comparison goods provision, the ability of Royal Wootton Bassett to make improved is constrained by the influence of Swindon and Chippenham, and as such there is limited opportunity for additional floorspace.

Neighbourhood Planning

- 4.263** The Royal Wootton Bassett Community Neighbourhood Plan (2017-26) was made in 2018. The Plan supports infill development and additional employment and mixed use development, but does not allocate housing. The Plan further supports new or improved community facilities and the town centre.
- 4.264** The neighbourhood plan is being reviewed and there is an appetite to allocate sites. The neighbourhood area designation relates to the parish of Royal Wootton Bassett, and with the exception of the north of the town which is within Lydiard Tregoze Parish includes the environs to the town. The neighbourhood area designation provides scope within, and on the edge of the urban area to allocate suitable sites and 150 dwellings is considered appropriate for the town.

Swindon Rural Area

Neighbourhood Area Designation Housing Requirements

- 4.265** The council supports the preparation of neighbourhood plans in the rural area. Amongst other things, they provide the opportunity for local communities to address local housing needs and provide for new homes that can best help to sustain the vitality of their village.
- 4.266** Housing proposals help to support the role rural settlements have as an important part of the settlement strategy; additional homes help to support local business, services and facilities, serving both the settlement itself, but also its sometimes extensive rural catchment. Housing development focussed at Local Service Centres and Large Villages carries with it a wider strategic purpose.
- 4.267** National planning policy requires the council to provide neighbourhood plan area designations with a housing requirement. Within the overall housing requirement for the County, the Plan must set requirements which reflect the overall strategy for the pattern and scale of development. Taking forward the Plan's settlement strategy, recognising the more strategic role of Local Service Centres and Large Villages, each of these settlements is provided with a scale of housing growth for the plan period to enable local communities to take forward plans where they wish to do so. Neighbourhood plan area designation housing requirements are the scale of growth shown for what Local Service Centres and Large Villages lie within them.
- 4.268** In general conformity with the Plan, neighbourhood planning groups would be expected to look to accommodate new homes to meet housing requirements in full by identifying opportunities in their plans, where necessary, at Local Service Centres and Large Villages themselves, where new homes could meet both local needs and support the strategic role for such settlements set by the Plan.
- 4.269** At Small Villages, the settlement strategy provides sufficient flexibility for neighbourhood planning groups to meet local housing needs, by a variety of means, at a scale that preserves the character and setting of a village. Reflecting the different role played by Small Villages in the settlement strategy, with generally fewer facilities and services, they do not have a scale of housing growth set by the Plan and therefore there is no explicit requirement for parishes with that only contain Small Villages. However, this does not mean there can be no additional growth in these areas. As set out in other policies in the Plan new housing development will be limited to infill within the built-up area of Small Villages or should be geared towards meeting local affordable needs through exception sites, or up to 20 homes, or 5% of the size of the settlement (whichever is the lower). Table 4.13 below sets out the Small Villages in the rural part of the Swindon Area.
- 4.270** Scales of housing growth over the plan period are shown below for each of the Local Service Centres and Large Villages in the rural part of the Swindon Area. This is the total amount of homes that should be met by a neighbourhood plan over the plan period from 2020 to 2038. Neighbourhood

planning groups, to calculate how many new homes they will need to plan for, must deduct those homes built already and those in the pipeline, with either planning permission or estimated to built on sites already allocated in the development plan.

Table 4.12

	Housing growth (2020-2038)	Completions and commitments (2020-2022)*	Residual at 1st April 2022*
Local Service Centre			
Cricklade ■	144	92	52
Pewsey ■ □	137	82	55
Large Village			
Aldbourn	42	35	7
Baydon	1	6	0
Broad Hinton	0	1	0
Burbage □	38	34	4
Great Bedwyn	26	10	16
Lyneham	320	320	0
Purton ■	146	146	0
Ramsbury	37	2	35
Shalbourne	0	1	0
Upavon	50	50	0

4.271 ■ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified NHS capacity constraints in the shorter term.*

4.272 □ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified nutrient management constraints in the shorter term (unless acceptable bespoke mitigation strategy can be demonstrated).*

Small Villages

4.273 The roles of Small Villages are set out in Policies 1 and 2. The following table sets out the Small Villages in the Swindon Area:

Table 4.13

Alton Priors/Alton Barnes	Froxfield	Milton Lilbourne
Avebury/ Trusloe	Fyfield	Oare
Axford	Ham	Ogbourne St George
Beckhampton	Hilcott	Purton Stoke
Bradenstoke	Hook	Rushall
Broad Town	Latton	Stanton St Bernard
Charlton St Peter	Little Bedwyn	West Overton
Chilton Foliat	Lockeridge	Wilcot
Chirton	Lydiard Millicent	Winterbourne Bassett

East Grafton	Manningford Bruce	Winterbourne Monkton
East Kennett	Manton	Woodborough
Easton Royal	Marden	Wootton Rivers

Principal Employment Areas in the rural area

4.274 The following Principal Employment Areas in the Swindon HMA rural area will be protected for their primary function as an employment site, as defined on the policies map:

- Marlborough Road, Pewsey
- Broomcroft Road, Pewsey
- Salisbury Road Business Park, Pewsey
- Manor Farm, Manningford Bohune
- Hirata site, Burbage

4.275 Proposals for development within the Principal Employment Areas will be considered against Policy 66 (Existing Employment Land).

Strategy for the Trowbridge HMA

- 4.276** Trowbridge is a Principal Settlement and primary focus for future growth in the Trowbridge Housing Market Area (referred to as the Trowbridge Area). Evidence however supports a reduced emphasis than in previous Plans, in part reflecting lower need and environmental factors. There are relatively large areas of land already available for both employment and housing development, which have been slow to come forward and will continue to meet needs over the Plan period. Evidence supports maintaining a good spread of opportunities for employment development along the A350 corridor; supporting investment by a good choice of sites.
- 4.277** Bradford on Avon, is one of three Market Towns in the Trowbridge Area. It is a constrained settlement, with its outward expansion severely limited by Green Belt designation. Development in recent years has largely used up opportunities, with growth exceeding rates in the previous Plan. As such, growth is anticipated to be much lower during the Plan period and will be met by existing commitments and homes provided on small sites of less than ten dwellings.
- 4.278** Warminster, similar to Trowbridge has relatively large areas of land available for employment and housing. An urban extension to the west of Warminster now largely directs the scale of housing and employment growth in the town. There is no strong justification for more significant increases to the town's growth judged by evidence of housing and employment needs. Additional land may be needed to provide a wider choice but such development would be modest and could be delivered by a review of the town's neighbourhood plan.
- 4.279** Westbury has seen higher than expected rates of housebuilding in preceding years compared to planned level of growth. This has combined with slower than expected economic development and this Plan proposes a period of steadier growth, with rates lower than those achieved in recent years.
- 4.280** Outside the Main Settlements, the overall scale of housing growth is broadly equivalent to past rates of housing development. New business and employment development is also significant but generally met over a large area by small scale developments outside the scope of the Plan. As occurs already, they are granted planning permission guided by policies of the Plan. Land and sites for development may also be allocated by Neighbourhood Plans or brought forward as Neighbourhood Development Orders to suit individual community needs.
- 4.281** The distribution of housing and employment provision is summarised in the table below:

Table 4.14

Settlement	Housing growth (2020-2038) (dwellings)	Completions & commitments (2020-2022)*	Residual at 1st April 2022
Trowbridge	4,420	3,581	840
Bradford on Avon	140	59	80
Warminster	1,780	1,738	40
Westbury	1,400	833	570
Rural Area	910	532	380

Table 4.15

Settlements	Employment Land Supply (ha)
Trowbridge	27.4
Bradford-on-Avon	-

Warminster	5.6
Westbury	16.7
Rural	-

Trowbridge Principal Settlement

4.282 Trowbridge is the County Town of Wiltshire and maintains an important strategic role, as an employment, administration and service centre for the west Wiltshire area, and has good transport links including rail to many nearby settlements, including Bath and Bristol. The town is constrained by environmental factors, it is adjacent to the Green Belt to west, with colonies of bats to the east and south relating to the Bath and Bradford on Avon Bats Special Area of Conservation (SAC). However, with sensitive development growth can be accommodated and bat species protected. The River Biss flows through the town and includes floodplain areas, providing an important corridor which should be enhanced through green and blue infrastructure linkages. The Kennet and Avon Canal, to the north of the town, connects with Bradford-on-Avon and Melksham. Trowbridge has a strong industrial heritage and two conservation areas which contribute towards its character and appearance. The A350 is a main traffic artery through Wiltshire and defines the eastern and south-eastern edge of Trowbridge, improvements are proposed as part of the Ashton Park urban expansion to the south east of the town.

4.283 There have been large areas of housing development completed in recent years, which has taken place alongside delivery of the St Stephen's Place leisure/food/retail quarter, and the Novuna Vehicle Solutions new headquarters and several factory expansions/investments at the town. However, Trowbridge has not grown as anticipated for both housing and employment, and there remains significant allocations that will continue to help meet housing needs over this Plan period. These will be supplemented by a new allocation at north Trowbridge and delivery of homes through regeneration sites in the town centre. While the level of development at the town will be lower than previous planned rates it nonetheless will be consistent with its role and help support the vitality of the town centre. Regeneration of the town centre remains a priority and development should be focused on supporting existing businesses and also diversifying under-used and vacant space, not least as the proportion of vacant units in the centre has remained well above the national average over the past several years.

4.284 As set out in Policy 3, the Plan identifies Trowbridge as a settlement where the pattern for the longer-term future of the town should be identified towards the end of the Plan period, this is referred to as a broad location for growth and reflected in the following policy also.

Policy 52

Trowbridge Principal Settlement

Development at Trowbridge will:

1. deliver an appropriate mix, tenure and type of housing to meet local needs;
2. improve the resilience of the town centre by;
 - protecting, improving and extending the local green and blue infrastructure network, particularly related to informal recreation activities and also along the River Biss, further enhancing it as a key feature of the town that connects and draws residents towards the town centre;
 - regenerating and repurposing the town centre / Trowbridge central area as a resilient service area that supports the development of the whole town and wider area, through the delivery of the Trowbridge Masterplan and Neighbourhood Plans. These plans will be outcome focused and help

deliver a holistic strategy for the town centre that encourages spending, improves accessibility, better manages traffic and parking, accommodates some residential development through brownfield sites and the conversion of existing stock and safeguards heritage; and

- focusing leisure and retail developments in the central area in order to safeguard the integrity of the town centre as a destination of choice.
3. deliver job growth and encourage business investment at the town to support job growth and greater levels of self-containment, thereby help reduce the need to travel away from the town;
 4. a more agile range of transport modes that serve the town as a whole to reduce reliance on the private car and, levels of traffic congestion in the town through improved walking, cycling and bus routes and connectivity to the railway station;
 5. respect the integrity of the Bath and Bradford on Avon Bats Special Area of Conservation (SAC) by protecting and enhancing important bat habitats around the town, as set out in the Trowbridge Bat Mitigation Strategy and any associated strategies;
 6. balance the need to accommodate additional growth at the town with the need to respect, as far as is reasonably practicable, the individual identities of the villages of Hilperton, North Bradley, Southwick and West Ashton within the landscape setting of Trowbridge and their relationship to the town;
 7. protect, improve and extend the local green and blue infrastructure network along the River Biss and Kennet & Avon Canal;
 8. provide funding contributions towards healthcare and early years, primary and secondary education places; and
 9. deliver funding contributions towards a Trowbridge Transport Strategy.

Over the plan period (2020 to 2038) approximately 4,420 homes and 27.4 ha of employment land will be provided at Trowbridge including:

- homes and employment land on existing allocations: Ashton Park, West Ashton Road, Elm Grove, Land off White Horse Business Park, Elizabeth Way, Church Lane, Upper Studley and Southwick Court;
- new allocation for approximately 600 dwellings on Land North of Trowbridge; and
- new allocation for 175 dwellings on Innox Mills as part of mixed use development.

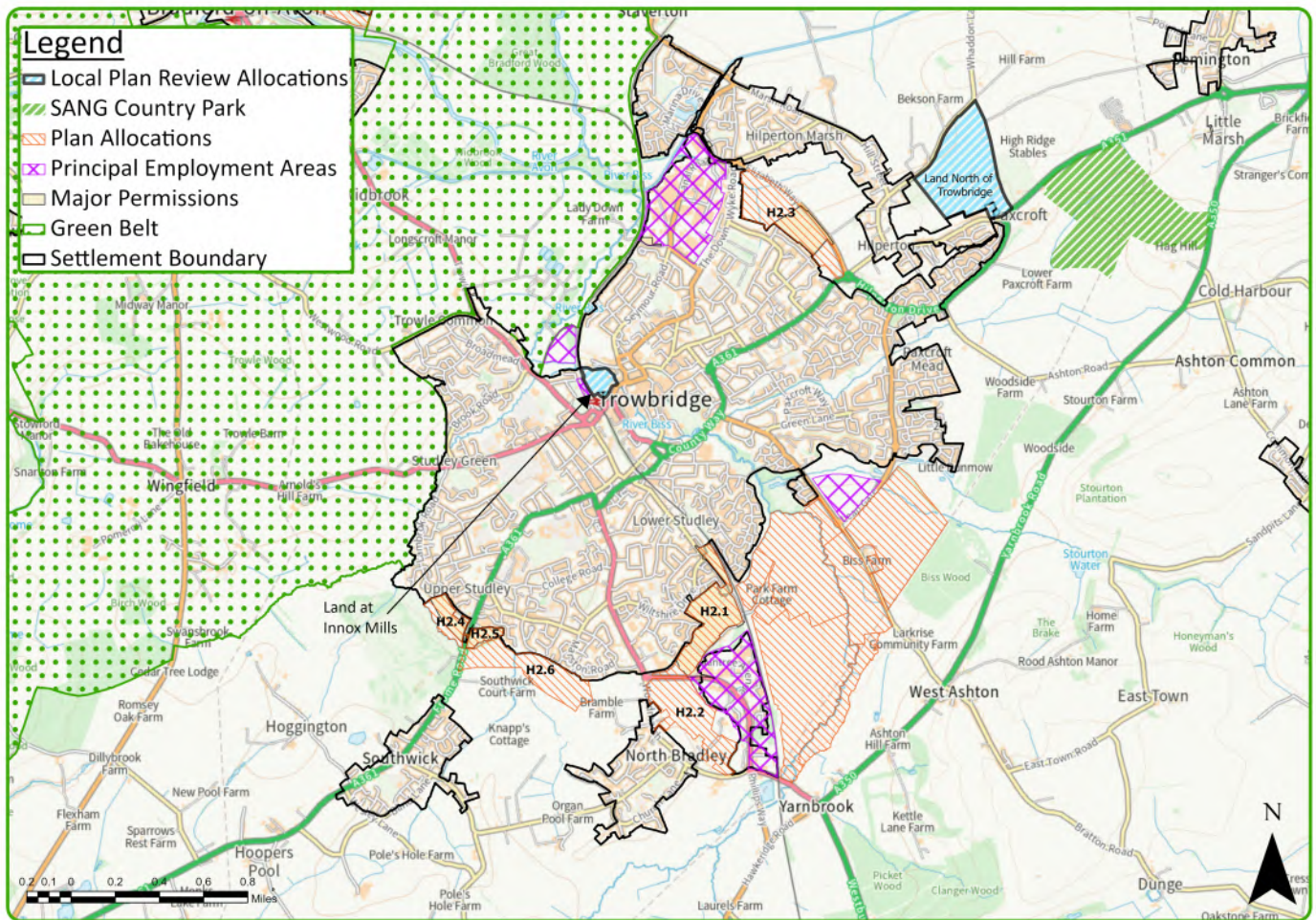
A neighbourhood area designation requirement is 300 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65 Existing Employment Land: Canal Road Industrial Estate, White Horse Business Park, West Ashton Road, Bryer Ash Business Park and Bradford Road.

Longer term, a broad location for growth will be considered for further housing, employment development and co-ordinated delivery of infrastructure.

4.285 Trowbridge Strategic Sites

Figure 4.36 Trowbridge Policies Map



Land North of Trowbridge

- 4.286** The allocation provides a new location for growth at the town, which is linked to the need to deliver alternative recreation space at the town to protect the bat population to the east of the town.
- 4.287** The allocation's main function is to provide additional homes over the plan period. There will be a variety of dwelling types, including affordable housing with landscaping to blend with the existing dwellings and green spaces. Such a number of homes creates a new neighbourhood of the town that should have a local centre to include services and facilities to serve it. A small retail element could provide a convenience store alongside nursery and primary provision. Allotments and public realm scape would provide a vibrant hub for the community. It would provide walking and cycling connectivity to the surrounding parts of the town, the canal to the north and the newly established Country Park, as required by Policy 54.

Policy 53

Land North of Trowbridge

Land adjoining Whaddon Lane, as identified on the Policies Map, is allocated for the development of approximately 600 dwellings, 1.8 hectares of land for a 2 Form Entry primary school and 0.3 hectares of land for an 80 place early years learning facility.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

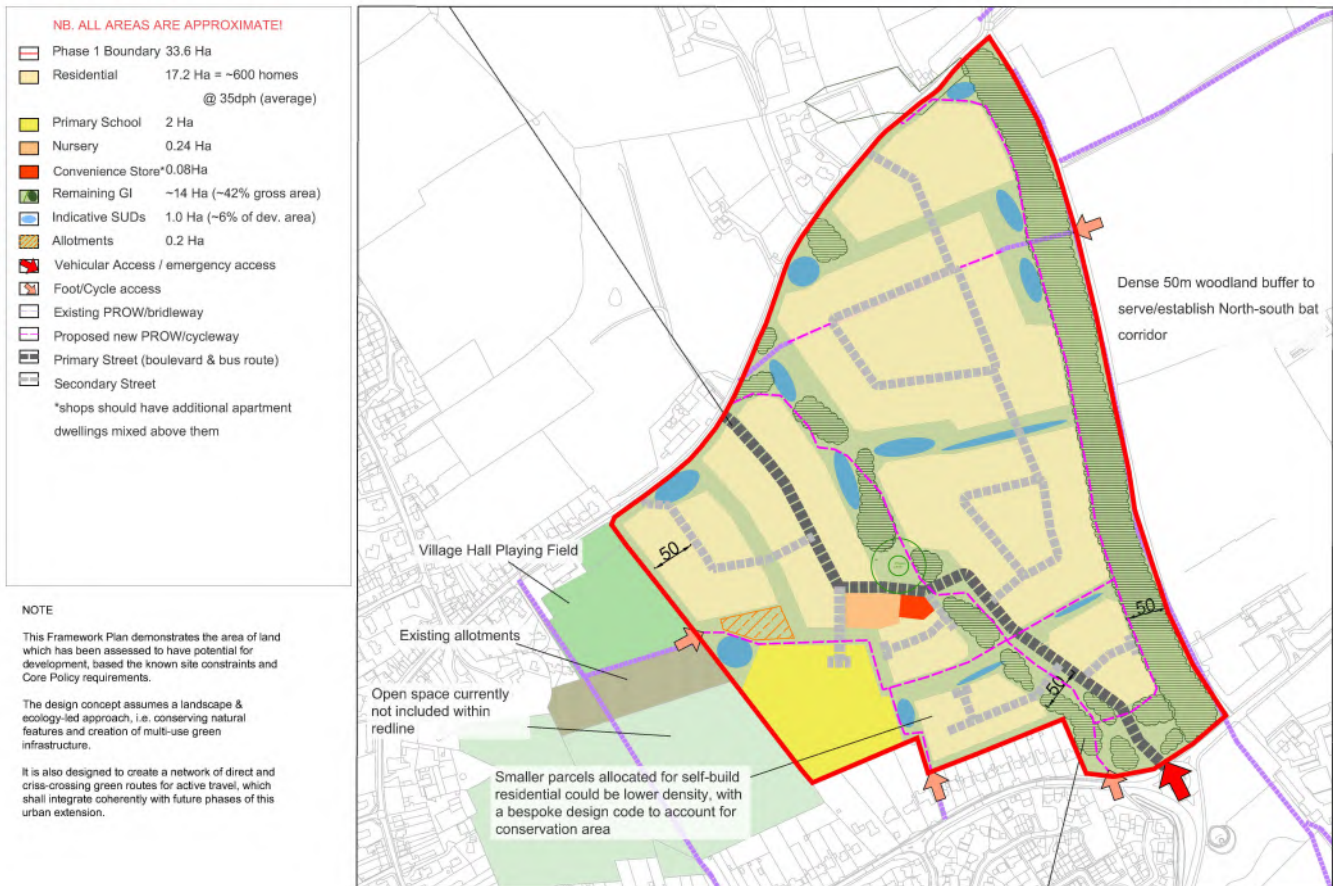
- a new roundabout for vehicular access from the A361;
- land for community orchards and allotments;
- improvements to cycling and walking routes though the site to link to the existing network;
- provision of Suitable Alternative Natural Greenspace secured in accordance with Policy 54;
- core bat habitat will be protected and enhanced. Design and layout will be informed by appropriate surveys, impact assessments and Trowbridge Bat Mitigation Strategy (TBMS);
- appropriate mitigation to protect bats, including funding contributions towards management, monitoring and any-off site measures as necessary, as informed by the TBMS;
- on site bat mitigation including a dark corridor on the eastern boundary of the site, as informed by the TBMS;
- sensitive design and layout, which ensured the significance of heritage assets and their settings, including the Hilperton Conservation Area and it's setting, are not subject to unacceptable harm. This shall be informed by appropriate heritage and archaeological assessments;
- development sensitively addresses the urban edge of the town;
- layout and design to be informed by noise, dust and odour and pest impact assessments arising from nearby working farm and sewage treatment works; and
- significant offsite infrastructure reinforcement for water supply and foul drainage will be likely to be required.

4.288 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.37

Land North of Trowbridge

Concept Plan



North Trowbridge Country Park

4.289 The purpose of this policy is to set out the approach to mitigate potential likely significant effects arising from development in the north of Trowbridge. The Country Park will ensure that the planned growth within the plan period will seek to avoid harm to the Bechstein's bat maternity colonies in Green Lane and Biss Woods to the south-east of the town, which are functionally linked to the Bath and Bradford-on-Avon Bats SAC, that is protected by the EC Habitats Directive, specific provisions of which are applied in the UK by the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations).

Policy 54

North Trowbridge Country Park

Major development in the north of Trowbridge should make provision for a Country Park, approximately 65 ha in size, functioning as Suitable Alternative Natural Greenspace (SANG). It will be available in perpetuity for public access to informal recreation prior to the occupation of the first dwelling of the North of Trowbridge allocation.

4.290 Visitors to the proposed Country Park already have access to the top of Hag Hill by Public Rights of Way (PRoW), the allocation would allow for the remaining part of the site to be made fully accessible to the public. Visitors would include those by car and there would be a free, on-site car park. The location of the car park should take into account the setting of the Scheduled Monument Shrunken Settlement of Paxcroft to the west of Paxcroft Farm and that the layout of the access

routes could take account of the historic landscape features such as field patterns, hedgerows and mature trees. Access by foot could include linkages with green and blue corridors within the area and a crossing of the A361 from the proposed development linked to the site to the south-west. Provision should be made for access to the Country Park by public transport that links to the development to the north of Trowbridge and the town centre. It should be sustainably accessed and enjoyed by all.

- 4.291** The site should have a choice of circular routes, of varying lengths and for all year-round use, to provide an attractive alternative walk to the protected woods, to be a minimum of 2.5km in length. These paths should blend into the landscape and not detract from the natural feel of the site. Suitable furniture should be provided to allow for enjoyment of different areas of the park.
- 4.292** In order to recreate the quality of the woodlands that will be protected, areas of the park near to the A361 will be planted with native tree species to encourage a diverse range of flora and fauna and will contribute to biodiversity net gain. The Hag Hill area of the site will be maintained given the landscape feature it currently provides. The overall management approach will be to provide a natural landscape with a mix of open and semi-woodland to balance the varying desires of those using the site and enhanced where appropriate to provide good habitat for bats including woodland, grassland and ponds. Consideration should be given to bringing forward the Country Park in advance of any development within the proposed allocation.

Land at Inox Mills

- 4.293** Inox Mills is a highly sustainable brownfield site in the centre of Trowbridge. Allocating the site will provide high quality homes and other facilities through the regeneration and redevelopment. There will be a variety of dwelling types, including potential for apartments in the converting existing heritage stock and will incorporate new housing to reflect its context and urban setting. The development will also provide mixed commercial, recreation and cultural with public realm and landscaping to blend a commercial feel and green spaces.
- 4.294** The delivery of homes on the site will create a new neighbourhood of the town that should have a local centre to include services and facilities to serve it. A small retail element could provide convenience without undermining the primary role of the town centre. Educational provision would be sought offsite and developer contributions made for this.
- 4.295** The site is well connected to the town centre, with walking and cycling routes adjacent to the site that can be incorporated into the design of the development to deliver vibrancy and legibility. The railway station is opposite the site and there are already regular bus services on Stallards Street. Potential light pollution from the railway station will need to be passed through the planning application process. Future residents would be able to easily access the town centre on foot or bike. Indeed the development would be seen as a consolidating extension to the heart of the town, which would help to increase footfall and boost local trade. It is also in close proximity to a range of employment opportunities within the town centre and at Canal Road Industrial Estate. The proposals support Place Shaping Priorities for a more vibrant town centre and sustainable travel choices.

Policy 55

Land at Inox Mills, Trowbridge

Land at Inox Mills, Trowbridge, as identified on the Policies Map, is allocated for the development of approximately 175 dwellings with a minimum of 10% affordable housing provision, and mixed commercial, recreation and cultural uses.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

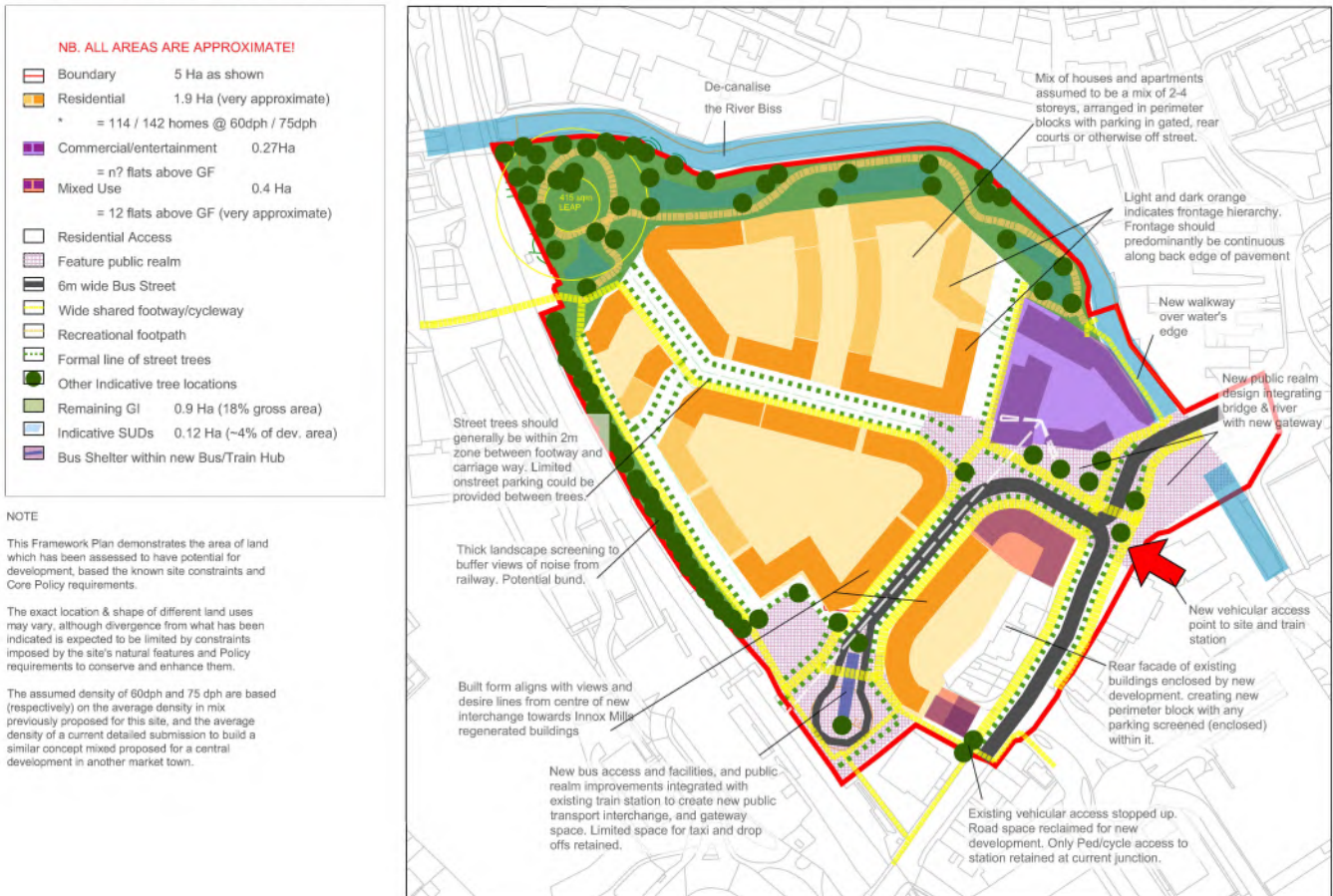
- a new vehicular access off Stallard Street and improvements to connectivity to the railway station through a new entrance to the site which will incorporate bus loop;
- enhancements should be made to Stallard Street to increase the standard and size of bus stops and waiting areas and pedestrian infrastructure, wherever possible this should tie in with the Council's Future High Streets fund scheme;
- improvements to cycling and walking routes through the site to link to the existing network ensuring that the linkages from the site to the town and key destination points;
- access to the railway station should also be served by a new lift access to the railway line bridge in order to facilitate disabled access to both platforms from within the station;
- core bat habitat will be protected and enhanced. Design and layout will be informed by appropriate surveys, impact assessments and the Trowbridge Bat Mitigation Strategy (TBMS) and including funding contributions towards management, monitoring and any-off site measures as necessary, as informed by the TBMS;
- redevelopment should be of high quality design which allows for vistas into and through the site to the key features of the town including the architectural buildings and church. The layout of the site should be in accordance with easements required for the infrastructure below ground;
- sensitive design and layout, which ensures the significance of heritage assets and their settings, on and adjacent to the site, including the Trowbridge Conservation Area and its setting, are not subject to unacceptable harm;
- appropriate retention, restoration and reuse of heritage assets is secured to ensure they are converted to viable new uses. This shall be informed by appropriate heritage and archaeological assessments;
- the riverside should be developed with attractive river frontage with public realm improvements to incorporate bat mitigation, flood alleviation and open space provision to enhance the River Biss corridor;
- it is likely that moderate off-site infrastructure reinforcement would be required for both water supply and foul water drainage;
- significant wastewater infrastructure/service crossing traverse the site, which may affect development viability;
- the requirement of an odour assessment to assess the potential impacts of the odour buffer of the sewage treatment works. Results of the assessment and any mitigation measures should be adopted; and
- the requirement of a noise assessment to assess the potential impacts of the highway network. Results of the assessment and any mitigation measures should be adopted.

4.296 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.38

Land at Innix Mills, Trowbridge

Concept Plan



Town Centre

4.297 Trowbridge is defined as a Principal Settlement in the town centre hierarchy for Wiltshire. Its Town Centre boundary and Primary Shopping Area boundary are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres. Trowbridge has one of the largest town centres within Wiltshire and serves a reasonably wide catchment. The town centre provides retail, entertainment and cultural facilities, as well as supporting a number of businesses. It has strong road and rail transport links which support it as the principal location for services and facilities for the local community and smaller towns in the surrounding area. The town centre forms part of the historic core of the town, presenting a strong and recognisable industrial history, associated with the cloth industry. The River Biss flows through the central area and presents a significant opportunity for public realm enhancements that would link development areas to the south of the town to the town centre.

4.298 There are a number of opportunity sites (Areas of Opportunity) within the town centre and while some of these have been built out, a number have potential for regeneration over the Plan period. Additionally, there are opportunities to bring vacant units back into use, as well as improvements to the fabric and environment of the town centre, including the enhancement of the River Biss corridor, to create a more legible and connected centre. The Council's investment in a new leisure centre for Trowbridge including swimming pool on a central site would act as new attraction for the town centre encouraging more visitors, supporting its wider regeneration.

Areas of Opportunity in the town are:

1. Court Street

This area has an existing mix of uses comprising a number of under-used former mill buildings, car parking, warehouses, workshops/art studios, housing and office accommodation. There is the opportunity to create an attractive working environment supporting innovation and growth in independent / cultural and creative business and to enable linked trips between the town centre and edge of centre uses. Development here should protect and enhance the existing heritage assets of the area and provide new pedestrian links to the river, as well as improving public realm and the traditional warehouse facades.

2. Castle Street

Development at Castle Street should support complementary retail, leisure and commercial uses allowing for a mix of day and night time activity. It should be promoted as a key walking street, thereby, encouraging linked trips between the town centre and edge of town retail / leisure attractions to the north / west and south. Proposals to redevelop the toy shop and adjacent garage site should be supported. There is scope to improve the public realm and create an attractive, safe and comfortable walking environment.

3. Town Bridge / Wicker Hill

There is the opportunity to create a new civic space at Town Bridge focussed on the River Biss through comprehensive public realm works that maximises active development frontages onto the River Biss corridor, Innox Mills and Wicker Hill.

4. Asda and The Shires

There is the opportunity to improve public realm, way-marking and the relationship with the riverside, historic core, the Shires Gateway retail development and the rail station as well as to create a public space centred on the river. There are also opportunities to reconfigure space to provide larger retail units set within an attractive environment.

5. Castle Place and the Multi-Storey Car Park

The longer term redevelopment of the Multi-Storey Car Park and leisure centre will be informed by a review of the council's car parking strategy. Support should be given to vibrant, mixed use development that will encourage people to make linked trips between the town centre and St Stephen's Place, thereby, actively addressing functional relationships with the People's Park.

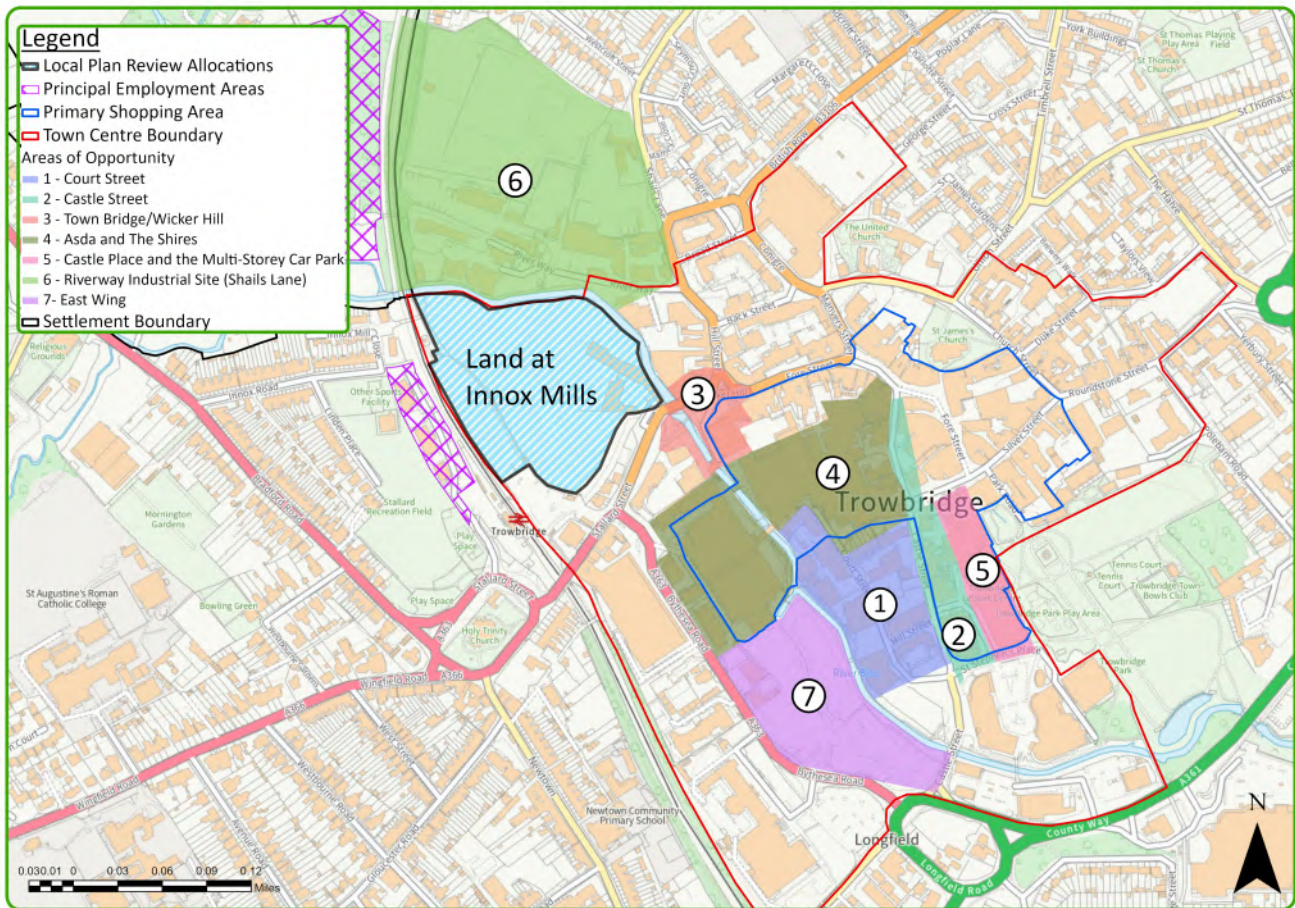
6. Riverway Industrial Site (Shails Lane)

This area is currently occupied by a range of light industrial, car showroom and recycling facilities. Redevelopment of the area should focus on delivering a mix of uses to include housing, office, business and / or leisure uses.

7. East Wing

The site is vacant and has been used as a car park in recent years. The redevelopment of the site could be an anchor point of the town with potential for mixed uses which could include commercial, leisure, recreation and cultural uses. The site should be deliver public realm improvements to incorporate the enhancement of the River Biss and mitigation for bats in accordance with the TBMS.

Figure 4.39 Trowbridge Town Centre



4.299 The town centre policy sets out that these are the areas where the focus of new development for the town should be. The allocation at Innox Mills will help contribute to the improvements to the town centre. Greater connectivity through the town centre can be achieved with enhancements to the River Biss corridor. Innox Mills will be a mix of residential and commercial units, with a clear link from the town to the railway station.

Policy 56

Trowbridge Central Area

Development proposals within the town centre should regenerate and repurpose the central area, supporting its role as a resilient service area and a primary location for services and facilities to meet the day to day needs of communities in western Wiltshire. Figure 4.39 indicates the land use structure and primary function of areas within the defined town centre. These functional areas should be supported throughout the plan period to maintain a strong level of retail, cultural, entertainment and business uses. As far as possible, development proposals should look to maintain these functions and, while the defined functions are not overly restrictive, they are to be the primary locations for new proposals for specific types of land uses, as set out below.

- Fore Street, Market Street and The Shires form the Primary Shopping Area, in line with Policy 68. This area is the principal location for new or repurposed retail floorspace.
- Whilst within the Primary Shopping Area, Castle Place shopping centre may also include other mixed uses to ensure vitality to the local area, and is identified as an Area of Opportunity within the town.
- Trowbridge Civic and Town Hall are situated in the town centre and provide a valuable cultural asset that will continue to be protected throughout the Plan period.

- Court Street, Castle Street and Bythesea Road are subject to a mix of land uses supporting a number of businesses within the town centre.
- Stallard Street forms the station approach and supports a number of food and beverage outlets and other Class E uses. Significant changes to the public realm of this area will be supported and proposals should look to comprehensively enhance the area to support a food and beverage function which is ancillary to the train station.
- Wicker Hill, Manvers Street, Hill Street, Back Street, Church Street, Duke Street and Roundstone Street make up the northern fringe of the town centre. There is a mix of existing uses including retail, leisure, residential and businesses. Proposals to maintain a mix of land uses in this area, including residential will be encouraged.

Trowbridge Area of Opportunities

Figure 4.39 identifies a number of opportunity areas. Redevelopment and public realm improvements in these locations will be supported. Proposals should indicate how they will contribute to the overall health of the town centre and the wider aims set out above. Proposals in these locations should generally support a mix of land uses and residential development, subject to detailed planning. Development of these areas should be in line with the opportunities identified in paragraph 4,305 and the Trowbridge Masterplan. These areas are:

- Court Street
- Castle Street
- Town Bridge/Wicker Hill
- Asda and the Shires
- Castle Place and car park
- Riverway Industrial Estate
- East Wing

Green and Blue Infrastructure

Development proposals should improve the resilience of the town centre by:

- protecting, improving and extending the local green and blue infrastructure network, particularly related to formal recreation activities and also along the River Biss, further enhancing it as a key feature of the town that connects and draws residents towards the town centre;
- pedestrian/cycleways should not only connect the town centre and the railway station with the wider community but act as important wildlife corridors; and
- conserving and where possible enhancing heritage assets as part of wider regeneration projects.

Neighbourhood Planning

4.300 There is a neighbourhood area designation for Trowbridge relating to the former parish boundary prior to the last governance review. While no neighbourhood plan is in progress this could change over the Plan period. The designated area is constrained by Green Belt and protected bat habitats, which limits the ability to allocate sites on the edge of town, although there may be scope to brownfield sites within the urban area. The total requirement is therefore relatively modest for the designated area at 300 homes over the Plan period and recognises that it can be difficult to identify residential sites within urban areas which by their nature often come forward as windfall sites.

Bradford on Avon Market Town

4.301 Bradford on Avon is a constrained settlement and has limited opportunities to expand, largely due to its position surrounded by Green Belt. The Plan expectation is that a good proportion of the settlement's housing needs over the plan period will be met through small sites, with a focus on

redevelopment opportunities within the settlement boundary. Additional sites may also be identified through the neighbourhood planning process, as led by the Town Council. There are no employment sites allocated through the Plan as the identified requirement is small, and it is anticipated that can be met by sites elsewhere in the Trowbridge Area.

- 4.302** Policy also makes provision for a reserve site for housing development, which could provide approximately 120 homes on Land at the former Golf Course. Reserve sites are proposed at some Market Towns and will only be released by the local planning authority should, for any reason, other allocations be delayed or the contribution from small sites fail to materialise and they are required to maintain the land supply requirements set by national policy. The site could also be considered as a potential site for allocation as part of a review of the Bradford-on-Avon Neighbourhood Plan.

Policy 57

Bradford on Avon Market Town

Development at Bradford on Avon will:

1. deliver employment growth and retention of all existing employment sites;
2. provide affordable housing to help reduce high levels of need in the town;
3. improve air quality within the town centre of Bradford on Avon, reducing the impact of traffic, particularly within the Air Quality Management Area;
4. continue to conserve, maintain, and enhance the unique historic architecture and recognise and give proper attention to the landscape character of Bradford on Avon;
5. improve the pedestrian and cyclist environment through and around the town;
6. achieve high quality design in new buildings and the public realm that respects and responds to its context; and
7. address the climate emergency and enhance biodiversity, using multifunctioning techniques such as natural flood controls e.g. flood plains.

Over the plan period (2020 to 2038) approximately 140 homes will be provided at Bradford on Avon including:

- 80 dwellings will be delivered on small sites of less than ten dwellings.

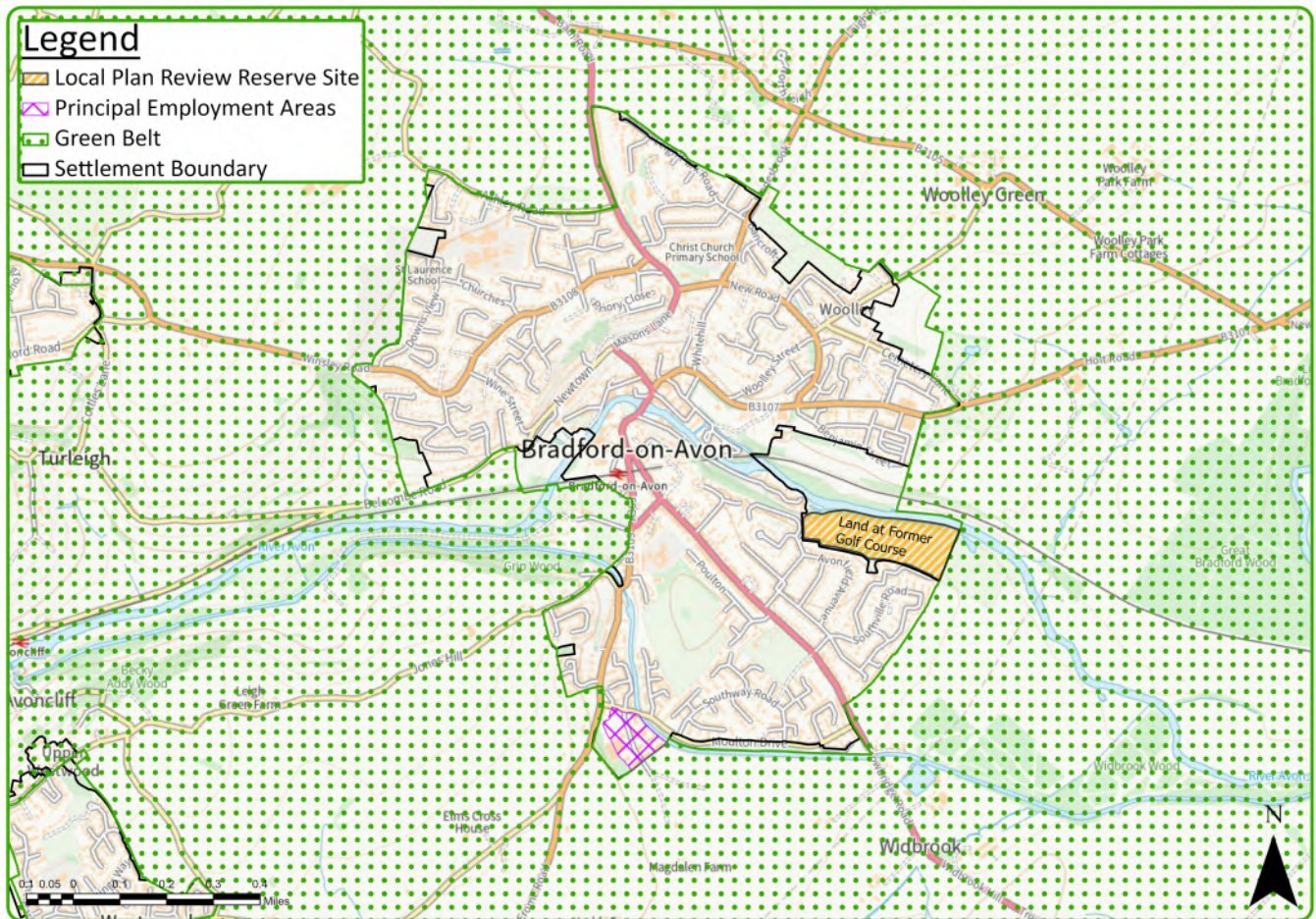
The neighbourhood area designation requirement is 15 dwellings.

The following Principal Employment Areas will be supported in accordance with Policy 64: Treenwood Industrial Estate and Elm Cross Trading Estate.

A reserve site of approximately 120 dwellings is identified on Land at the former Golf Course, as shown on the Policies Map, which will only be brought forward in accordance with Policy 3.

Bradford-on-Avon Strategic Site

Figure 4.40 Bradford-on-Avon Policies Map



Town Centre

- 4.303** Bradford on Avon is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including Bradford-on-Avon.
- 4.304** The town centre has healthy, attractive and rich historic character with a strong independent market, which are key draws for tourists. The current assortment of frontages is an important aspect of the town centre's character and should be maintained over the plan period. The main vehicular through route is positioned within the town centre and is associated with air quality issues.
- 4.305** While there are limited opportunities for retail floorspace growth, there is a need to maintain an independent niche and the strong range of provision. The very good health of the town centre should, as far as possible, be protected and supported over the period to 2036 and will form a key consideration for any proposals for new food stores. There could be potential to grow the food and beverage market over the plan period.
- 4.306** There are limited opportunities for growth and regeneration of the town centre. Opportunities for enhancement are apparent in other forms such as through growth of tourism and enhancements of green and blue infrastructure pathways such as the Kennet and Avon canal.

Neighbourhood Planning

4.307 The Bradford on Avon Neighbourhood Plan was made in 2017 and the designated area relates to the town and surrounding environs. The Town Council are considering whether to review their Plan. The town is restricted by environmental constraints, largely due to Green Belt. However, there may be some opportunities for smaller housing sites to be identified over the Plan period. A total neighbourhood area designation housing requirement is set at 15 dwellings.

Warminster Market Town

4.308 The West Warminster Urban Extension continues to be the main source of supply for housing and employment needs at Warminster over the Plan period, and is supplemented with allocations in the Wiltshire Housing Site Allocations Plan that are starting to come forward for development. The Warminster Neighbourhood Plan identifies opportunities for regeneration within the central area of the town, which could help to strengthen the vitality and viability of the town centre. Any additional sites for new homes or business might meet wider choice or sustain supply, and this may include sites that are identified by future reviews of the Warminster Neighbourhood Plan.

Policy 58

Warminster Market Town

Development at Warminster will:

1. deliver well designed homes to meet local needs alongside associated transport infrastructure;
2. promote sustainable transport modes through an integrated transport network;
3. support the town centre as a principal location for services and facilities, including food retail shopping, by improving accessibility to the town centre from new developments; promoting better traffic integration and management; and safeguarding heritage assets in the town's historic core;
4. regenerate Warminster central car park and explore the potential for an expansion of the GP surgery on to the site;
5. manage, and where possible, reduce flood risk;
6. improve leisure facilities in line with the Wiltshire Council Leisure Services Review;
7. protect, and where possible, enhance existing green and blue infrastructure assets and biodiversity, including informal recreational green space valued by the community; and
8. solutions to improve the conditions within the River Avon SAC are prioritised.

Over the plan period approximately (2020 to 2038) approximately 1,780 homes and 5.6ha of employment land will be provided at Warminster, including:

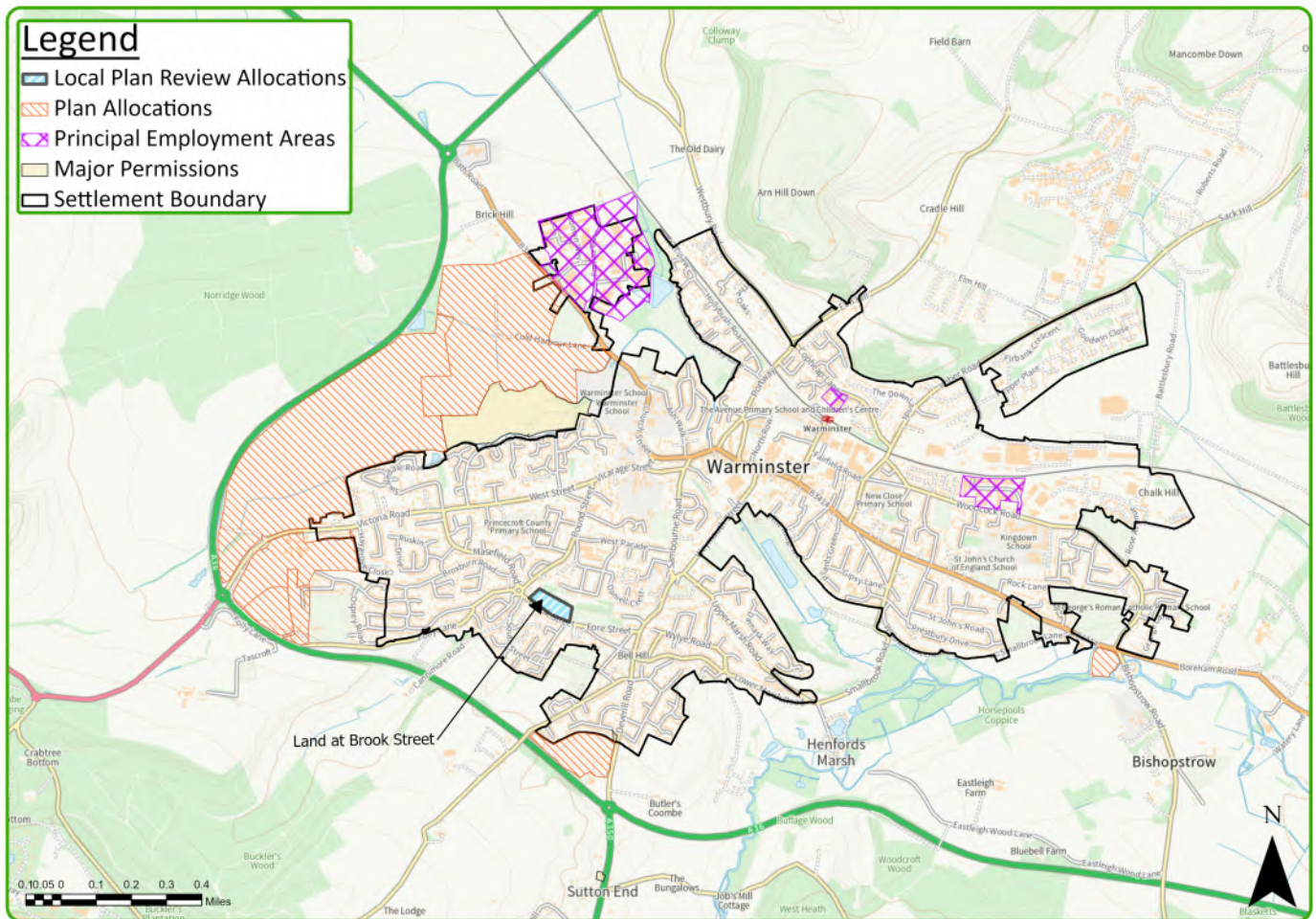
- dwellings and employment on existing allocations at: West Warminster Urban Extension, Bore Hill Farm and Boreham Road.

The neighbourhood area designation requirement is 90 dwellings.

The following Principal Employment Areas will be supported in accordance with Policy 64: Crusader Park, Warminster Business Park, Woodcock Road Industrial Estate and Northlands Industrial Estate.

4.309 The pattern of development is shown below.

Figure 4.41 Warminster Policies Map



Phosphate Mitigation

- 4.310** The town's sewage treatment works discharges into the catchment of the River Avon. Warminster is located at the headwaters of the River Avon where opportunities for upstream mitigation are limited. Additional development cannot be allowed to worsen phosphorus levels and have adverse effect upon the River Avon Special Area for Conservation (SAC) - a designation protecting its ecological importance.
- 4.311** Safeguarding land for mitigation options, such as wetland areas, is necessary. These measures, or effective alternatives, are essential to support further residential development at the town.
- 4.312** One area identified is at Brook Street, Warminster. It is necessary to safeguard this land parcel from alternative uses that may prevent implementation of a mitigation strategy for the town. Therefore the following policy will apply:

Policy 59

Land at Brook Street

Land at Brook Street, as identified on the Policies Map is allocated for uses to mitigate the likely adverse effects on the River Avon SAC from housing development.

Town Centre

- 4.313** Warminster is defined as a Market Town in the town centre hierarchy for Wiltshire. The Town Centre boundary and Primary Shopping Area are shown on the Policies Map. Policy 67 sets out general policies to safeguard and promote the vitality and viability of town centres including the town.
- 4.314** Warminster benefits from a made Neighbourhood Plan within which the town centre features heavily. Regeneration of the town's central car park is a key aspiration set out. The neighbourhood plan specifies that parts of the town centre should be subject to qualitative improvements, including at Three Horseshoes Walk and the central car park, and support is given to the improvement of linkages through the central area. The neighbourhood plan sets out that the central car park could deliver potential uses including possible new retail units, improvements to the public realm and re-organisation of existing parking arrangements, a new bus/coach interchange, relocation of the library and relocation of the weekly market. There may be opportunities through further review of the neighbourhood plan to add further detail as regard to the nature and delivery of this site, having regard to evidence of town centre retail needs.

Neighbourhood Planning

- 4.315** The Warminster Neighbourhood Plan was made in 2016 and the plan area includes Warminster and its environments. A review of the neighbourhood plan is underway, and there is potential for further reviews to take place over the Plan period to 2038. The particular circumstances relating to phosphate mitigation at Warminster, without dependence upon upgrades to sewage treatment works, complicates provision of homes within the early part of the Local Plan period, but there are likely to be opportunities later on. Warminster is one of Wiltshire's larger and more sustainable market towns, and therefore a neighbourhood plan area housing requirement is set at 90 dwellings, anticipating that it is unlikely that it will be possible to deliver this until later in the Local Plan period.

Westbury Market Town

- 4.316** Westbury is not significantly constrained in environmental terms and has a strong concentration of employment. The settlement lies under the north-western scarp of the Salisbury Plain. Housing growth in recent years has been to the south of the railway and east of the town. Further growth needs to be balanced with additional investment in infrastructure and services for the local community and a stronger town centre. Recreational pressures from future growth at the town will need to be mitigated to ensure no harm to the colonies of bats relating to the Bath and Bradford on Avon Bats SAC in Green Lane and Biss Woods.
- 4.317** Westbury suffers from traffic and air quality issues, largely due to congestion from the A350 that runs through the town centre and is also designated as an Air Quality Management Area.

Policy 60

Westbury Market Town

Development at Westbury will:

1. deliver high quality design that draws on Westbury's local heritage, landscape and contributes to local sense of place, and are well connected to existing services and facilities;
2. support the delivery of a strategy for town centre regeneration, taking into consideration the emerging Westbury Town Plan Centre Vision and Neighbourhood Plan, to encourage spending, improve accessibility, better manage traffic and parking and safeguard heritage assets;

3. improve sustainable transport links (particularly walking and cycling routes) within the town and to the surrounding parishes, including enhancing linkages between the railway station, employment areas and the town centre. Specifically, investigate the delivery of a railway crossing to improve the sustainable transport network;
4. seek to improve air quality and support the Air Quality Management Area (AQMA) in Westbury town centre;
5. address traffic issues in the town including, where appropriate, the need for a distributor road and bridge over the railway line at Mane Way to relieve congestion on Oldfield Road;
6. deliver well thought out open spaces and landscaping to ensure residents can benefit from and enjoy the environment, regardless of whether they are on foot or using transport and should link with other areas to allow easy access to all parts of the town;
7. retain existing employment areas and support their expansion to provide employment locally;
8. support new sport pitches/leisure facilities, health provision and active travel choices/ Smart Choices measures;
9. contribute towards addressing Westbury Town Council's Climate and Environmental Emergency pledge;
10. deliver funding contributions towards a Westbury Transport Strategy;
11. deliver funding contributions towards healthcare, early years, primary and secondary education provision; and
12. deliver funding contributions for a bus service to deliver a new 30-minute frequency service.

Over the plan period (2020 to 2038) approximately 1,400 homes and 16.7ha of employment land will be provided at Westbury including:

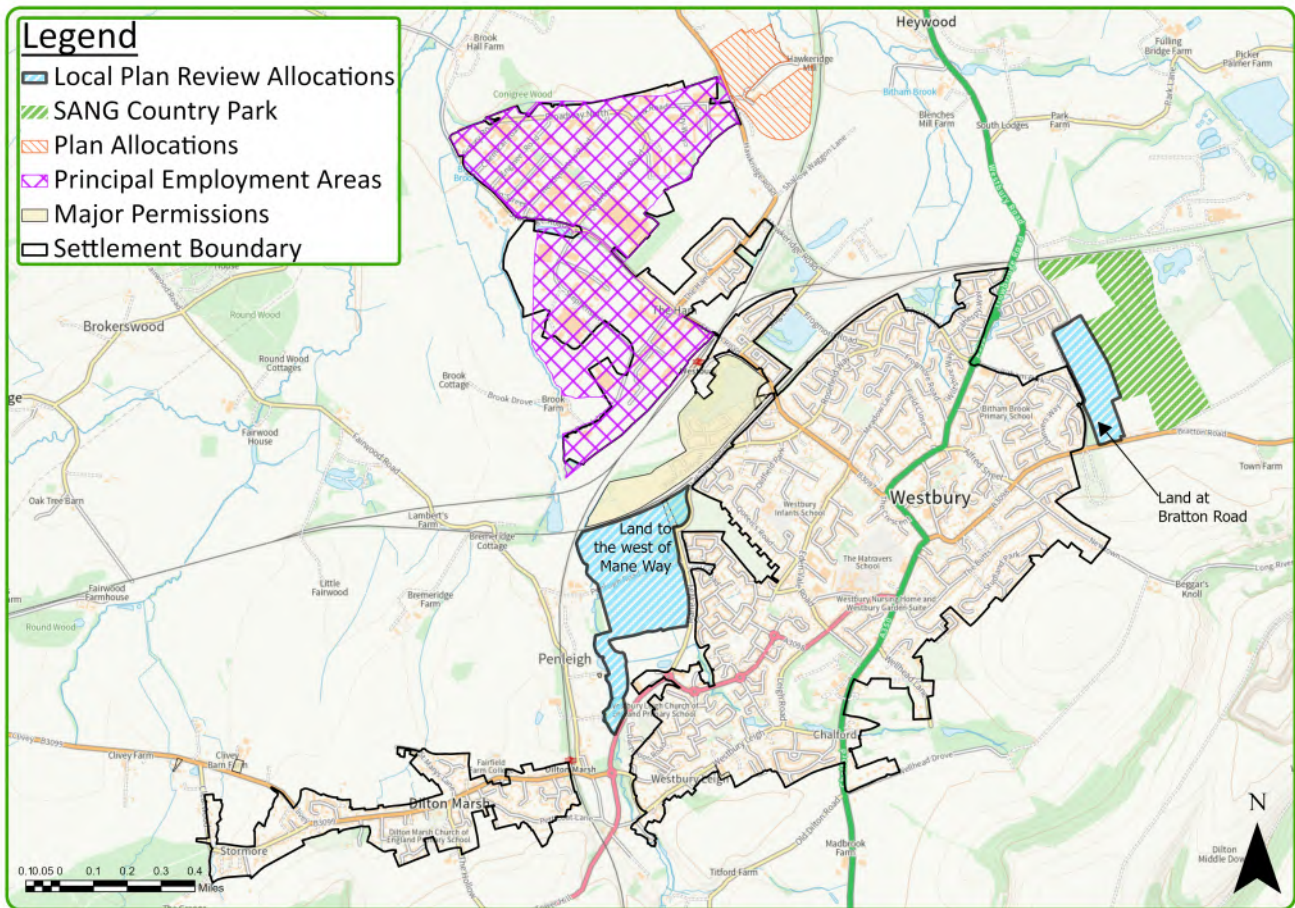
- remaining employment land on existing allocations on Land at Mill Lane, Hawkeridge and North Acre Industrial Estate;
- new allocation of approximately 220 dwellings on Land West of Mane Way; and
- new allocation of approximately 260 dwellings on Land at Bratton Road.

The neighbourhood area designation requirement is 90 dwellings.

The following Principal Employment Areas will be retained in accordance with Policy 65: West Wiltshire Trading Estate and Brook Lane Trading Estate and North Acre Industrial Estate.

4.318 The pattern of development is shown below.

Figure 4.42 Westbury Policies Map



Land West of Mane Way, Westbury

4.319 Land West of Mane Way, Westbury is allocated for the development of approximately 220 dwellings.

4.320 The site will provide additional homes over the plan period and facilitate a railway bridge extending Mane Way across the railway line through the provision of land and contributions. The site benefits from reasonably good levels of accessibility, albeit improvements will be required to improve opportunities for sustainable transport choices.

Policy 61

Land West of Mane Way, Westbury

Land West of Mane Way, Westbury, as identified on the Policies Map, is allocated for the development of approximately 220 dwellings.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- two points of vehicular access, one from the south directly off of Mane Way and the second off of Mane Way/Oldfield Road to the north;

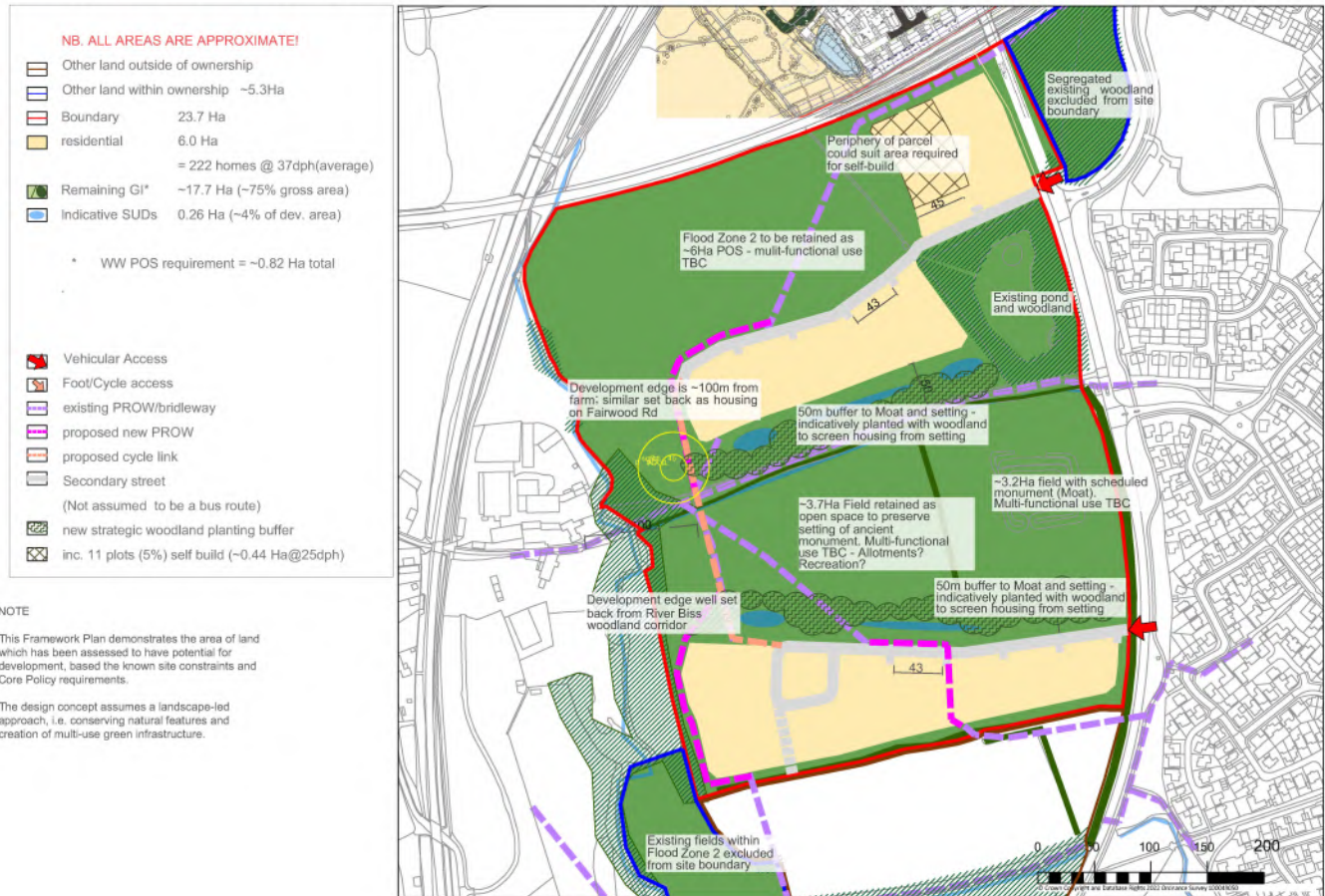
- measures to positively support walking, cycling and public transport use between the site and Westbury town centre;
- provision of landscaping to include the enhancement of the Biss Brook Corridor and protection of the Moated Site Scheduled Monument;
- heritage and archaeological impact assessments to guide design and layout, including assessment of the Penleigh Estate and buffers to the setting of: Scheduled Monument to Penleigh House; Grade II Listed Penleigh Cottage; Grade II Listed Penleigh Mill; and Grade II Listed Penleigh Farmhouse, which form key features of the Penleigh Estate;
- buffer of at least 8m to all onsite watercourses and the enhancement of these areas for green and blue infrastructure. Including retention and enhancement of Biss Brook and the associated riparian vegetation as part of the landscape strategy for the site and wider green and blue infrastructure network;
- layout and design to be informed by noise, dust, odour and pest impact assessments, specifically addressing noise impacts from the railway and nearby roads and any further residential amenity issues arising from nearby agricultural businesses. This includes buffers from any dwellings to the railway line, in the north, and Mane Way, in the east, to be informed by a Noise Impact Assessment to ensure residential amenity of future occupiers;
- core bat habitat will be protected and enhanced. Design and layout will be informed by appropriate surveys, impact assessments and the Trowbridge Bat Mitigation Strategy (TBMS);
- appropriate mitigation to protect bats, including funding contributions towards management, monitoring and any off-site measures as necessary, as informed by the TBMS;
- further research is needed to identify survival and extent of water meadows across the site. Mitigation could include avoidance of area of high historic landscape value;
- safeguarding of land to the north of the site, identified on the Policies Map, to support a new road connection over the railway linking to Mane Way/ Oldfield Road;
- a crossing is delivered on Mane Way to access the shared route network;
- retention of public rights of way links through the site, including WEST16, WEST17, WEST18, WEST20, WEST21, WEST22, WEST23 and WEST25;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA; and
- moderate off-site infrastructure reinforcement would be required for water supply and likely significant off-site infrastructure reinforcement required for foul water drainage.

4.321 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.43

Land West of Mane Way, Westbury

Concept Plan



Land at Bratton Road, Westbury

4.322 Land at Bratton Road, Westbury is allocated for the development of approximately 260 dwellings.

Policy 62

Land at Bratton Road, Westbury

Land at Bratton Road, Westbury, as identified on the Policies Map, is allocated for the development of approximately 260 dwellings and 0.3 hectares of land for nursery provision.

A single comprehensive Masterplan, phasing and delivery strategy for the development, must be prepared and approved by the Local Planning Authority in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this Policy and the principles shown within the Concept Plan and be prepared in consultation with the local community and local planning authority. Subsequent planning applications must be in accordance with the approved Masterplan.

Infrastructure and mitigation requirements include:

- primary point of vehicular access off of Bratton Road;
- further vehicular access established to the north via the Mill Brook/White Horse View development;
- pedestrian links to the north and east via Coach Road and the Mill Brook development;
- measures to positively support walking, cycling and public transport use between the site and Westbury town centre;

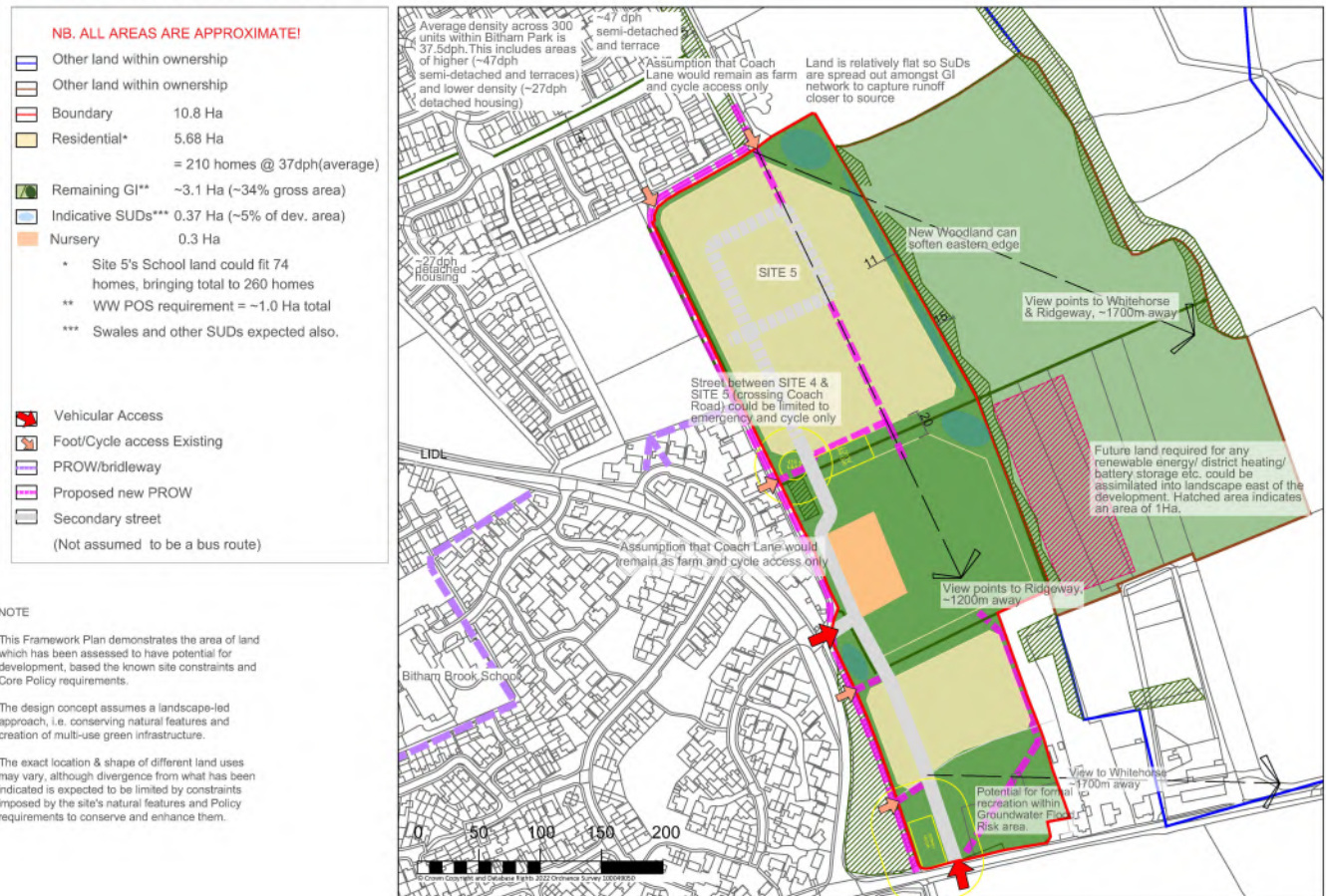
- provision of landscaping to retain the open character of the east of the site, to include biodiversity enhancements and preservation of the historic landscape;
- provision for landscape sensitivity to the south of the site owing to the intervisibility with the ridgeline with development minimising negative effects upon the landscape character;
- core bat habitat will be protected and enhanced. Design and layout will be informed by appropriate surveys, impact assessments and the Trowbridge Bat Mitigation Strategy (TBMS);
- appropriate mitigation to protect bats, including funding contributions towards management, monitoring and any off-site measures as necessary, as informed by the TBMS;
- layout and design to be informed by heritage and archaeological impact assessments assessing potential harm on the setting of, and views between, Bratton Camp and Westbury White Horse Scheduled Monument; and Grade II* Listed Heywood House;
- a buffer to the east of the site to support an integrated settlement edge and green and blue infrastructure;
- buffer between Bratton Road to any dwellings to be informed by a Noise Impact Assessment to ensure residential amenity of future occupiers;
- funding contributions toward measures that improve air quality. An assessment will be needed to understand cumulative effects of development on relevant receptors in the AQMA;
- site specific groundwater investigation to inform the layout of development to avoid areas of high groundwater flood risk; and
- it is likely that moderate off-site infrastructure reinforcement would be required for water supply and likely significant off-site infrastructure reinforcement required for foul water drainage.

4.323 How the site may be developed is shown on the Concept Plan below. This illustrates one treatment of the site that considers mitigation requirements and the homes, other uses and infrastructure envisaged.

Figure 4.44

Land at Bratton Road, Westbury

Concept Plan



Westbury Country Park

4.324 The purpose of this policy is to set out the approach to mitigate potential likely significant effects arising from development in the north of Westbury. Provision of the Country Park will ensure that the planned growth within the plan period and beyond will seek to avoid harm to the Bechstein's bat maternity colonies in Picket and Clanger Woods which are functionally linked to the Bath and Bradford-on-Avon Bats SAC that is protected by the EC Habitats Directive, specific provisions of which are applied in the UK by the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations). Accordingly, all development will contribute to the strategic SANG.

Policy 63

Westbury Country Park

Major development in the north of Westbury should make provision for a Country Park, approximately 27 ha in size, functioning as Suitable Alternative Natural Greenspace (SANG). It will be available in perpetuity for public to access for informal recreation prior to the occupation of the first dwelling at either the Land at Bratton Road allocation or the Land to the west of Mane Way allocation.

4.325 The Council, as decision maker, is the competent authority under the Habitats Regulations and are advised by Natural England. The planning authority must ascertain that the allocations for residential development will not have an adverse effect on the integrity of the woods, alone or in combination with other plans or projects, either directly or indirectly, taking account of any conditions or restrictions that would help ensure no adverse effect, before adopting a local plan.

- 4.326** The Plan is subject to a Habitats Regulations Assessment (HRA) which sets out possible measures that need to be provided to enable development to be delivered. The Trowbridge Bat Mitigation Strategy should be read in conjunction with this policy. The role of the Country Park is to provide alternative green space to prevent an increase in visitor pressure and divert visitors away from both Picket and Clanger Woods to the north of Westbury.
- 4.327** A Public Right of Way (PRoW) exists along Lower Westbury Road which aligns the south-eastern boundary of the Country Park and so the allocation of the Country Park would allow for the remaining part of the allocated development site to be made fully accessible to the public. Visitors would include those by car and there would be a free, on-site car park. The location of the car park should take into account the setting of Bratton Park and Heywood House and the layout of the access routes could take account of the historic landscape features such as field patterns, hedgerows and mature trees. Access on foot to the Country Park from the adjacent proposed development site to the immediate west would be provided and linkages with green and blue infrastructure within the area would also be provided. There should be provision for access to the Country Park by public transport that links to the major development to the north of Westbury and the town centre.
- 4.328** The Country Park should have a choice of circular routes, of varying lengths and for all year-round use, to provide an attractive alternative walk to the protected woods, to be a minimum of 2.5km in length. These paths should blend into the landscape and not detract from the natural feel of the site. Suitable furniture should be provided to allow for enjoyment of different areas of the Country Park.
- 4.329** In order to recreate the quality of the woodlands that will be protected, areas of the Country Park would be planted with native tree species to encourage a diverse range of flora and fauna, and to contribute towards attainment of biodiversity net gain. The overall management approach would be to provide a natural landscape with a mix of open and semi-woodland, to balance the varying desires of those using the site and enhanced where appropriate to provide good habitat for bats including woodland, grassland and ponds. Consideration should be given to bringing forward the Country Park in advance of any development within the proposed sites being allocated for residential development.

Town Centre

- 4.330** Westbury is defined as a Market Town in the town centre hierarchy. The Town Centre boundary and Primary Shopping Area are shown on the Policies Map. Policies 67 and 68 set out general policies to safeguard and promote the vitality and viability of town centres including Westbury.
- 4.331** Westbury town centre is a geographically smaller centre with a relationship with both the historic environment to the east and a key transport route to the west. Westbury Swimming Pool is a heritage asset and attraction for the town centre. Despite a small capacity for new retail floorspace, due to market conditions there is no need to allocate additional floorspace, with needs likely to be met through the redevelopment or expansion of existing units. This would provide the opportunity to improve the offer and attractiveness of the town. New development to the east of the town centre will be able to draw upon the medieval character of Westbury Conservation Area.
- 4.332** The Westbury Neighbourhood Development Plan is supported by the Westbury Town Centre Vision and provides a clear guide for how change is anticipated over the coming years. Policy TCE2 of the Westbury Neighbourhood Development Plan, underpinned by the detail of the Vision document, identifies development proposals which will be supported.

Neighbourhood Planning

- 4.333** The Westbury neighbourhood area relates to the parish of Westbury. A neighbourhood plan is at an advanced stage, with Regulation 16 consultation on the Draft Westbury Neighbourhood Plan (2022 to 2036) commencing in June 2023. It seeks to: reduce carbon emissions and energy demand; secure well designed homes and places; enhance and protect Westbury's historic character; deliver the right type and mix of housing in the right location; support the retention and growth of local businesses; ensure an accessible and well-connected town; support and protect the role of the town centre; improve air quality, protect, extend and enhance the natural environment and network of green spaces; and retain and improve the range of facilities and services.
- 4.334** The neighbourhood plan proposes to allocate two sites on the eastern edge of the town; Land off Bitham Park and Land between Mill Brook and Coach Road. Together these allocations are proposed for approximately 95 dwellings, including 30% affordable housing, together with community green space, landscape infrastructure and improvements to sustainable transport infrastructure. The neighbourhood area designation requirement is therefore 90 dwellings.

Trowbridge Rural Area

Neighbourhood Area Designation Housing Requirements

- 4.335** The council supports the preparation of neighbourhood plans in the rural area. Amongst other things, they provide the opportunity for local communities to address local housing needs and provide for new homes that can best help to sustain the vitality of their village.
- 4.336** Housing proposals help to support the role rural settlements have as an important part of the settlement strategy; additional homes help to support local business, services and facilities, serving both the settlement itself, but also its somewhat extensive rural catchment. Housing development focussed at Local Service Centres and Large Villages carries with it a wider strategic purpose.
- 4.337** National planning policy requires the council to provide neighbourhood plan area designations with a housing requirement. Within the overall housing requirement for the County, the Plan must set requirements which reflect the overall strategy for the pattern and scale of development. Taking forward the Plan's settlement strategy, recognising the more strategic role of Large Villages, each of these settlements is provided with a scale of housing growth for the plan period, to enable local communities to take forward plans where they wish to do so. Neighbourhood plan area designation housing requirements are the scale of growth shown for what Local Service Centres and Large Villages lie within them.
- 4.338** In general conformity with the Plan, neighbourhood planning groups would be expected to look to accommodate new homes to meet housing requirements in full by identifying opportunities in their plans, where necessary, at Large Villages themselves, where new homes could meet both local needs and support the strategic role for such settlements set by the Plan.
- 4.339** At Small Villages, the settlement strategy provides sufficient flexibility for neighbourhood planning groups to meet local housing needs, by a variety of means, at a scale that preserves the character and setting of a village. Reflecting the different role played by Small Villages in the settlement strategy, with generally fewer facilities and services, they do not have a scale of housing growth set by the Plan and therefore there is no explicit requirement for parishes that only contain Small Villages. However, this does not mean there can be no additional growth in these areas. As set out in other policies in the Plan, new housing development will be limited to infill within the built-up area of Small Villages or should be geared towards meeting local affordable needs through exception sites, or up to 20 homes, or 5% of the size of the settlement (whichever is the lower). Table 4.17 below sets out the Small Villages in the rural part of the Trowbridge Area.

4.340 Scales of housing growth over the plan period are shown below for each of the Local Service Centres and Large Villages in the rural part of the Trowbridge Area. This is the total amount of homes that should be met by a neighbourhood plan over the plan period from 2020 to 2038. Neighbourhood planning groups, to calculate how many new homes they will need to plan for, must deduct those homes built already and those in the pipeline with either planning permission or estimated to be built on sites already allocated in the development plan, which may include sites in the Wiltshire Housing Site Allocations Plan.

Table 4.16

	Housing growth (2020-2038)	Completions and commitments (2020-2022)*	Residual at 1st April 2022*
Large Village			
Bratton	44	40	4
Chapmanslade	47	47	0
Codford □	29	6	23
Corsley	0	0	0
Dilton Marsh	61	20	41
Heytesbury □	22	2	20
Hilperton	52	47	5
Holt	66	66	0
North Bradley	51	28	23
Semington	53	53	0
Southwick	65	39	26
Steeple Ashton	31	1	30
Sutton Veny ■ □	22	6	16
Westwood ■	15	2	13
Winsley ■	15	1	14

4.341 ■ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified NHS capacity constraints in the shorter term.*

4.342 □ *Indicative requirements expected to be delivered towards the end of the Local Plan period, due to identified nutrient management constraints in the shorter term (unless acceptable bespoke mitigation strategy can be demonstrated).*

Small Villages

4.343 The roles of Small Villages are set out in Policies 1 and 2. The following table sets out the Small Villages in the Trowbridge Area:

Table 4.17

Edington/Tinhead	Chitterne	Maiden Bradley
Keevil	Crockerton	Monkton Farleigh
Staverton	Great Hinton	Stockton
West Ashton	Horningsham	Upton Scudamore

Yarnbrook	Limpley Stoke	Wingfield
Bulkington	Longbridge Deverill	

5 Delivering the spatial objectives

Introduction

5.1 The following section of the Plan presents a suite of policies that cover a range of specific themes. They are arranged in three categories - Economic, Social and Environmental that reflect the structure of national planning policy. The policies do not seek to repeat those established at a national level. However, they do reflect local circumstances and are based on evidence. The Plan should be read as a whole. Therefore the proponents of development schemes and decision makers will need to follow the policy advice and associated guidance.

Economic

Additional Employment Land

5.2 The Plan supports growth, retention and investment in employment provision. In addition to sites allocated in the Plan and the retention of Principal Employment Areas, Policy 64 allows additional land to come forward at sustainable locations and also in the countryside supporting rural businesses. The evidence⁴ suggests that Wiltshire does not always have a sufficient choice of available land which can be delivered at the right time to meet business needs. Policy 64 therefore supports the delivery of opportunities for the provision of employment land that may come forward within and adjacent to defined settlements or the built-up area of Small Villages, in addition to the employment land which is allocated in the Plan.

5.3 Opportunities will need to be in the right location and support the role, and function of the settlement to which they relate, as identified in Policy 1 (settlement strategy) and in any neighbourhood plans. As well as meeting criteria to ensure they do not undermine delivery of allocated sites or result in harmful impacts. Policy 2 sets out requirements to help ensure that employment proposals where permitted are brought forward in a timely way, and for the use intended.

5.4 Several specialist sectors⁵ are particularly relevant to Wiltshire and of importance to the economy in both employment and business terms for the county. These include:

- advanced engineering, defence and manufacturing
- professional business services
- life sciences
- low carbon and sustainable construction
- ICT and cyber security
- creative industries

5.5 Proposals which support these specialist sectors will be particularly encouraged in line with the requirements of Policy 64. Other Policies in the Plan address the potential contribution Ministry of Defence sites may make to Wiltshire's economy over the Plan period.

5.6 Policy 64 also aims to support Wiltshire's rural economy including agricultural practices, such as agribusiness, intensive and organic farming, precision and sustainable agriculture, as well as diversification of existing rural based businesses.

⁴ Wiltshire Employment Land Review Update, Hardisty Jones Associates (June 2023, para ii)

⁵ Swindon and Wiltshire Local Economic Assessment – Hatch – March 2022, page vi.

- 5.7** Policy 64 also includes an element of flexibility to allow new employment opportunities where such proposals are considered essential to the wider strategic interest of the economic development of Wiltshire. In considering criterion iii any such proposals should be supported by evidence to justify that they would not have a significant adverse impact upon existing, committed and planned public and private investment at sites identified in the Plan for employment development.

Policy 64

Additional Employment Land

Proposals for employment development (within use classes B2, B8 or E(g)(i-iii)) will be supported on unallocated sites within or adjacent to Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages where they are appropriate to the role and function of the settlement

Employment development proposals elsewhere will be supported that:

- i. are for farming; or
- ii. diversify and support an existing rural based business; or
- iii. are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council.

Proposals will only be supported where they:

- a. are appropriate in scale with their location, do not adversely affect the operation of nearby uses or unacceptably harm residential amenity;
- b. do not lead to unacceptable impacts on the historic environment;
- c. do not represent unacceptable harm to landscape character or visual intrusion;
- d. would not undermine the delivery of strategic employment allocations;
- e. lead to no unacceptable impacts on the local transport network; and
- f. are supported by adequate infrastructure, including broadband.

Proposals for additional national and regional logistics development adjacent to M4 Junction 17 will be supported subject to:

- The impacts being assessed in accordance with Department for Transport advice;⁶
- Development proposals not prejudicing the delivery of other planned growth; and
- The funding and delivery mechanism of any required improvements/alterations to M4 Junction 17 and the surrounding Transport Network having been agreed and secured.

Existing Employment Land

- 5.8** Achieving the strategic objective to deliver a thriving economy that provides a range of job opportunities in Wiltshire depends on retaining the availability of and enhancing existing employment sites, as well as creating new opportunities in appropriate locations. The Plan seeks to protect Wiltshire's employment areas by applying policies to favour employment uses on these sites. On some of these employment areas there have been redevelopment pressures for other uses, notably residential and retail.

- 5.9** Principal Employment Areas have been identified in the Principal Settlements and Market Towns, and some of the Local Service Centres and Large Villages, as set out in the relevant area strategies. These Principal Employment Areas are critical to the economic role of these settlements

⁶ Department for Transport Policy Paper - Strategic road network and the delivery of sustainable development, updated December 2022

and Wiltshire as a whole. To maintain a reasonable balance between jobs and homes to encourage self-containment, these Principal Employment Areas should be protected from alternative uses with their continued use and intensification for employment purposes encouraged, as set out in Policy 65.

- 5.10** It will also be important to retain existing employment uses outside the Principal Employment Areas to maintain diversity and choice of sites for employers and allow for local business expansion. However, it is important to acknowledge that some older employment areas may no longer be fit for purpose or that their role has changed, for example, from a primarily employment site to a trade centre site. Changes of use within sites can invigorate an area and act as a positive catalyst for change. The overall employment land target includes an allowance for the replacement of some sites. Therefore, in some circumstances it may be appropriate to allow for the redevelopment (in whole or part) of existing employment sites for an alternative use, particularly where the site is not required to remain in its current use to support the local economy in the area.
- 5.11** In demonstrating that a site has no requirement to remain in employment use, the ability of the site to meet modern business needs must be considered, as well as its value and contribution to the local and wider economy both currently and in the longer term. An objective assessment must be made of the site's potential contribution to the economy, in line with other sites in the area; it must be shown that the site is no longer viable for its present, or any other employment use and that, in addition, it has remained unsold or un-let for a substantial period of time (at least five years), for which there is evidence of genuine and sustained attempts to sell or let it on reasonable terms for employment use. Existing employment sites identified within this plan for alternative uses as part of ongoing regeneration schemes will not be expected to meet the criteria of Policy 65.

Policy 65

Existing Employment Land

Proposals for renewal and intensification of employment uses, particularly on Principal Employment Areas, will be supported.

All land in employment use should be retained for employment purposes to safeguard their contribution to the Wiltshire economy and the role and function of individual settlements.

Proposals involving the loss of employment land (B2, B8, E(g)(i-iii)) must demonstrate:

- i. Where the proposal would lead to a material loss of employment land, provision should be made for its replacement with employment land of similar size and quality nearby, unless it can be demonstrated that there is no longer a requirement for employment land in that location;
- ii. the site is no longer suited to current or future business needs (evidenced as being unsold/ unlet for five years or evidence of future unacceptable harm to residential amenity or the wider environment);
or
- iii. reuse of the site for alternative uses is the only means to relocate and retain an existing business or its significant expansion; or wider significant economic, environmental and social benefits to a settlement outweigh the loss of employment land.

To meet criteria ii. above, applicants must also demonstrate genuine and sustained attempts to sell or let a site on reasonable terms for employment uses but have been unsuccessful. Planning applications should demonstrate that the site has been recently, comprehensively, marketed for employment use for at least 12 months.

Where proposals involve introducing new uses on sites adjacent to employment uses, they must be compatible with the continued operation of the employment use.

Military Establishments

- 5.12** Large areas of Wiltshire have been used by the military for training purposes throughout the last century. The presence of the military has brought many benefits, particularly to the environment and the economy. In recent years there has been a rationalisation of operational facilities and establishments including a greater concentration of the Army on Salisbury Plain Training Area (SPTA) under the Army Basing Programme (ABP).
- 5.13** In future years, the Army will undergo its most radical transformation in 20 years under the new Future Soldier programme. The outcome will be a more agile, more integrated and more expeditionary Army, that is fit for the challenges of the future. The Ministry of Defence's Strategy for Defence Infrastructure (2022) provides the framework for the transformation and modernisation of the defence estate and development of its assets over the coming decades. It includes raising the standard of living accommodation for service personnel, improving the quality of workplaces and maintaining facilities to support defence's delivery of globally leading technologies. The estate is fundamental to military capability and the strategy will not only direct activity across Defence infrastructure but provide an ambitious landmark for future aims, such as contributing to the UK's net zero and sustainability commitments.
- 5.14** The Ministry of Defence has significant assets across Wiltshire and there is a need to plan for important changes to existing facilities and address the challenge of finding appropriate re-use for redundant facilities. In line with Government policy, support is provided for new development required for operational defence and security purposes at operational military establishments. However, applications for development which conflict with other policies of the development plan must be accompanied by a reasoned justification as to why the development should, nonetheless be considered suitable. The historic military estate in Wiltshire is of exceptional significance which should be taken into account in developing proposals and decision making.
- 5.15** The re-use of any redundant Ministry of Defence sites that results in 'major' development will be determined through masterplans, developed with the Local Planning Authority in conjunction with the local community, to ensure the holistic planning of a site or sites in a locality, rather than piecemeal development. However, the type and quantum of development must be appropriate to the context of the site, in particular its relationship to existing settlements, and broadly align with the scale of growth permitted by other policies of the development plan. Owing to the rural nature of many Ministry of Defence sites, consideration should also be given to:
- the location of sites in terms of accessibility and access to local services;
 - infrastructure capacity including impacts on transportation routes;
 - the suitability for conversion and retention of existing buildings;
 - retaining areas of biodiversity, appropriate green space and landscaping measures;
 - conserving and enhancing areas of archaeological significance; and
 - consolidation of the buildings on a site and reversion of land to open countryside.

Policy 66

Military Establishments

Operational Military Establishments

New development within or adjoining operational military establishments that is demonstrated to be required for operational defence and security purposes, and helps enhance or sustain their operational capability, will be supported in principle.

Redundant Military Establishments

The change of use, conversion, or redevelopment of redundant military establishments outside settlement boundaries to employment uses will be supported where they satisfy the following criteria:

- i. the site is well related to an existing settlement in terms of both location and scale;
- ii. the site can be served by adequate access, choice of transport modes and supporting infrastructure to not compromise the resilience and integrity of the highway network;
- iii. the proposal does not result in development on undeveloped land or on areas of open space;
- iv. the building(s) is/are capable of conversion without major rebuilding; and
- v. redevelopment proposals will only be permitted where it can be demonstrated that the existing building(s) is/are not suitable for re-use or conversion and the scale of development is appropriate to the scale of the related settlement.

Sites that are isolated can be considered where the existing buildings and infrastructure on the site are suitable for redevelopment, conversion or change of use, and the site can be served by adequate access and infrastructure. Redevelopment proposals will only be permitted where it can be demonstrated that the existing building(s) is/are not suitable for re-use or conversion, and the redevelopment proposal does not exceed the general footprint and floorspace of the existing building(s).

Where there is clear evidence that employment uses are not practical propositions, other uses, subject to the above criteria and that are determined through a masterplanning approach, may be appropriate. The masterplan should be developed with the Local Planning Authority, including frontloaded consultation and partnership working with the local community and other relevant stakeholders, and submitted as part of any planning application.

Development at all Military Establishments

All new development at operational and redundant military establishment should be of a scale, design and use that enhances the character of the site and should be compatible with its wider landscape setting, should mitigate any adverse impacts on local infrastructure, and should be informed by the cultural and historical significance of the military facilities located on the site.

Sequential Test and Retail Impact Assessment

- 5.16** National planning policy requires the application of the Sequential Test on proposals for new Main Town Centre Uses situated outside of defined town centres, unless otherwise identified by other policies within the Development Plan. The term Main Town Centres Uses is defined by the NPPF, with these generally being most retail, leisure, cultural and office uses. The principle of this test is to direct new Main Town Centre Uses towards town centres. Where no central sites are available, preference should be given to edge of centre sites over out of centre sites.
- 5.17** The Sequential Test will apply to all proposals to increase retail floor space. Examples of where the test will apply include demolition of an office unit and construction of a retail unit, as this constitutes a new development; and conversion of a residential unit to an office, where planning permission is required for this change of use. In line with national planning policy, the test should not be applied to proposals for small-scale rural offices or other small scale rural development. In meeting the Sequential Test, it is expected that the onus is of the application to demonstrate compliance with the Sequential Test. These will need to demonstrate:
- flexibility in scale and format; and
 - a comprehensive assessment of accessibility and connectivity in relation to edge and out of centre sites, particularly for competing edge and out of centre sites.

5.18 National planning policy requires retail and leisure development proposals over 2,500 sqm gross floorspace, which are not in the town centre and not in accordance with an up to date Development Plan, to be accompanied by a Retail Impact Assessment. Evidence has considered factors set out within national planning policy guidance in establishing a locally defined threshold. This found that the size of town centres within the retail hierarchy vary significantly, with the centres of Salisbury, Trowbridge and Chippenham being materially larger than most other centres. Further to this, unit sizes also vary, particularly for comparison goods retail. A lower threshold would therefore, more appropriately relate to the lowest common denominator. Wiltshire is not subject to a substantial amount of out of centre retail floorspace, with Salisbury, Trowbridge and Chippenham providing a large proportion of this. A succession of planning applications where the individual impacts are assessed as insignificant, could lead to a cumulative build-up of adverse impacts on the health of town centres. This further suggests that a lower threshold is appropriate to enable decision makers to assess cumulative impacts from a build-up of retail and leisure units outside of town centres.

5.19 The threshold of 200sqm adopted by the Wiltshire Core Strategy 2015 is considered to remain appropriate. This threshold applies to stand-alone retail floorspace, proposed extensions to existing stores and applications to vary the range of goods to be sold from existing floorspace. The threshold is applicable to proposals in edge of centre and out of centre locations, unless otherwise identified by other policies within the Development Plan. The impact assessment required will be proportionate to the scale of the proposed development. The scope of any impact assessment should be agreed through the pre-application process prior to the submission of a planning application. Assessments should take account of considerations outlined within national planning policy and include consideration of:

- the characteristics of the proposed development, including the various scenarios for its retail offer;
- the catchment area of the proposal and town centres where 'health' could be affected by the proposal, including an assessment of their health;
- the pattern of trade draw and trade diversion to the proposal and any restrictions which applicants are willing to accept on the proposed retail floorspace; and
- town centre issues to be addressed, including retail impacts, identified by area strategies and/or neighbourhood plans.

Policy 67

Sequential Test and Retail Impact Assessment

Proposals for Main Town Centre Uses on sites which lie outside of the defined Town Centres (as defined on the policy map) must be accompanied by a Sequential Test. This requires applications for Main Town Centre uses to be located primarily in town centres and secondarily at edge of centre locations. Only in cases where suitable sites are not available, should out of centre sites be considered. In all circumstances, applicants are required to demonstrate flexibility in terms of the scale and format of their proposed development and in the consideration of alternative sites. In relation to edge and out of centre proposals, preference will be given to accessible sites that are well connected to nearby town centres.

All proposals for retail or leisure uses over 200 sqm gross on sites outside of defined town centres are to be accompanied by a Retail Impact Assessment, which will assess:

- i. the impact of the proposal on public and private sector investment within centres in the catchment area of the proposal; and
- ii. the impact of the proposal on town centre vitality or viability, including local consumer choice and trade in the town centre and wider area, including a cumulative assessment of the proposal together with committed and recently completed developments, plus developments under construction.

Managing Town Centres

- 5.20** The Plan seeks to enhance the vitality and viability of the town centres in Wiltshire through policies promoting the regeneration of central areas and delivery of new growth at settlements to support the vitality of centres. There is a challenge to ensure that the larger towns of Wiltshire, particularly the Principal Settlements of Chippenham, Salisbury and Trowbridge, strengthen their roles as shopping and leisure destinations to reduce the 'leakage' of trade to other larger competing centres such as Bath, Swindon and Southampton.
- 5.21** In determining the retail and leisure needs within Wiltshire, it is important to understand the role of the different town centres. National planning policy requires Local Plans to define a hierarchy of town centres and the extent of town centres and primary shopping areas.
- 5.22** The town centre hierarchy is largely consistent with the settlement hierarchy set out in Policy 1 (Settlement Strategy). The role of each centre correlates to the role of the wider settlement within the settlement hierarchy. The town centre hierarchy differentiates from the settlement hierarchy by defining Town Centres and Primary Shopping Areas within the top three tiers. Within this hierarchy, Principal Settlements provide strategic centres; Market Towns are large shopping and service focused centres with smaller catchments; and Local Service Centres provide a range of shops and services for the local population, thus serving a village centre function. There is one departure from the settlement hierarchy which is the separation of Tidworth and Ludgershall. These two towns function together within the wider area, but the two settlements have spatially definable town centres. Tidworth provides the main shopping and service focus for both towns and the town centre functionally serves as the main town centre for this catchment. As such, it is appropriate to separate them within the town centre hierarchy. Ludgershall town centre has its own defined role and function as a Local Service Centre in this context.
- 5.23** Town centres and primary shopping area boundaries are identified on the Policies Map. The methodology used in establishing these boundaries is set out within the Wiltshire Core Strategy Retail Review 2015, subsequently updated. Most significantly, this methodology looks to apply a consistent approach to defining Town Centre and Primary Shopping Area boundaries, updating the different approaches adopted by the former district councils in earlier local plans.
- 5.24** Policy 68 outlines that uses falling into Class E of The Town and Country Planning (Use Classes) Order 1987 (as amended) and uses outside of this class, but within the definition of Main Town Centre Uses, are acceptable in principle within defined town centres. This approach aims to ensure that commercial, business, service and leisure uses are directed towards the heart of our communities. These uses are therefore encouraged to support the long-term vitality and viability of Wiltshire's defined town centres. Within Primary Shopping Areas, retail; food and beverage; services; and other commercial uses to encourage footfall, are accepted. This approach looks to be effective in light of the freedom that the Use Classes Order provides existing retail and other Class E floorspace. Primary shopping areas make a key contribution to the overall vitality and viability of town centres. The aim of this approach is to ensure that Primary Shopping Areas are the principal location for new and retained retail, professional service and leisure uses. Where

possible, the loss of these uses should be avoided. Where Class E restricts planning controls in retaining specific uses within Primary Shopping Areas, development management decisions should look to retain active frontages and active ground floor uses that encourage footfall and support the overall vitality and vibrancy of the town centre.

5.25 When assessing whether a proposal maintains and enhances the vitality and viability of a town centre, the applicant will need to demonstrate how the proposal:

- supports the role and function of the centre. Having regard to the specific role and function of the town centre in question, whether the nature and character of the proposed use is supportive of that role, including its ability to serve the needs of its catchment population;
- ensures the continued retail function of the centre, whilst also encouraging a greater diversity of uses;
- ensures town centre vitality throughout the day and, potentially, the evening. Ensuring that uses contribute to the vitality and attractiveness of the centre throughout the day and evening;
- for primary shopping areas, provides an active frontage and maintain the character of the shopping area. With this supported by an up-to-date town centre land use survey, including shopping vacancy rates;
- considers, where applicable, the length of vacancy of the unit and the efforts to market the unit for its existing permitted use. The need to actively consider a change to an alternative use could, in part, be influenced by the length of time that a unit has remained vacant. In this regard, evidence of marketing the unit for the permitted use will be salient; and
- avoids adverse impacts on amenity - whether the proposed use would give rise to noise, smell or other environmental problems.

5.26 Place based town centre strategies provide detail, including place specific challenges or priorities, for considering development proposals within and on the edge of defined centres at Principal Settlements and Market Towns. This includes the allocation of sites where this is appropriate in supporting the vitality and viability of a town centre. It is envisaged that further detailed policy to address town centre issues within each of the main towns is to be addressed through neighbourhood plans or another similar process.

5.27 The council is also actively committed to working with Town and Parish Councils to channel investment opportunities into town centre renewal projects. For the purposes of these projects, towns are classified into groups based upon their functionality, as set out in the table below. The functional descriptions influence the type of renewal projects that are being delivered with the aim of ensuring that change is delivered in a manner that reflects the nature and character of the place.

Table 5.1

Settlement Type	Settlement
Principal Settlements	Chippenham, Salisbury, Trowbridge
Heritage Towns	Bradford on Avon, Corsham, Devizes, Malmesbury, Marlborough

Transition Towns	Amesbury, Calne, Melksham, Royal Wootton Bassett, Warminster, Westbury
Smaller Towns	Cricklade, Downton, Ludgershall, Mere, Pewsey, Tidworth, Tisbury, Wilton

Policy 68

Managing Town Centres

Town Centre Hierarchy

- **Principal Settlements** – Chippenham, Trowbridge, Salisbury
- **Market Towns** – Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Melksham, Marlborough, Royal Wootton Bassett, Tidworth, Warminster, Westbury
- **Local Service Centres** – Cricklade, Downton, Ludgershall, Mere, Tisbury, Wilton, Market Lavington, Pewsey

Town Centre Boundaries

Town centre boundaries have been defined for the centres identified by the town centre hierarchy, as illustrated by the policies map. Proposals for uses falling into Use Class E or the definition of Main Town Centre Uses will be permitted within town centre boundaries, where they maintain and enhance the vitality and viability of the town centre, provided they do not conflict with other policies of the Development Plan. Proposals for the conversion of ground floor uses falling within Class E, to residential development within town centre boundaries will not be permitted, unless identified by other policies of the Development Plan. Development proposals for the change of use of existing upper floors to residential will be supported, except in circumstances where their use would be detrimental to the amenity of neighbouring activities, or would have a negative impact upon the successful running of the ground floor commercial unit, or the living conditions of future users and occupiers. The assessment of this impact should be carried out in line with the assessment of maintaining and enhancing vitality and viability.

The use of land for markets will be supported.

Primary Shopping Areas

Primary Shopping Areas have been defined within town centre boundaries, as illustrated by the policies map. Primary Shopping Areas are the priority locations for new and existing shopping facilities and other active ground floor uses. Proposals should retain and enhance active frontages within Primary Shopping Areas to support the wider attractiveness of the town centre. Specifically, proposals for physical development works, where the change of use doesn't require planning permission, should maintain and enhance the vitality and viability of the town centre, avoiding harm to the attractiveness of the Primary Shopping Area, i.e. through the loss of an active frontage. Protection of character and appearance will be particularly important in town centres which are also subject to Conversation Area designations.

Generally, the following uses will be supported within Primary Shopping Areas:

- shops, food and beverage outlets
- financial and professional services
- other Main Town Centre and Use Class E uses which promote active ground floor uses and draw footfall

Provided that:

- proposals retain or improve active frontages and active ground floor uses;
- proposals do not conflict with other policies of the Development Plan.

Town centre strategies within the Development Plan may provide more detail with relation to the kinds of uses that are accepted within different areas of the town centre.

Tourism and Related Development

- 5.28** Wiltshire has a wealth of natural and heritage assets, designated landscapes and canals which attract national and international visitors. The county is also well positioned for visiting other popular locations such as the New Forest, the Cotswolds and Bath.
- 5.29** The visitor economy is important for Wiltshire and there is a high volume of visitor related employment, with the Stonehenge and Avebury World Heritage Site (WHS) being one of the main attractions, alongside attractions such as Longleat and Salisbury Cathedral. Stonehenge is a major Wiltshire attraction and has long been one of the Top 10 major paid attractions at national level. The Plan supports the visitor economy, improving seasonality and spreading the financial benefits more widely around the county.
- 5.30** The Local Industrial Strategy for Swindon & Wiltshire⁷ highlights the roles of Salisbury and The Great West Way initiative as elements that can help the county's tourism sector visitor realise its potential. Salisbury, in particular, is being repositioned as a centre of heritage, culture and tourism via the vehicle of the city's Central Area Framework⁸.
- 5.31** Luxury, boutique and high-quality hotel and visitor accommodation businesses perform strongly in Wiltshire and represent an opportunity to attract lucrative markets. There is scope for additional supply at the higher end of the offer through the upgrading and repositioning of existing stock and the opening of new establishments. However, to support projected growth in the sector, visitor accommodation studies for the county identify a lack in many types of different accommodation. Opportunities for growth include: budget accommodation; holiday parks and eco lodges; boutique hotels in market towns; glamping, camping and caravan sites; pub and farm stay accommodation; activity holidays and residential centres.
- 5.32** If the county is to compete successfully and attract market segments that risk going elsewhere, it needs more of the above types of accommodation in rural settings. There is also a need to recognise that rural hotels and tourism businesses may benefit from permanent accommodation to aid the retention and attraction of staff and facilitate year-round operation.

Policy 69

Tourism and Related Development

Tourism and related development will be supported where it can be demonstrated that the proposal will result in economic, social and environmental benefits for the local area and:

1. is within a Principal Settlements and Market Towns, proposals; or
2. outside the Principal Settlements and Market Towns, tourist and related development should be located in, or close to Local Service Centres or Large and Small Villages and, where practicable, be located in existing or replacement buildings.

All proposals for tourism and related development, including the intensification of existing tourist facilities must demonstrate that they will:

- not have a detrimental impact on landscape, heritage assets, biodiversity and the amenity of local residents;

⁷ Local Industrial Strategy | SWLEP

⁸ Salisbury Central Area Framework available at: <http://www.wiltshire.gov.uk/salisbury-amesbury>

- avoid unacceptable traffic generation and promote active and sustainable travel options;
- not lead to adverse impacts such as light, noise and odour impacts, particularly in rural or isolated locations. Assessments may be required to address the potential for adverse effects associated with new development;
- capable of accessing local services and a local employment base;
- not significantly impact the vitality of town centres; and
- not replace permanent dwellings, and be restricted to either short-term holiday uses or enable the on-site retention of key staff where necessary.

Sustainable Transport

- 5.33** Transport features either directly or indirectly result in a number of the challenges and objectives of the Local Plan. To help resolve these challenges and achieve the objectives, a sustainable transport system needs to be maintained and improved for Wiltshire that reflects local circumstances and objectives. The way in which this will be achieved is set out in the remaining policies in this chapter in association with other relevant plans, including the Local Transport Plan.
- 5.34** Policy 70 focuses development growth primarily in the identified principal settlements and market towns. To support their strategic employment and service roles, and better self-containment, proportionate packages of integrated transport measures will be developed and implemented. These will be supported and funded through a number of processes including developer contributions, Local Transport Plan funding and joint working with partners and other stakeholders.

Policy 70

Sustainable Transport

The council will seek to help people travel shorter distances and use sustainable modes in order to reduce transport carbon emissions, whilst recognising the need to keep the economy moving, and support the safe and efficient movement of people and goods within and through Wiltshire. This includes in rural areas where it is recognised that sustainable transport options are limited. This will be achieved by:

- planning significant developments in locations that are or can be made accessible by sustainable transport modes, including walking and cycling facilities;
- promoting walking, cycling and public transport to be the natural first choice for shorter and single journeys in urban areas;
- promoting appropriate demand management measures that reflect local circumstances and objectives working with partners;
- working with partners and others to deliver electric vehicle charging and other alternative fuel infrastructure;
- influencing the routing of freight within and through the county to ensure appropriate use of the Strategic and Primary Road Network;
- assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment; and
- developing proportionate transport strategies for the Market Towns and Principal Settlements. These will be supported and implemented through private and public funding opportunities, including developer contributions, as well as joint working with partners and other stakeholders.

Transport and New Development

- 5.35** New development can potentially have both positive and negative impacts in terms of transport provision and effects on the road network. It is for this reason that the transport impacts of new developments need to be assessed in accordance with national guidance, including where appropriate, the submission of Transport Assessments. As part of a required Transport Assessment, it must be demonstrated that the needs of all transport users (where relevant) have been considered.
- 5.36** Planning development in locations that are, or can be made accessible, means that new and existing communities can access their needs (e.g. shops, schools and employment) easily and without always needing a car. Providing functional accessibility between new development proposals and existing communities can also change people's travel behaviour towards more sustainable transport alternatives such as walking, cycling and public transport.
- 5.37** However, some new developments have not always catered (e.g. by having layouts which are bus friendly), or provided (e.g. by having convenient cycle storage) for the needs of sustainable transport users or operators. This is no longer acceptable. Therefore, as part of a required transport assessment, it must be demonstrated that the needs of all transport users (where relevant) have been considered.
- 5.38** A key consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for all road users.
- 5.39** In these times of 'just in time' deliveries, the failure to provide adequate loading/unloading facilities in developments can lead to congestion, safety, community and environmental impacts as Heavy Goods Vehicles (HGVs) seek to park on the highway or elsewhere while waiting for allocated delivery time slots.
- 5.40** Developers will be required, where appropriate, to contribute to sustainable transport improvements and also be required to submit a travel plan with planning applications which are likely to have significant transport implications. The travel plan should aim to promote more sustainable forms of transport including, where relevant, more sustainable freight delivery and routing arrangements. The detailed requirements for travel plans are set out in additional guidance ⁹.
- 5.41** Electric vehicle infrastructure in new development will be required to be implemented in accordance with relevant national and local guidance. In support of Part S of Schedule 1 to the Building Regulations 2010, the Government has published 'Infrastructure for the Charging of Electric Vehicles – Approved Document S (2021 Edition)'. In March 2022, the Government published 'Taking charge: the electric vehicle infrastructure strategy'. This strategy sets out the Government's vision and action plan for the rollout of electric vehicle charging infrastructure in the UK and includes the requirement for each local transport authority to develop a local electric vehicle infrastructure strategy.

⁹ Travel Plans, Transport Assessments and Statements, Government Guidance
www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

Policy 71

Transport and New Development

In urban areas, new development will be supported where users can access a choice of sustainable transport modes and opportunities are provided to make improvements. In rural areas, it will be recognised that access to sustainable transport options will be limited but opportunities should be taken to allow people to travel by a choice of transport options.

When considering the transport implications of a development, the following will need to be taken into consideration:

- a. visually impaired and other disabled people
- b. pedestrians
- c. cyclists/scooting
- d. public transport
- e. goods and service vehicles, and emergency vehicles
- f. micromobility vehicles
- g. powered two-wheelers
- h. car clubs, car sharing, taxis
- i. private car
- j. freight

Development proposals must be capable of being served by suitable and safe access to the highway network.

Where required as part of the normal functioning of the proposed development, fit for purpose and safe loading/unloading facilities must be provided.

Where appropriate, developer contributions will be sought towards sustainable transport improvements, and travel plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. Electric vehicle infrastructure will be required in accordance with national or local standards as relevant.

Where necessary, development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Development Impacts on the Primary and Major Road Networks

- 5.42** Outside of built-up areas, proposals that involve a new direct access onto the national primary route network or major road network will not be permitted in order to assist with traffic flow and reduce risk. Exceptions will only be made where the type of development is such that it requires a primary route or major road network location, such as a roadside service facility. For the avoidance of doubt (and to accord with the Department for Transport definitions) 'built up roads' relate to roads with speed limits (ignoring temporary limits) of 40mph or less, and 'over-riding need' would be typified by the provision of service areas, facilities for the travelling public, maintenance compounds and exceptionally, other major transport interchanges.

Policy 72

Development Impacts on the Primary and Major Road Networks

Proposals for new development should not be accessed directly from the national primary route network or major road network outside built-up areas in order to effectively manage traffic flow and reduce the risk to highway safety, unless an over-riding need can be demonstrated and the impacts can be safely mitigated.

Demand Management

- 5.43** Given the rural nature of Wiltshire, demand management measures that reflect local circumstances and objectives will be used as part of an integrated approach to encourage the use of more sustainable modes of travel and to help reduce the reliance on vehicles. Further details on how the measures outlined in policy should be utilised are outlined in the Wiltshire Local Transport Plan (LTP) including the LTP Car Parking Strategy, Local Cycling and Walking Infrastructure Plans (LCWIPs) and LTP Smarter Choices Strategy. The approach to parking management is set out in the LTP Car Parking Strategy and includes policies on parking charges, parking standards and residents' parking zones.
- 5.44** Along with parking, traffic management measures are a key component of any integrated approach to transport planning. They can enhance the management and efficiency of the highway network and encourage the use of sustainable transport modes through a variety of measures such as the reallocation of road space, speed controls, pedestrian crossing facilities and intelligent transport systems. The implementation of any traffic management scheme will only be made after its effect on the surrounding highway network has been considered.

Policy 73

Transport: Demand Management

Demand management measures that reflect local circumstances and objectives will be required to ensure an integrated transport network and encourage the use of sustainable modes. These measures include:

- i. car parking management – managing the car parking stock through the implementation of appropriate supply, maintenance, charges, enforcement measures and electric vehicle infrastructure. These measures include:
 - a. public car parking charges
 - b. private non-residential parking standards
 - c. managing publicly available private non-residential parking
 - d. residential and workplace parking standards
 - e. electric vehicle charge point infrastructure
 - f. school travel plans
 - g. residents parking
- ii. traffic management measures;
- iii. smarter choices measures – such as travel plans, personalised travel planning, car sharing and information and marketing campaigns to influence people's travel behaviour towards more sustainable travel options; and
- iv. infrastructure, such as cycle paths and cycle parking, to promote the use of active travel modes.

Further details on how the measures outlined above should be utilised are outlined in the Wiltshire LTP including the LTP Car Parking Strategy, Local Cycling and Walking Infrastructure Plans (LCWIPs) and LTP Smarter Choices Strategy.

Movement of Goods

5.45 The way in which an efficient and flexible freight distribution system supports economic vibrancy and growth cannot be at the expense of the amenity of local communities or the environment. The council recognises this and takes seriously the need to achieve more sustainable distribution of freight that balances the needs of the economy, local communities and the environment. As part of this approach, realistic proposals (i.e. proposals where the need for intervention has been established and which are feasible, affordable, financially sound and publicly acceptable) for intermodal and other freight terminals will be supported and protected from inappropriate development. Further details of the Council's approach to freight management are contained in the Wiltshire Local Transport (LTP) Plan Freight Strategy.

Policy 74

Movement of Goods

The council and its partners will seek to ensure that developments allow for the efficient movement of goods whilst using the planning system and other measures to actively manage the impacts of construction and distribution of freight traffic on the local community and environment. Lorry routes must be deemed appropriate and facilities servicing sites must be sufficient where proposals are likely to generate significant volumes of freight.

The following principles will be followed:

- i. Developments which generate significant volumes of freight traffic or involve the movement of bulk materials should be located close to the strategic transport network and where adverse impacts can be mitigated.
- ii. Developments which generate significant volumes of freight traffic or involve the movement of bulk materials should make use of rail transport for freight movements wherever practical.
- iii. The provision of rail freight interchanges in suitable areas will be supported and land required for realistically deliverable proposals will be protected from inappropriate development, that would prejudice the delivery of proposals that could otherwise be served by the rail network.
- iv. Where carriage of freight by rail is not realistic, operators of heavy goods vehicles (HGVs) should use those roads where a minimum of community and environmental impacts will occur, principally the advisory freight network. Where problems caused by HGVs making unnecessary and undesirable use of routes are identified (other than on advisory freight routes), appropriate freight management processes may be employed.
- v. Developments in town centres generating freight movements should demonstrate how and where sustainable last mile delivery options are achievable.
- vi. Developments where lorry parking is deemed necessary should demonstrate that the demand and potential for alternative fuel/charging facilities can be satisfied.

Strategic Transport Network

5.46 The function of the strategic transport network is primarily to cater for the efficient movement of inter-urban and long-distance trips. In doing so, the strategic transport network can support the vision and objectives of the Plan.

- 5.47** The A350 corridor links five major towns in the west of the Plan Area including the principal settlements of Chippenham and Trowbridge. The corridor is made up of the A350 national primary route between the A303 and M4, and the TransWilts rail line between Warminster and Chippenham. The A350 corridor forms part of the Western Gateway Sub-national Transport Body's (WGSTB's) Midlands to South Coast strategic corridor.
- 5.48** A number of sections of the A350 primary route carry the highest volume of traffic and HGV movements on the county's non-trunk road primary routes. Because of its strategic importance, and the locally significant traffic growth that has occurred in the last twenty years, the route will continue to be selectively improved to maintain and enhance journey safety and time reliability. The proposed improvements to the A350 primary route will provide significant relief and environmental benefits, particularly for local residents, and the improved standard of provision of this road will aid the employment growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster.
- 5.49** The A36 corridor links Salisbury with Warminster and Bath, and Southampton on the south coast. It is made up of the A36 (Strategic Road Network) trunk road and the Wessex Main Line. The A36 corridor forms part of the WGSTB's Midlands to South Coast strategic corridor.
- 5.50** The A303 corridor runs through the south of the county and is a strategically important route for tourist traffic and inward investment opportunities. The planned A303 Stonehenge improvements will bring improvements to the area, including the enhancement of the historic landscape significance associated with the Stonehenge, Avebury and Associated Sites World Heritage Site.
- 5.51** Road improvements on non-trunk road national primary and major road network routes will be restricted to single carriageway enhancements to achieve positive road safety and environmental benefits, unless there is a need to provide continuity with existing standards and this can be achieved without unacceptable impacts on the natural environment.
- 5.52** Work will be undertaken, in conjunction with the Department for Transport, Network Rail, train operating companies and other agencies, to support the opening and improvement of local rail stations and the provision of additional rail services where these primarily facilitate short distance passenger journeys such as those wholly within Wiltshire or to destinations in adjacent areas. Where appropriate, the council will consider financially supporting such initiatives. Subject to the provision of suitable stopping train services, priority will be given to new stations at Corsham, Devizes and Royal Wootton Bassett, an improved station at Melksham, and an additional platform at Westbury station. Developments that would prevent realistic rail proposals such as these would not be supported.
- 5.53** The strategic transport network is made up of the following:
- The national primary route network (including the strategic road network):
 - Strategic Road Network – M4, A303, A36, A419
 - Major Road Network – A338 (Salisbury to Bournemouth), A350 (M4 to A36), A361 (west of Semington), A363, A3094
 - Primary Route Network – A4 (west of Chippenham), A30 (St Thomas's Bridge to Salisbury), A338 (Burbage to Salisbury), A346 (M4 to Burbage), A350 (south of A36 Warminster), A354, A429
 - The strategic advisory freight route network – M4, A303, A350, A36, A419, A34 (east of Wiltshire)

- The strategic bus network: services linking the towns and larger villages with each other and with higher order centres, or providing them with access to the rail network if they do not have a rail station
- The rail network:
 - Berks & Hants Line (London – South West England via Westbury)
 - Greater Western Main Line (London – Bristol / South Wales)
 - Heart of Wessex Line (Bristol to Weymouth)
 - Waterloo to Exeter Line
 - Wessex Main Line (Cardiff to Portsmouth)
 - Westbury – Swindon line (via Melksham)

Policy 75

Strategic Transport Network

The strategic transport network is shown on Figure 3.2 and includes:

1. the national primary route network and major road network (including the strategic road network)
2. the strategic advisory freight route network
3. the rail network
4. the strategic bus network

During the Plan period the strategic transport network along the A350, A36 and A303 corridors will be maintained, managed and improved to support development growth at Chippenham, Melksham, Salisbury, Trowbridge, Westbury and Warminster. To that end, the National Highways Strategic M4 to South Coast Study and A303 Stonehenge improvement are especially relevant.

The development and/or improvement of the following railway stations will be promoted and supported:

- a. Corsham railway station
- b. Devizes railway station
- c. Melksham railway station
- d. Royal Wootton Bassett railway station
- e. Westbury railway station

The land required for these station improvements and other realistic proposals on the strategic transport network which support the objectives and policies in the Local Plan will be protected from inappropriate development. Other potential rail improvements will be considered throughout the Plan period in association with relevant partners.

Social

Providing Affordable Homes

- 5.54** Policy 76 sets out when affordable housing provision will be required and indicates the proportions which will be sought from open market housing development. Both housing and planning policies will be used to promote the delivery of new affordable homes. This policy intends to provide a clear and robust planning policy framework for all those involved in the delivery of affordable housing.
- 5.55** Appropriate tenure¹⁰ and affordability are key to meeting housing needs and to developing mixed, balanced and inclusive communities. The provision of affordable housing linked to open market housing development must be realistic, with regard to economic viability, but flexible to variations between sites and changes in market conditions over the plan period.
- 5.56** First Homes are a new discount market sale form of affordable housing. They must be discounted by a minimum of 30% against the market value with the first sale price no higher than £250,000 in Wiltshire. They must always be sold to qualifying first time buyers, with the discount and restrictions passed on to subsequent owners in perpetuity. If appropriate, detailed guidance will be produced by the council in relation to the delivery of affordable housing including the appropriate assessment of viability and appropriate development standards.
- 5.57** Policy 76 sets out the Council's approach to affordable housing delivery. The following considerations also apply depending on whether they are within a designated area or not.
- On sites not within a designated rural areas¹¹ which provide ten or more dwellings, or are 0.5 ha in size or more (whichever is the lower threshold).
 - On sites within designated rural areas¹² which provide five or more dwellings, or are 0.5ha in size or more (whichever is the lower threshold). The Council may designate further areas during the Plan period.
- 5.58** Where the policy generates a requirement which does not equate to a whole unit, the calculation will be rounded to the nearest whole affordable housing unit.
- 5.59** Affordable housing is to be distributed across a site in small clusters. Generally, sites with 10 or more affordable dwellings will be expected to deliver these in at least two clusters, with a maximum cluster size of 15 affordable housing dwellings; unless otherwise agreed by the Council.

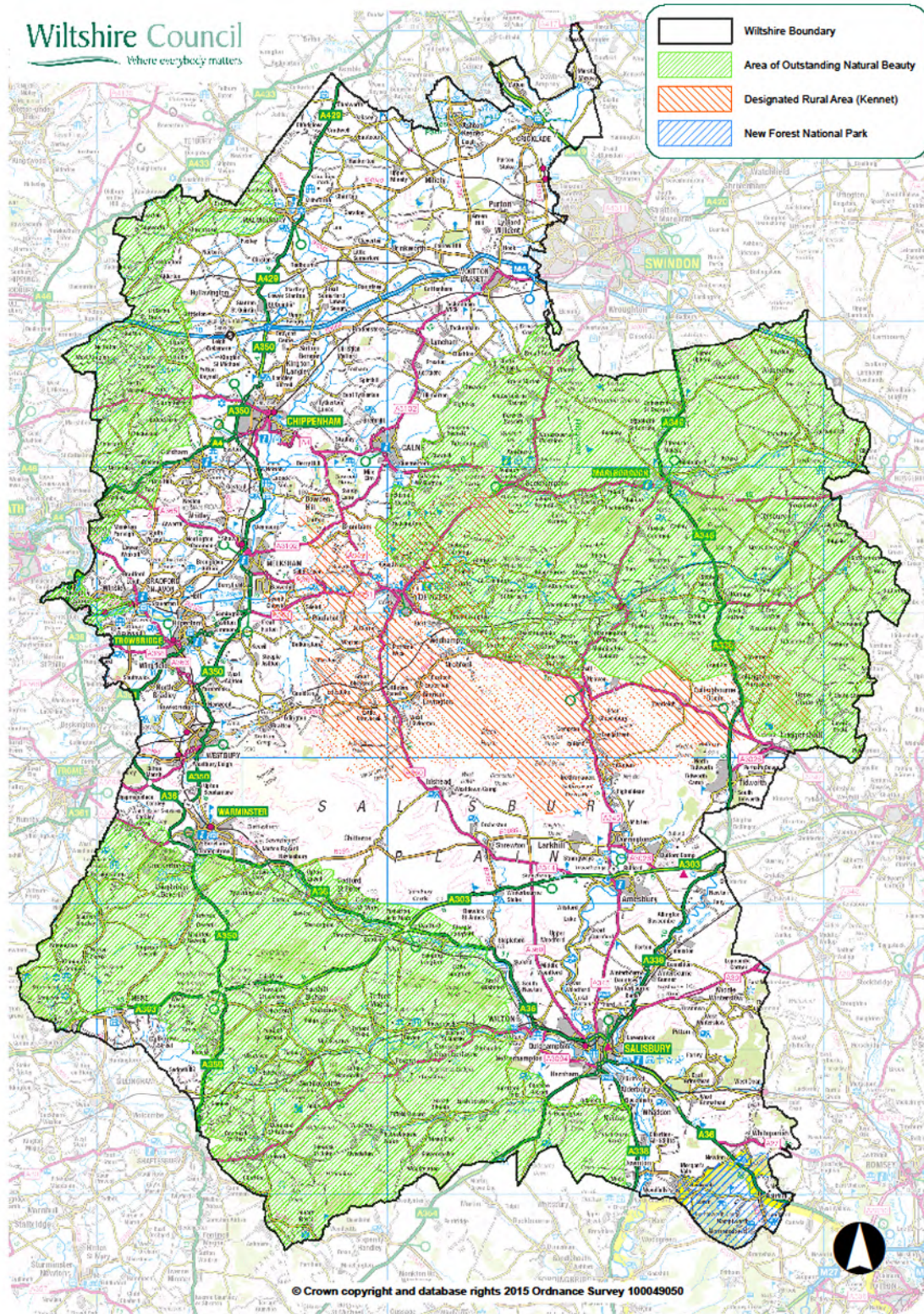
¹⁰ NPPF 2021 Annex 2 Glossary defines Affordable Housing as including Affordable Housing for Rent; Starter Homes; Discounted Market Sales Housing and Other Affordable Routes to Home Ownership which includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent).

¹¹ Those areas of Wiltshire which aren't within an Area of Outstanding Beauty or which haven't been designated as a rural area by the Secretary of State under S157 (1)(c) of the Housing Act 1985 (Designated Rural Areas).

¹² Designated rural areas include National Parks; Areas of Outstanding Natural Beauty and areas designated by the Secretary of State as 'rural' under S157 (1)(c) of the Housing Act 1985 (Designated Rural Areas). In Wiltshire, the following parishes are designated rural areas: Bishop Cannings, Bromham, Charlton, Cheverall Magna, Cheverall Parva, Chirton, Collingbourne Ducis, Collingbourne Kingston, Easterton, Enford, Erlestoke, Etchilhampton, Everleigh, Fittleton, Marden, Market Lavington, Marston, Netheravon, Potterne, Poulshot, Roundway, Rowde, Rushall, Seend, Stert, Upavon, Urchfont, West Lavington, Wilsford and Worton. The Areas of Outstanding Natural Beauty that fall within the planning jurisdiction of Wiltshire Council are: Cranborne Chase and West Wiltshire Downs AONB, North Wessex Downs AONB and Cotswolds AONB. This list may change, and more parishes may become designated rural areas. Please check the Council's website for updates.

Figure 5.1 Designated Rural Areas in Wiltshire

Figure 5.1



Policy 76

Providing Affordable Homes

Provision

Affordable housing provision of at least 40% (net) will be required, as set out in Figure 5.1 and as follows:

- i. on sites of ten or more dwellings or 0.5ha or more (lower threshold applies) in areas that are not designated as rural areas; or
- ii. on sites of five or more dwellings or 0.5ha or more (lower threshold applies) in Designated Rural Areas.

Only in exceptional circumstances, where it can be proven that on-site delivery is not possible, will a commuted sum be sought.

The provision of affordable housing may vary on a site-by-site basis taking into account evidence of local need, mix of affordable housing proposed and, where appropriate, the viability of the development and where this would not lead to unsustainable development. All affordable housing will be subject to an appropriate legal agreement with the council.

This level of provision should be delivered with nil public subsidy, unless otherwise agreed by the council.

Tenure

The tenure mix is 65% Affordable Housing for Rent 10% Shared Ownership and 25% First Homes.

Tenure will be reviewed and negotiated on a site-by-site basis to reflect the nature of the development and local needs as set out in Policy 78 (Meeting Wiltshire's Housing Needs).

On site distribution and standards

Affordable housing units will be distributed across the whole site in small clusters and their appearance and parking designed to a high quality, so as to be indistinguishable from other development. In determining the level of integration that can be achieved, consideration will be given to the practicalities of management and maintenance associated with the proposal whilst still ensuring affordability, particularly in developments of flats.

Rural Exceptions Sites

- 5.60** Policy 77 allows for the allocation of, or granting of planning permission for small sites comprising affordable housing only as an exception to normal policies. The policy sets out the criteria against which such proposals will be evaluated and under what circumstances schemes solely for affordable housing may be permitted.
- 5.61** In doing so, the Plan recognises the particular difficulties in securing an adequate supply of affordable housing for local needs in rural areas. As an exception to normal policy therefore, and where it can be demonstrated that a proposed development will meet a particular locally generated need that cannot be accommodated in any other way, the council may permit small scale residential development (20 dwellings or fewer) outside, but adjoining the settlement boundaries Local Service Centres and Large Villages, or adjacent to the existing built area of Small Villages and other settlements not identified in the settlement strategy. As such schemes are dependent upon local needs, it is anticipated that there would only be the need for one scheme at a settlement over the Plan period if necessary.
- 5.62** The council may also consider exception to site development that includes cross-subsidy from open market sales on the same site. However, these would be limited to defined settlements and in considering such schemes, the applicant would need to demonstrate to the council's satisfaction that the open market element is essential to the delivery of the development. A full, open-book financial appraisal will be required to accompany any application. The land values in the detailed financial appraisal should be benchmarked against those for agricultural land in the local area and historic values of exception sites.

- 5.63** For all proposals, it is important that the scale and type is appropriate to the nature of the settlement and will respect the character and setting of that settlement.

Policy 77

Rural Exceptions Sites

At settlements defined as Local Service Centres and Large Villages, housing development outside but adjoining settlement boundaries or, for Small Villages and those not identified within the settlement strategy, adjoining the built area, housing will be supported where its primary purpose is to provide affordable homes to meet the local needs of a settlement, provided:

- the proposal consists of 20 dwellings or fewer and will be no greater than 5% of the size of the settlement;
- the type, size and tenure reflect identified local needs as evidenced on Wiltshire Council's housing registers and/or through a local housing needs survey;
- the housing provided will remain in perpetuity to meet defined local needs, initially and on subsequent change of occupant secured by an appropriate legal agreement.

Cross-subsidy

Proposals at Local Service Centres, Large and Small Villages which include some market housing will be supported where it is necessary to enable development and can be demonstrated that the site would be unviable, as an exception site that meets the above criteria, without cross-subsidy. In these circumstances:

- The majority of the development is for affordable housing and up to 33% of the housing is market housing.
- It has been demonstrated through detailed financial appraisal that the scale of the market housing component is essential for the successful delivery of the development and is based on reasonable land values as an exception site.
- No additional subsidy for the scheme and its affordable housing delivery is required.

Meeting Wiltshire's Housing Needs

5.64 Policy 78 Meeting Wiltshire's Housing Needs

- 5.65** It is fundamental to the success of this Plan that the right types of homes are delivered. Policy 78 provides the basis for considering dwelling type and mix of housing to be built including specialist homes. The consideration of local housing need is important to the quality of life for residents within Wiltshire. All people should have access to a good home, irrespective of their personal circumstances. That means providing an appropriate range of dwellings in terms of size and price, from one-bedroom apartments to large family homes; as well as homes that meet the needs of elderly people enabling them to live in their homes longer and those of vulnerable people.

- 5.66** Wiltshire has an ageing population, more so than the national average, and this needs to be taken into account when planning for new housing. The population projections underlying the Wiltshire Local Housing Needs Assessment (LHNA) Update Volume 2 (2023) identifies the accommodation needs of different groups within Wiltshire helping ensure that the needs of Wiltshire's local communities can be addressed. The Wiltshire LHNA should be considered alongside Policy 78. The mix of housing provided will vary from site to site, but the aim should be to provide a range of types and sizes of homes that take account of the existing housing needs in the area. It shows that Wiltshire will have a substantial increase in the older population during the plan period.

- 5.67** This Plan considers the care of the elderly within their local communities, so people can continue to enjoy life in their own homes for as long as possible. When this is no longer possible, there is a need to ensure there are alternative facilities where people can continue to enjoy living in their

local area with the level of care they require provided. These include sheltered and enhanced sheltered housing, Extra Care housing, retirement villages, continuing care retirement communities and registered care homes both with and without nursing care.

- 5.68** The Council's LHNA finds that many older people across Wiltshire continue to live at home. Lifetime Homes are designed to allow dwellings to meet the changing needs of their occupiers over time and enable people to stay in their own homes for longer. The provision of Lifetime Homes will play an important role in meeting future housing needs, and this is also reflected in Policy 78. Furthermore, an adequate supply of homes to meet the needs of the population will allow for churn within the housing stock at all levels of the market.
- 5.69** It is also important that suitable housing and accommodation is provided to meet the needs of vulnerable people including those groups listed in Policy 78. In 2020, there were a significant number of households living in Wiltshire with one or more persons with a limiting long-term illness or disability that affects their housing need. The number of these households is likely to increase further over the Plan period.
- 5.70** National planning policy allows Plans to make use of the nationally described space standard (NDSS), where the need for an internal space standard can be justified. The Council has examined a number of developments recently granted permission to measure how they perform against the main criteria within the NDSS: Gross Internal Area, bedroom floorspace and bedroom widths. This identified how a significant number of new build development schemes fell short of at least one NDSS requirement.
- 5.71** As a result, all new housing will be expected to meet the Nationally Described Space Standard. Developers will be required to meet the minimum space standards for gross internal area, and also the minimum widths for bedrooms, and the minimum areas for internal storage.
- 5.72** All proposals must clearly show:
1. the gross internal floor area,
 2. extent of built-in storage,
 3. the number of bedrooms, their floor areas and minimum width dimensions, and
 4. the minimum floor to ceiling height for at least 75% of the gross internal area (GIA).
- 5.73** Building Regulations (Part M) sets out three levels of access standards for new homes:
- Category 1 – Dwellings which provide reasonable accessibility (M4(1))
 - Category 2 – Dwellings which provide enhanced accessibility and adaptability (M4(2))
 - Category 3 - Dwellings which are accessible and adaptable for occupants who use a wheelchair (M4(3))
- 5.74** All new homes must meet basic access standards - category M4(1)). There is the option for the Plan to set higher access standards (Categories M4(2) and M4(3)). The Local Housing Need Assessment has highlighted population projections showing a substantial increase in the older population in Wiltshire and consequently there is a need to provide housing with enhanced accessibility and adaptability (M4(2)) and wheelchair accessible housing (M4(3)).

Policy 78

Meeting Wiltshire's Housing Needs

New housing both market and affordable should:

- be well designed to address local housing need incorporating a range of different types, tenures and sizes of homes to create mixed and balanced communities;
- meet the Nationally Described Space Standard (NDSS) and be built to building regulations M4(2) standard; and
- provide for a minimum of 7% of all housing on sites expected to be built to building regulations M4(3) standard.

Housing size and type, including any distinction between flats and houses, will be expected to reflect that of the demonstrable need for the community within which a site is located. The Wiltshire Local Housing Needs Assessment identifies the housing needs of Wiltshire. Any variation to this will need to be justified through the production of new, sound evidence from either an updated Local Housing Needs Assessment or other credible evidence sources. In relation to affordable housing, other sources of credible evidence include the council's housing register and local needs surveys.

The provision, in suitable locations, of new housing to meet the specific needs of vulnerable and older people is supported in all circumstances.

Older People

Housing schemes should assist older people to live securely and independently within their communities. Residential development must ensure that layout, form and orientation consider adaptability to change as an integral part of design at the outset, in a way that integrates all households into the community.

When this is no longer possible, there are a range of models providing specialist accommodation for older people, ensuring people can continue to enjoy living in their local area with the level of care they require provided.

Developers will be required to demonstrate how their proposals respond to the needs of an ageing population in accordance with the Council's most up to date information on the need for older person's accommodation. In Principal Settlements and Market Towns specialist accommodation for older people such as extra care housing, nursing care homes and dementia care homes should be considered.

Proposals for extra-care accommodation to be sold or let on the open market are not considered exempt from the need to provide affordable housing.

Vulnerable People

Provision of homes and accommodation for vulnerable people will be supported, including but not limited to:

- i. people with learning disabilities and autism
- ii. young at risk and care leavers
- iii. people with mental health issues
- iv. homeless people and rough sleepers

Such accommodation should be provided in the Principal Settlements and Market Towns where there is an identified need, and good access to services and facilities.

Sites in Principal Settlements and Market Towns should incorporate housing suitable for vulnerable people. Housing should be either clustered together in groups of no more than 6 houses or distributed evenly across the site.

In exceptional circumstances, the provision of specialist accommodation outside but adjacent to the Principal Settlements and Market Towns will be considered, provided that:

- i. a genuine, and evidenced, need is justified;
- ii. environmental, landscape and heritage assets and their settings considerations can be suitably addressed;
- iii. facilities and services are accessible from the site; and
- iv. its scale and type is appropriate to the nature of the settlement and will respect the character and setting of that settlement.

First Homes Exception Sites

5.75 First Homes are a specific kind of discounted market sale housing, that meets the definition of 'affordable housing' for planning purposes, that is designed to help local first-time buyers on to the property ladder, by offering homes at a discount compared to the market price. They can come forward on unallocated land outside of a development plan provided they are not in 'designated rural areas', as defined by Annex 2, NPPF that comprise:

- Green Belt
- Areas of Outstanding Natural Beauty
- Areas designated as 'rural' under Section 157 of the Housing Act 1985¹³

5.76 In 'rural designated areas', only rural exception sites brought forward under Policy 80 'Rural Exception Sites' of the Plan are allowed for.

5.77 The delivery of First Homes, either through a First Homes Exception Site or as part of the affordable housing mix secured as part of an open market residential scheme, must comply with the following criteria:

- Be discounted by a minimum of 30% against the market value.
- After the discount has been applied, the first sale must be at a price no higher than £250,000.
- Are sold to a person or persons meeting the First Homes eligibility criteria:
 - All purchasers of a First Home should be a first-time buyer as defined in paragraph 6 of schedule 6ZA of the Finance Act 2003 for the purposes of Stamp Duty Relief for first-time buyers.
 - Purchasers of First Homes, whether individuals, couples or group purchasers, should have a combined annual household income not exceeding £80,000 in the tax year immediately preceding the year of purchase.
 - A purchaser of a First Home should have a mortgage or home purchase plan (if required to comply with Islamic law) to fund a minimum of 50% of the discounted purchase price;.
 - The local eligibility criteria i.e. local connection test as set out within the Wiltshire Council Allocations Policy, will apply for the first 3 months from when a home is first marketed.
- Are subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the necessary restrictions on the use and sale of the property, and a legal restriction on the title (at HM Land Registry) of the property to ensure that these restrictions are applied to the property at each future sale (as a percentage of current market value).

5.78 To ensure that the First Homes Exception policy is effective and does not lead to multiple proposals at a settlement, the level of First Homes at any settlement is restricted.

Policy 79

First Homes Exception Sites

Development proposals for First Homes Exception Schemes will be supported, provided:

1. the proposal is within or adjoining the existing settlement;

¹³ The Housing (Right to Buy) (Designated Rural Areas and Designated Region) (England) Order 2003 designated certain parishes in the district area of Kennet – available to view by clicking here

2. the proposal is proportionate in size to the existing settlement, in terms of the number of existing dwellings, but should be no larger than one hectare in size or exceed 5% of the size of the existing settlement; and in combination with other First Homes development at a settlement does not exceed this threshold;
3. the site is not within areas designated as Green Belt, Area of Outstanding Natural Beauty or in a designated rural area;
4. the proposal does not result in unacceptable harm to areas or assets of designated importance or constrained by wider environmental considerations - e.g. areas at risk of flooding, heritage assets and their setting.

Cross-subsidy/Market Housing

All development proposals on First Homes Exception Sites must primarily be led by the provision of First Homes. The inclusion of other forms of affordable housing and/or open market housing will only be considered where it can be demonstrated that such housing would meet a defined local need, and in the case of open market housing that the site would be unviable as an exception site without cross-subsidy, via a detailed viability assessment.

Self and Custom Build Housing

- 5.79** The Council holds a Self and Custom Build Register. The number of people and groups registered on the Council's Self and Custom Build Register indicates there is demand for self and custom build plots in Wiltshire.
- 5.80** A serviced plot of land is a plot of land that has access to a public highway and has connections for electricity, water and wastewater, or can be provided with access to those things.

Policy 80

Self and Custom Build Housing

On sites of 20 or more dwellings, 5% should be made available as serviced plots for self and custom build. Plots should be marketed for sale for a period of 12 months per plot and any plots subsequently developed for self-build and custom build must be completed within 3 years of purchase by a self-builder.

Community Facilities

- 5.81** Community facilities serve an important role in supporting the fabric of everyday life, particularly in rural areas, where easy access to day-to-day facilities can be more restricted than in urban areas. Community facilities are a broad ranging group of uses which generally serve a social benefit to local communities within and around settlements. This can include meeting places/village halls, sports venues, health and education infrastructure, public houses, places of worship, and small local shops. Providing a good range of community facilities is essential to supporting sustainability, vibrancy and vitality in Wiltshire, which is of particular importance in more rural locations to support rural life without the necessity of the private car.
- 5.82** Under the The Town and Country Planning (Use Classes) Order 1987 (as amended), certain changes of use of community facilities to alternative uses (residential non-community uses) can take place under the Prior Approval process rather than requiring a change of use planning permission. However, many other community facility uses fall within uses which do require planning permission for changes of use.
- 5.83** The purpose of this policy is to ensure that, wherever possible, Wiltshire's existing community facilities are retained and supported as a means to the vitality of the rural area, and to provide policy support for the delivery of appropriate new rural community facilities.

Policy 81

Community Facilities

Redevelopment of community facilities

Proposals that require planning permission which leads to the loss of a community facility¹⁴ will only be supported where it can be demonstrated that the site/building is no longer required or no longer economically viable for an equivalent or alternative community use. Where it is demonstrated that it is not possible to provide an equivalent or alternative community facility use, a mixed use which still retains a substantial proportion of community facility provision, will be supported.

In order for the loss of a community facility which primary function is to deliver a public service (such as healthcare, education, sports buildings and places of worship) to be supported, it must be demonstrated that equivalent or better local services are available, or that the service is no longer required.

In order for the loss of a public house, local shop or other rural community facility which primarily functions as a commercial enterprise to be supported, a comprehensive marketing plan will be required that demonstrates all reasonable attempts have been taken to secure the continued use. This marketing plan will:

- i. be undertaken for at least six months;
- ii. be open and flexible with respect to accommodating alternative community uses;
- iii. establish appropriate prices, reflecting local market values, for the sale or lease of the site/building, which reflects the current or new community use, condition of the premises and the location of the site;
- iv. clearly record and report all marketing undertaken and details of respondents, in a manner capable of verification;
- v. provide details of advertisement undertaken including dates of publication and periods of advertisement;
- vi. demonstrate that the lease of the site without restrictive rent review and tenancy conditions, or other restrictions which would prejudice the reuse as a community facility, have been offered; and
- vii. demonstrate contact with previously interested parties, whose interest may have been discouraged by onerous conditions previously set out.

Development of new community facilities

Development of new community facilities within and adjoining settlement boundaries and at small villages will generally be supported where it is demonstrated that the development will:

- i. contribute towards making the settlement more sustainable;
- ii. be appropriate to its landscape and environmental setting;
- iii. be well related to an existing settlement¹⁵; and
- iv. lead to no highway safety issues or adverse impacts on the local transport network.

Housing in the Countryside

5.84 Policy 82 explains the approach that will be taken for housing in the countryside, unless it is for housing permitted by other policies in the Plan including rural exception sites or where permitted development rights allow for such development to take place under the prior approval process. Outside of these circumstances, additional dwellings in the countryside will only be justified in certain other situations. Broadly, these are:

¹⁴ Community facilities are those that serve settlements and include health, education and cultural infrastructure including uses such as such as local shops, meeting places, sports venues, public houses and places of worship.

¹⁵ By 'well related to' this means that the development site has a clear relationship with the settlement, and should ideally be accessible to the settlement centre without reliance on the private car.

- to meet essential housing needs to support a rural business;
- to enable viable re-use of heritage assets;
- to optimise re-use of redundant or disused buildings in the countryside; and
- through subdivision of existing residential buildings in the countryside.

5.85 The Policy will support the objectives of: protecting the countryside and maintaining its local distinctiveness; supporting the rural economy; and supporting the sensitive reuse of built assets. In addition, national policy provides some flexibility for developments that are of an exceptional design quality, reflecting the highest standards in architecture. Such cases are to be judged on a case-by-case basis.

Policy 82

Housing in the Countryside

Proposals for housing development outside of the defined settlement boundaries and outside of the built areas of Small Villages, on land that is not allocated in the development plan or subject to an exceptions policy will not be supported, unless it meets one of the following criteria:

- i. The proposal would deliver onsite housing to accommodate employees that are essential for the viable operation of a rural business¹⁶. In such circumstances, applicants will be expected to submit clear evidence to show:
 - the functional need for permanent onsite accommodation, including an assessment of alternative options at nearby settlements and/or as part of existing onsite accommodation;
 - that the enterprise will remain financially viable for the foreseeable future, to justify the development of permanent accommodation.
- ii. The proposal would enable a viable and sensitive alternative use of a heritage asset in a manner which secures its protection and longevity, and retains the characteristics for which it is valued as a heritage asset.
- iii. The proposal is for the conversion or re-use of a disused building in the countryside. In such circumstances, evidence will be required to show that the building is structurally sound and capable of conversion without major rebuilding, and that the development would enhance the character of the original building.¹⁷ and its setting.
- iv. When the development would entail the replacement or subdivision of an existing residential dwelling, provided that the scale and design of the development is appropriate, having regard to the local landscape and design context.

In all cases, it must be demonstrated that safe and suitable access to the site is achievable for all users; that appropriate opportunities to promote sustainable transport modes have been considered; and that any adverse impacts on the transport network can be acceptably mitigated.

Health & Wellbeing

5.86 The Plan has an important role to play in ensuring that opportunities exist for people to be able to make healthier lifestyle choices and address health inequalities.

¹⁶ Rural businesses include agricultural, forestry, equestrian or other similar land-based rural enterprises.

¹⁷ Proposals that would involve demolition and/or rebuilding work which would go beyond what is reasonably necessary for the conversion of the building to residential will not be supported.

- 5.87** Quality of life is essential to health and wellbeing and relates to every area of life. Challenges may include the lack of skills needed to secure productive employment; an unfit and poorly insulated home; poor access to public open space; not having access to affordable healthy food; reduced opportunities to be physically active as part of everyday life; having limited opportunities for food growing; lack of access to health care; fear of crime; or a lack of social interaction and sense of community.
- 5.88** Although not the entire solution, land-use planning is an integral part of improving health and wellbeing. Providing and improving a range of open space, sports and leisure facilities for physical activity, including active travel, are key to tackling obesity and improving physical and mental health and wellbeing. The provision of affordable homes and developments that encourage healthy lifestyle choices can also contribute to closing the gaps in life expectancy and addressing health inequality.
- 5.89** For significant developments, Policy requires a Health Impact Assessment (HIA) to be submitted alongside planning applications to demonstrate that the potential impacts on health have been considered at the planning application stage. Guidance may be prepared to provide advice on what should be included in the HIA to demonstrate that any health-related impacts have been fully considered.

Policy 83

Health and Wellbeing

Proposals should demonstrate that development will contribute positively to health and wellbeing by enabling and promoting healthy lifestyles and minimising any negative health and wellbeing impacts.

Health Impact Assessment (HIA)

For the following forms of developments, a Health Impact Assessment should be carried out to inform proposals:

- all forms of residential development where:
 - i. the number of homes to be provided is 150 or more; or
 - ii. the site area is 5 hectares or more.
- all forms of other development (not involving housing) where:
 - i. the area of development exceeds 1 hectare; or
 - ii. employment development exceeds 5 hectares.

Healthy food Environment

The council will seek to enhance local food growing opportunities by requiring new residential developments to either have access to, or be accessible to green and blue infrastructure, including community gardens, community orchards and/or allotments.

Open Space and Play Facilities

- 5.90** National planning policy emphasises the importance of providing access to good quality public open spaces. This includes opportunities for sport and recreation and protecting public rights of way to promote the health and well-being of communities and facilitate social interaction and inclusion. It also allows for local communities to identify Local Green Space for protection where it is of particular importance. The importance of open space has also been elevated given our experiences of lockdown during the Covid 19 pandemic.

- 5.91** For Wiltshire, the 2020 Wiltshire Open Space Assessment Update (reviewed and published 2023) identifies the quantity, quality, and accessibility of different categories of open space. It also recommends local standards for quantity, quality and accessibility for public open space that will be delivered through new development. Using the standards identified, the assessment found:
- **Quantity** – Overall there are deficits in most types of public open space across the county. There are deficits in rural areas in play space (youth) of approximately 43 hectares; play space (child) of approximately 29 hectares; and allotments of nearly 8 hectares. There are deficits in urban areas regarding play space (youth) of approximately 99 hectares; play space (child) of approximately 67 hectares; Parks and recreations grounds of nearly 23 hectares; and around 22 hectares of allotments.
 - **Quality** - The majority of sites assessed in quality audits undertaken at 269 open spaces during February/March 2023 were assessed as being of good quality. However, approximately one third of sites assessed were identified as having particular issues (i.e., scoring 4 or below (poor) for at least one criterion).
 - **Accessibility** – Where there is existing public open space, there is generally good access across the county. However, accessibility has been found to be poor to: play space (youth), green space of at least 2 hectares in size; at least one green space of 20 hectares; one green space of 100 hectare; one green space of 500 hectares; and to a minimum of one hectare of statutory Local Nature Reserves per thousand population.
- 5.92** Considering the findings in the latest Wiltshire Open Space Assessment, Policy 84 requires that all development provides, protects and improves the quantity, quality, and accessibility of and to public open space in order to address the identified significant deficits in quantity and issues with quality and poor accessibility.
- 5.93** It is important to note that the council no longer adopts public open space. Developers will be encouraged to discuss with town and parish councils, in the first instance, before setting up a company to manage new public open space in accord with a term to be agreed and secured through the development management process.
- 5.94** Other Council owned strategies/ studies covering different types of open space include the Wiltshire Playing Pitches Strategy and the Wiltshire Green Blue Infrastructure Strategy. The Wiltshire Playing Pitches Strategy seeks to support the Council and its partners to provide an accessible, high quality and sustainable network of sports pitches and other outdoor sports facilities which supports increased formal club-based sport as well as social, casual, and informal sporting opportunities aimed at getting all Wiltshire residents more active including those who face barriers to participation and/ or experience multiple inequalities. The Wiltshire Green Blue Infrastructure Strategy focuses on the natural environment and how creating a strong, well considered network of green and blue corridors and spaces can support adaptation and resilience to climate change, halt loss of and improve biodiversity and contribute to the health and wellbeing of our communities. The council's Planning Obligations Supplementary Planning Document provides more detail about its approach to securing developer contributions for open space and play facilities.

Policy 84

Public Open Space and Play Facilities

All development must make provision for public open space and, where appropriate, play facilities. In addition, all development must protect and improve the quantity, quality, and accessibility of and to public open space.

All development which will have an adverse impact upon the existing quantity, quality and accessibility of and to public open space will need to submit an open space assessment with the planning application. This must be produced according to: the latest standards set out in the Wiltshire Open Space Assessment; other council strategies/studies covering different types of public open space including green and blue infrastructure and play areas; and relevant Supplementary Planning Documents (or successor documents).

The open space assessment must ensure development will:

- a. provide new, replace or improve existing open space;
- b. identify and quantify the effects of development on the quantity, quality and accessibility of open space affected within Wiltshire and any neighbouring Local Authority's area if the public open space also serves it. Include impact on the amenity, character of the area and current and future needs;
- c. include how the developer will secure the management and maintenance of any new and/ or improved public open space. This will be secured by planning condition or legal agreement;
- d. provide new or replacement public open space on-site. If this is not possible, then provide off-site;
- e. show how locating new public open space or improving the quality of existing provides multifunctional benefits to help meet other relevant policies within the Plan e.g. relating to Biodiversity, Green and Blue Infrastructure, Climate Change, Cultural Heritage etc.

Environment

Sustainable Construction and Low Carbon Energy

- 5.95** This Plan will contribute to the UK's legally binding target of net zero carbon by 2050. To achieve this, it is critical that energy performance in new and existing, residential and non-domestic buildings is maximised, and residual energy use is met through low carbon and renewable sources. This relates to the total operational energy of the development, which currently accounts for approximately 40 – 60% of a building's whole life carbon, but it is anticipated that this will reduce further as the National Grid is decarbonised alongside the effects of investment in energy supply.¹⁸ Total operational energy is broken down into two separate components, regulated and unregulated energy sources.
- 5.96** Regulated energy sources relate to the energy used in space heating, ventilation, hot water and lighting. Unregulated energy sources relate to equipment and appliances, which are affected by occupant behaviour (once the building is occupied), this is typically more difficult to influence through planning policy. By setting a total energy use target this policy aims to influence both regulated and unregulated carbon through the design of the building.
- 5.97** On new residential developments the proposals should help to contribute to significant reductions in greenhouse gas emissions, minimise vulnerability, improve resilience and support the integration of renewable and low-carbon energy technologies such as heat pumps and roof mounted solar PV. The council acknowledges that this is an area that is developing and does not wish to be overly prescriptive on how the journey to net-zero construction is realised, however if necessary further guidance may be produced.
- 5.98** Applicants are advised to model their regulated energy use via calculations within the most updated version of the Standard Assessment Procedure (SAP)¹⁹. Applicants will be required to demonstrate how they have met the space heating demand, total energy demand and total energy generation through a Sustainable Energy Statement that includes a Non-Technical Summary.

¹⁸ <https://www.leti.london/cedg-> LETI Climate Emergency Design Guide

¹⁹ <https://bregroup.com/sap/sap10/>

- 5.99** The council intends to develop a sustainable construction checklist to aid implementation of this policy and provide clarity and certainty for developers. However, where required in the interim, bespoke checklists shall be submitted to demonstrate policy compliance.
- 5.100** In all cases, offsetting through financial contributions must be seen as a last resort and any exceptions based on financial viability must be robustly justified through the submission of a viability assessment. Developers will be expected to pay for the council's reasonable costs in obtaining independent third-party advice on any viability assessment.
- 5.101** Where exceptionally allowed, financial contributions shall be directed to an appropriate mechanism to offset the carbon impacts of the development such as a council carbon offset fund. Where practically possible, such funds shall be spent prior to the first occupation or use of any new development, to ensure that the carbon impacts are fully mitigated.
- 5.102** As well as addressing new residential development, it is similarly important to support and develop the non-residential construction sector's contribution to mitigating and adapting to climate change. In this regard the policy recognises that there is a large range of building types and uses that fall into the category of 'non-residential', including - schools, community facilities, and commercial premises. Nonetheless, the fabric first approach to reducing carbon and energy use should equally apply to non-residential development.
- 5.103** Adaptation to the impacts of a changing climate need to be treated as an important feature of the built environment. Measures to address this shall be supported and encouraged, including works to avoid overheating through the design of buildings and maximising opportunities for cooling through green and blue infrastructure. In particular, for new major residential developments, the design and access statements should explain how the proposal meets the CIBSE TM59²⁰ overheating target in the current climate, and how overheating can be mitigated in the future climate.
- 5.104** Opportunities for retrofitting should be sought to facilitate carbon reduction. This could include retrofitting at whole street or neighbourhood scales to reduce individual costs, improve viability and support coordinated programmes for improvement. However, the retrofit challenge is significant, and the required urgent action ought not be stymied, and so individual proposals should be supported when they are forthcoming.
- 5.105** Innovation and creativity, as well as collaboration and partnership, will be supported in the pursuit of the sustainable construction aims expressed within this policy.

Policy 85

Sustainable Construction and Low Carbon Energy

New residential developments

New build residential will achieve a zero-carbon in operation standard, by significantly reducing heat and power demand of the building through energy efficient design and/or modern methods of construction. The remaining energy demand should then be supplied through onsite renewables. Proposed new dwellings will demonstrate the following:

- space heating demand less than 30kWh/m²/annum;
- total energy use less than 40kWh/m²/annum;

²⁰ <https://www.cibse.org/knowledge-research/knowledge-portal/technical-memorandum-59-design-methodology-for-the-assessment-of-overheating-risk-in-homes>

- on site renewable energy generation to match the total energy use, with a preference for roof mounted solar PV, subject to building orientation and heritage considerations; and
- connection to a district heating network where one is available.

If it can be demonstrated that this would be economically unviable or technically unfeasible (for example to achieve enough onsite renewables for a block of flats), after on-site renewables have been maximised, any remaining carbon can be offset through developer contributions.

Non-residential buildings

New non-residential development floorspace will limit carbon emissions through sustainable construction measures. Through the submission of a sustainable construction checklist all planning applications will provide evidence that the standards below are met. Major development is to achieve BREEAM Excellent (or future legislation standard) and achieve net zero carbon in operational emissions, following the hierarchy set out below.

- Minimise energy use through energy efficient fabric, natural light/ventilation and services.
- Residual energy use should be met through connection to a heat network if available.
- Maximise opportunities for renewable energy to mitigate all regulated operational emissions.
- Residual carbon emissions that cannot be mitigated on site should be offset through a financial contribution to the council's carbon offset fund.

All buildings designed for employment uses, both major and minor in scale will be required to include and maximise coverage of rooftop solar photovoltaic panels unless this would not be appropriate for planning or technical reasons due to site specific circumstances. For instance, if the building is in a sensitive heritage location, or if the building is over-shadowed by trees/other buildings, or if a green roof solution is being proposed.

Existing buildings

Where planning permission is required, retrofitting measures to improve the energy performance of existing buildings and the alleviation of summer overheating will be supported. These measures should be in accordance with the following hierarchy:

- Reduce energy consumption through energy efficiency measures.
- Use renewable or low-carbon energy from a local/district source.
- Use building-integrated renewable or low-carbon technologies.

Opportunities should be sought to facilitate carbon reduction through retrofitting at whole street or neighbourhood scales to reduce individual costs, improve viability and support coordinated programmes for improvement.

In all cases, including those listed above, proposals relating to historic buildings, listed buildings and buildings within conservation areas and world heritage sites should ensure that appropriate sensitive approaches and materials are used, thereby seeking to maintaining the significance of heritage assets through the application of established best practice.

Renewable Energy Installations

5.106 In line with the Government's energy security strategy, there is a need to increase the generation and use of renewable, low carbon energy. Policy 86 identifies the range of considerations that underpin the delivery of such technologies. Work undertaken to assess the potential for renewable energy generation identified that subject to careful siting and satisfactorily addressing site specific constraints, most forms of renewable energy technologies have the potential to be utilised across Wiltshire. That said, the technical potential for wind energy installations at a commercially viable scale (i.e. installations with a height of 250 metres) is limited at best due to average wind speeds

in Wiltshire, as well as other environmental and technical constraints. As such, whilst the policy supports wind energy installations, it is anticipated that such development would be limited in scale and require local support which may best be achieved through community-led schemes.

- 5.107** This policy also establishes that not all renewable energy development needs to be located inside settlement boundaries. Indeed, for a range of practical reasons, some forms of renewable energy development may need to be located outside settlement boundaries. The criteria set out within this policy will be used to aid the decision making process, thereby providing greater clarity and certainty for more investment by the renewable energy industry and community-led organisations within Wiltshire.
- 5.108** Policy 86 applies to all types of renewable energy, including solar photovoltaic arrays (PV), wind turbines, hydropower, biomass generators, anaerobic digestion plants and appropriate energy from waste type technologies. In the case of energy from waste development, the policy requires that waste is managed in accordance with the waste hierarchy and therefore, applications for such technologies must be compliant with the most up to date national and local waste policies. Sustainable sources for biomass should be sourced locally and the transport implications, including carbon emissions, should be considered in relation to feedstocks for biomass generators, anaerobic digestion plants and other energy from waste technologies. Roof-mounted solar PV installations and other integrated solutions will also be supported on existing buildings including low-carbon solutions such as heat pumps.
- 5.109** It is acknowledged there is a need for flexibility and stability in the energy supply as the country transitions to greater levels of energy security and renewable generation. Therefore, associated and necessary infrastructure required to support the delivery of renewable energy in Wiltshire shall be equally supported as part of the development, for example battery storage. However, the burning of fossil fuels for energy generation, including by gas balancing plants, would increase the county's carbon dioxide emissions. As such, this would be inconsistent with the council's acknowledgement of the climate emergency and less preferable to other means of balancing energy supply. The application of proven mitigation measures, such as carbon capture usage and storage (CCUS), would be a material consideration in any such proposals.
- 5.110** Proposals for the development of renewable energy installations within Wiltshire will require careful consideration due to their potential visual and landscape impacts, including cumulative impacts with other similar developments. Proposals that are directed to the less sensitive areas of Wiltshire's landscape, as shown in the Landscape Sensitivity Assessment, will be supported. In all cases, proposals will need to demonstrate the satisfactory resolution of all site-specific site constraints. In designated landscapes regard should be had to any management strategies and policies of any partner organisations, such as AONB management plans.
- 5.111** Furthermore, the size, location and design of renewable energy schemes should be informed by a landscape and visual impact assessment to minimise any potential adverse impacts. However, in all cases it must be recognised that the provision of renewable energy, at scale, will support reductions in greenhouse gas emissions.

Policy 86

Renewable Energy

Proposals for renewable energy schemes, and integrated renewable and low-carbon technologies on existing buildings, will be supported in the context of delivering sustainable development, addressing climate change and helping Wiltshire to transition to a low-carbon future. In all cases, proposals will need

to demonstrate the satisfactory resolution of all site-specific constraints. In particular, proposals will need to demonstrate how impacts have been assessed, including any cumulative effects and, where applicable, taken into account the following considerations in accordance with other relevant policies of this Plan:

- a. the need to balance the wider environment, social and economic benefits of renewable electricity, heat and/or fuel production/distribution/storage;
- b. the landscape, particularly in and around AONBs and the setting of the New Forest National Park;
- c. the objectives of the Western Wiltshire Green Belt;
- d. the need to conserve and where possible enhance biodiversity including species and habitats;
- e. the historic environment including the Stonehenge and Avebury World Heritage Site and its setting;
- f. the cumulative environmental effects of proposals with other renewable energy installations;
- g. best and most versatile agricultural land;
- h. for ground mounted solar development, that grazing practices are maintained, particularly within defined SAC bat sustenance zones;
- i. the proper functioning of the local highway network, recognising the value and function of the designated rights of way network;
- j. energy from Waste facilities must support the management of waste in line with the waste hierarchy;
- k. the amenity of local residents, including noise, odour, visual amenity and safety.

Proposals will also need to demonstrate that there are appropriate plans or a planning mechanism in place requiring the removal of the equipment/ancillary infrastructure on cessation of energy generation, and/or storage, and restoration of the site back to its original use or an acceptable alternative countryside use for sites in countryside locations.

Community-led Energy Schemes

Additional support will be given to community-led energy schemes where evidence of community support can be demonstrated, with administrative and financial structures in place to deliver/manage the project and any income from it.

Embodied Carbon

- 5.112** Policy 87 seeks to address embodied carbon emissions resulting from major developments within Wiltshire to illustrate a complete picture of the development's carbon impact on the environment.
- 5.113** Embodied carbon emissions are the carbon emissions resulting from the materials, production, demolition and disposal. An embodied carbon assessment in the context of the Local Plan Review provides details of a building's materials used in the substructure, superstructure and finishes²¹. This provides a true picture of a buildings carbon impact on the environment.
- 5.114** An embodied carbon assessment shall be produced by a suitably qualified person and be submitted with relevant applications. The policy focuses on elements of the building that are expected to have a high share of embodied carbon emissions, that are commonly considered during early design stages and have available databases to facilitate accurate assessments. The assessment shall include a brief non-technical summary to demonstrate the proposal's compliance with the policy standard. Where such an assessment has been completed, we would encourage that the results are logged on the Inventory of Carbon and Energy (ICE) database in order to contribute to the embodied carbon knowledge base.

²¹ Embodied Carbon Primer | LETI

5.115 The current policy standard has been set to reflect current construction industry practice. As such, it is unlikely to drive a reduction in embodied carbon in major developments and so it will not have any significant cost implications for developers or impact viability. However, this approach will allow the collection of evidence to support future requirements and better understand the whole carbon impact of development beyond the operational carbon emissions. As such, it will have a positive impact by supporting the council's future work towards net zero goals.

Policy 87

Embodied Carbon

Proposals for major residential and/or non-residential development will need to be supported by an Embodied Carbon Assessment that demonstrates a score of less than 900kg/sqm of carbon can be achieved within the development of the substructure, superstructure, and finishes.

Biodiversity and Geodiversity

5.116 Protecting Biodiversity and Geodiversity

5.117 National policy requires local planning policies to contribute to and enhance the natural and local environment. Wiltshire's natural environment is one of its greatest assets and includes a network of identified wildlife sites:

- International – Special Areas of Conservation, Special Protection Areas and Ramsar Sites²²
- National – Sites of Special Scientific Interest and National Nature Reserves
- Local – County Wildlife Sites, Local Nature Reserves, Protected Road Verges and Local Geological Sites.

5.118 Proposed development on land within or outside a SSSI likely to have an adverse effect on a SSSI will be determined in accordance with the requirements of paragraph 180 of the NPPF and Circular 06/2005. The valuable natural environment includes not only identified sites, but also other features of nature conservation value including:

- priority species and habitats;
- areas of habitat with restoration potential;
- all waterbodies, including those covered under the Water Framework Directive; and
- features providing an ecological function for wildlife such as foraging, resting and breeding places, particularly ecological networks and wildlife corridors²³ of all scales which provide ecological connectivity allowing species to move through the landscape and support ecosystem functions.

²² Applications affecting these sites will be determined in accordance with relevant national legislation, policy and statutory procedures, in addition to the policies in this plan.

²³ Dedicated maps are being produced to illustrate some of the ecological networks and wildlife corridors prioritised for nature conservation purposes.

- 5.119** For the purposes of evaluation in ecological impact assessment, the value of undesignated habitats and species should be measured against published selection criteria²⁴ where possible²⁵. However, statutory protection will only ever apply to those sites which have been formally notified by Natural England.
- 5.120** Collectively these sites and natural features make up the local ecological networks necessary to underpin and maintain a healthy natural environment. This policy seeks to ensure protection and enhancement of these sites and features and is necessary to help halt and reverse current negative trends and meet new challenges, particularly from climate change adaptation and pressures associated with the increasing population.
- 5.121** It is vital that all stages of sustainable development are informed by relevant ecological information, from site selection and design to planning decisions and long-term management. All effects should be considered, including positive and negative, direct, and indirect, cumulative, and on and offsite impacts over the lifetime of the development (including construction, operational and restoration phases), also giving consideration to disturbance effects such as noise, lighting, recreational pressures, trampling, traffic, domestic pets, vandalism etc. Development is expected to work with the ecological features on site to guide design and maximise habitat quality and connectivity.
- 5.122** All effects upon the natural environment should be addressed sequentially in accordance with the principle of the ‘mitigation hierarchy’ with development proposals clearly demonstrating how this hierarchy has been applied:
1. Avoid e.g., avoid developing sites of higher ecological value and within sites develop areas of least ecological value, retaining and adequately buffering valuable on-site habitat, maintaining its ecological value/connectivity/long term functionality.
 2. Mitigate e.g.,
 - a. reduce, moderate, minimise
 - b. rescue
 - c. repair, reinstate, restore.
 3. As a last resort compensate or offset negative impacts, achieving outcomes of at least equal ecological or geological value.
- 5.123** Compensation is always a last resort, but will be necessary in some exceptional instances where other approaches cannot guarantee ‘no net loss’ of biodiversity and any unavoidable losses are outweighed by other sustainability considerations and overriding public interest. Such measures should be delivered within the development site where possible. However, where this is not feasible, it may be more appropriate to deliver offsite measures through landscape scale projects. Such measures will likely be secured through a legal agreement. Appropriate compensatory measures should demonstrate net gain of the relevant local biodiversity resource in the short and long-term, and be delivered as close to the development site as possible to avoid the degradation of local ecological networks or ‘ecosystem services’²⁶. Additional guidance is available²⁷ to help clarify appropriate ecological avoidance, mitigation and compensation measures to demonstrate compliance with this policy, which should be proportionate to the scale of any predicted impact.

²⁴ JNCC ‘Guidelines for the selection of biological SSSIs’ or the ‘Wiltshire and Swindon Wildlife Sites Handbook’.

²⁵ In accordance with CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine version 1.2. Chartered Institute of Ecology and Environmental Management, Winchester.

²⁶ Ecosystem services are best defined through the work of the UK National Ecosystem Assessment <http://uknea.unep-wcmc.org/>

²⁷ Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details.

5.124 A number of strategic plans and guidance documents are also available to ensure that the most commonly occurring effects upon international sites can be avoided as efficiently and effectively as possible²⁸. For example:

- Mitigation Strategy for Salisbury Plain SPA - applicable to residential development within 6.4km of Salisbury Plain SPA
- Wiltshire Bats SAC Planning Guidance – applicable to all development types in the areas within and surrounding Bradford on Avon, Box, Colerne, Corsham, Trowbridge, Westbury, Fonthill and Chilmark
- Trowbridge Bat Mitigation Strategy SPD – applicable to new development in the Trowbridge area
- River Avon Phosphorus Mitigation Strategy and River Avon Planning Guidance – applicable to new development within the catchment of the Hampshire Avon
- Solent Nitrogen Mitigation Strategy – applicable to new development within the catchment of the River Test
- New Forest Mitigation Strategy – applicable to development within 13.8km and 15km of the New Forest SPA, SAC and Ramsar site
- North Meadow and Clattinger Farm SAC Recreational Mitigation Strategy
- Other plans and guidance documents will be produced by Wiltshire Council as necessary. For example, in the event that compensatory measures for the River Itchen SAC Drought Order are identified and delivered by Southern Water in the River Test catchment, and there is a likely significant effect from new growth in Wiltshire. The mitigation strategies and SPDs have been reviewed and endorsed by Natural England and Wiltshire Council has committed to ensuring that all these measures are effectively delivered.

5.125 All development must be compliant with The Habitats Regulations.

5.126 The Hampshire Avon is an internationally important chalk river which has been designated as a Special Area of Conservation (SAC) for its sensitive habitats and species. Development within the catchment has the potential to have a detrimental effect upon its qualifying features. Most of these impacts can be avoided or mitigated through measure such as buffer zones, access management, habitat management and construction method statements.

5.127 Currently phosphorus concentrations exceed the appropriate targets required in the conservation objectives for the River Avon SAC over a number of reaches. Development must not (alone or in combination) result in non-compliance with SAC water quality targets or compound existing problems of target exceedance and must comply with the mitigation strategy and Wiltshire Council guidance. New development must not prejudice achievement of conservation objectives for the SAC over the long term with all new development within the catchment of the Hampshire Avon needing to be phosphorus neutral. Where applicable, development must include incorporation of Sustainable Drainage Systems (SuDS) within the scheme layout, informed by, and in accordance with, the CIRIA guidance the Council recently commissioned²⁹, and provision of a completed phosphorous budget using the most recent calculator released by Natural England. Where a proposed development / project does not fall within scope of the Council's phosphorus mitigation strategy, a bespoke mitigation strategy must be put forward to demonstrate that the project could achieve nutrient neutrality.

²⁸ Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details.

²⁹ Bradley, J., Haygarth, P., Stachyra, K. and Williams, P. (2022). Using SuDS to reduce phosphorus in surface water runoff. C808, CIRIA, London, UK (ISBN: 978-0-86017-952-8)

- 5.128** It is important for all watercourses, not just main rivers and ordinary watercourses, that development demonstrates how adverse impacts are to be avoided. It is anticipated that most development proposals within 20m of a watercourse should be accompanied by a Construction Environment Management Plan.
- 5.129 Cotswold Water Park**
- 5.130** The Cotswold Water Park (CWP) is an area of more than 177 lakes set in over 42 square miles of Wiltshire, Gloucestershire and Oxfordshire created from decades of sand and gravel extraction. Whilst mineral activity is set to continue, representing future nature conservation opportunities, the degree to which new waterbodies are created may be constrained, heightening the importance of conserving and enhancing the existing natural assets present at CWP.
- 5.131** Having evolved in response to a complex interplay of physical and human influences, the CWP hosts a unique combination of land use pressures and community aspirations. In recognition of the ecological importance of the area, in 2021 much of the CWP was designated a Site of Special Scientific Interest (SSSI) for its rich array of water birds and aquatic plants. This new notification covers the full extent of open water and associated habitats necessary for maintenance of the features of special interest. The SSSI designation means the park and its wildlife have legal protection under the Wildlife and Countryside Act. As such, Natural England must be consulted on many operations requiring their consent. As wildlife declines across the country, conserving and enhancing areas such as the CWP is increasingly important to ensure sustainable wildlife/plant life populations can thrive. Ecologically, the CWP is of importance to a large range of species not restricted to those notified SSSI features.
- 5.132** Future development at and/or impacting the CWP must conserve and where possible enhance its biodiversity value. Development should also adhere to any guidance produced guiding future development of the CWP, such as the Cotswold Water Park Vision and Implementation Plan and Cotswold Water Park Nature Recovery Plan. To build and maintain sustainable and resilient communities, there is a need and desire for the CWP to be an exemplar of sustainability, and this should be reflected in all development proposals.
- 5.133 Demonstrating conservation and enhancement**
- 5.134** Where there is evidence to suggest that a designated site for biodiversity or geological conservation, protected species or its habitat may be affected during and/or after development, a suitable level of ecological survey should be carried out and an ecological parameters plan provided for outline planning applications. Surveys should be conducted and plans produced in a timely manner so as to inform development proposals with sufficient baseline information, ecological parameters, and principles prior to submitting a planning application, thereby minimising subsequent delays in determination. Surveys should be carried out at the correct time of year in order to establish the ecological baseline and to determine the extent of potential impact so as to inform the formulation of necessary measures to protect species and habitats present in accordance with the mitigation hierarchy, with such measures in place before work affecting the species/habitat commences. It is expected that these measures will ensure overall protection and enhancement of the species and habitat in question and not lead to degradation of local ecological networks or ecosystem services.
- 5.135 Biodiversity within the built environment**
- 5.136** Sustainable development also provides opportunities to enhance the natural environment for wildlife and Wiltshire's communities.

- 5.137** In many cases simple measures embedded within the built environment can ensure growth provides an opportunity for nature recovery, offering a vital lifeline to some of the UK's most threatened species (e.g., priority bird species, bats, reptiles, hedgehogs.) Such measures are of increasing importance with many new homes and associated land offering little value to wildlife, facilitating declines in some species.
- 5.138** National policy makes it clear that plans should promote the recovery of protected species. This policy seeks to ensure measures are put in place to optimise the opportunity development can represent to the natural world and priority species that, in part, are reliant upon the built form and associated land. Development should demonstrate how opportunities have been maximised to integrate nature recovery into the built environment, examples including:
- provision of bird and bat bricks (integrated into the built form);
 - provision of wildflower verges/meadows;
 - adopting a wildlife friendly native planting/landscaping scheme; and
 - wildlife friendly sustainable drainage systems.
- 5.139** Designing in space for nature is critical as highlighted by recent population trends of some of the UK's most threatened species that inhabit our built environment. The recent BS 42021:2022 guidance should be followed with regards to integral nest boxes, with the exception of the minimum required ratio of integral nest boxes to dwelling given this policy outlines a greater minimum ratio than that stated within The British Standard. The British Standard has demonstrated high occupancy rates of such features and Wiltshire Council seeks to ensure the best outcomes for wildlife within the built environment. The advice of a professional ecologist should be sought when determining the appropriate boxes for the area.
- 5.140** Additional guidance will be produced where necessary³⁰ to aid the design and incorporation of suitable ecological enhancement measures to demonstrate compliance with the following policy.

Policy 88

Biodiversity and Geodiversity

Protection

Development proposals will need to clearly demonstrate how the mitigation hierarchy has been sequentially applied.

Development proposals must demonstrate how they protect features of nature conservation value, both terrestrial and aquatic, and geological value as part of the design rationale. There is an expectation that such features shall be retained, sufficiently buffered, and managed favourably to maintain their ecological value, connectivity and functionality in perpetuity. Furthermore, development proposals must secure and implement measures, including appropriate compensatory measures where necessary, to ensure no net loss of biodiversity and the local biodiversity resource, and to secure the integrity of local ecological networks and provision of ecosystem services.

All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.

Any development potentially affecting a UK National Site Network site must provide avoidance measures in accordance with the strategic plans or guidance set out from paragraphs 5.135 where possible, otherwise bespoke measures must be provided to demonstrate that the proposals would have no adverse effect

³⁰ Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details.

upon the UK National Site Network. Any development that would have an adverse effect on the integrity of a European nature conservation site and where the impacts cannot be satisfactorily mitigated, will not be supported.

Local sites, priority habitat and habitats of principal importance³¹ and local ecological networks

Development will avoid direct and indirect impacts upon local sites by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts:

1. cannot reasonably be avoided;
2. are reduced as far as possible;
3. are outweighed by other planning considerations of overriding public interest;
4. where appropriate compensation measures can be secured through planning obligations or agreements.

Development proposals affecting local sites must make a reasonable contribution to their favourable management in the long-term.

Development proposals should avoid negative impacts upon priority habitat, habitats of principal importance, ecological networks, and wildlife corridors, instead promoting their conservation, restoration, and enhancement alongside the recovery of priority species.

Biodiversity in the built environment

In addition to features required as part of biodiversity net gain, mitigation or compensation, all proposals are required to incorporate features of biodiversity value tailored to the specific proposals, relevant local receptors and in accordance with best practice to maximise potential benefits.

As a minimum, the following are required within new proposals:

1. integrate integral bird nest bricks (e.g., swift bricks) at a minimum of two per dwelling;
2. provision of integrated bat boxes;
3. provision of overhanging eaves suitable for nesting house martins in all major development, supplemented by the provision of nest cups; and
4. hedgehog highways integrated throughout the design of development (e.g., suitable gaps in all garden fences) between gardens and the wider ecological network to facilitate movement of protected species.

Other features that should be included (but are not limited to):

1. provision of wildflower verges and meadows throughout the development managed to ensure their longevity (e.g., provision of suitable native seeding and topsoil provisions);
2. undertake nature friendly native planting schedules throughout development (e.g., planting wildlife friendly show gardens, incorporating native hedgerows and tree planting);
3. design site lighting to avoid harm and optimise nature conservation (e.g., designing in dark corridors);
4. optimise the ecological value of sustainable urban drainage systems where required (e.g., through the provision of swales and pools, connected to the wider ecological network, planted with native vegetation);
5. incorporate features within the public realm to facilitate nature recovery and access to nature (e.g., bat walls/lofts, swift towers, log piles, insect hotels, invertebrate/bee bricks, reptile hibernacula, green and brown roofs / walls).

Biodiversity Net Gain

³¹ As detailed within Section 41 of the Natural Environment and Rural Communities Act 2006.

- 5.141** In line with legislation and national planning policy, the Biodiversity Net Gain policy guides development towards enhancing the natural and local environment. The overarching aim is to ensure development leaves biodiversity in a measurably better state than before, in line with the intentions of the Environment Act 2021, alongside enhancing the provision of ecosystem services.
- 5.142** The facilitation of biodiversity enhancement contributes towards strategic biodiversity priorities and complements Policy 89. Measurable biodiversity net gains will be sought, at the very least in accordance to this policy, while account will also be taken of the potential impacts of any subsequent mandatory targets, legislation and guidance.
- 5.143** In order to measure biodiversity net gain the Council requires the use of the latest Biodiversity Metric³² or its successor and that the Biodiversity Net Gain delivery be in accordance with established good practice principles within Biodiversity Net Gain: Good practice principles for development (CIEEM, CIRIA and IEMA) and BS 8683:2021. Minor applications and small-scale proposals, where applicable, should use the small sites version of the Metric³³. The Council strongly encourages developers to seek opportunities to exceed the minimum 20% requirement to help increase levels of biodiversity and reverse the trend of biodiversity loss across the UK³⁴. Biodiversity net gain does not override the protection for designated sites, protected or priority species and irreplaceable/priority habitats.
- 5.144** When securing biodiversity net gain, be that through on or off-site habitat enhancements and associated management, the local authority must be satisfied that this is secured in perpetuity. Developers will be required to maintain and manage biodiversity enhancements for at least 30 years and are encouraged to aim beyond this timeframe. This may involve the use of conservation covenants, private voluntary legal agreements between a landowner and a responsible body that will safeguard the land for conservation. Conservation covenants will continue to apply even if the land changes hand.
- 5.145** It is recognised that national policy and legislation is changing in this area as aspirations to achieve nature recovery become reality. Where/if required Wiltshire Council's approach to Biodiversity Net Gain may be supported by a Supplementary Planning Document and/or a further implementation note/guidance following the Local Plan adoption, as necessary.
- 5.146 Local Nature Recovery Strategy**
- 5.147** National planning policy requires that components of the local wildlife-rich habitat and wider ecological networks are identified and mapped, including international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping-stones that connect them. Similarly, The Environment Act 2021, in outlining the need for Local Nature Recovery Strategies across England, outlines the need for such strategies to map protected sites alongside areas of importance for biodiversity, including areas of notable potential for biodiversity enhancement and environmental benefits. The intention is for the Local Nature Recovery Strategy to do this which will in turn inform biodiversity net gain, notably targeting off-site mitigation and outlining conservation priorities. Development should also support wider policy objectives as outlined within the Local Nature Recovery Strategy. This will help ensure biodiversity net gain focuses on habitat creation and enhancement where the greatest benefits for nature can be achieved.

³² Currently The Biodiversity Metric 4.0.

³³ The Small Sites Metric is a simplified version of the Biodiversity Metric specifically designed for use on small development sites.

³⁴ Analysis from the Natural History Museum, biodiversity intactness index, reveals that the UK is one of the most biodiversity depleted countries in the world with only 53% of its biodiversity remaining. <https://www.nhm.ac.uk/our-science/data/biodiversity-indicators.html>

5.148 It is envisaged that the Local Nature Recovery Strategy for Wiltshire, outlining Wiltshire’s biodiversity and spatial strategy for nature, will establish priorities and opportunities to recover and enhance Wiltshire’s natural environment through habitats and species conservation. The strategy will assist the implementation of the Nature Recovery Network (NRN) and development should follow suit. The Local Nature Recovery Strategy will enable opportunities for the delivery of multiple benefits to be identified and should provide the best value for time and money invested.

Policy 89

Biodiversity Net Gain

Development³⁵ must achieve a minimum of 20% Biodiversity Net Gain, or higher as stipulated in national legislation and/or policy or supplementary guidance, over the pre-development biodiversity value as measured by the latest Biodiversity Metric³⁶. Exempted development³⁷ must achieve no net loss of biodiversity and should achieve appropriate net gains, aspiring to deliver at least 20% biodiversity net gain.

Biodiversity net gain must be delivered in the following hierarchical manner:

1. On site delivery: where delivered on site habitats should be functionally linked to the wider habitat network creating coherent ecological networks.
2. Off-site delivery: should prioritise contributing to nearby habitat recovery and creation strategies as identified within adopted mitigation strategies, strategic wildlife corridors, Local Nature Recovery Strategy³⁸ and, Green and Blue Infrastructure Strategy.
3. Off-site delivery: on an alternative suitable site, prioritising strategic delivery in the Local Nature Recovery Strategy area.
4. Credits: as a last resort, and where it is agreed by the Local Planning Authority no suitable alternatives exist, through the purchase of an appropriate amount of national biodiversity units/credits.

Planning applications subject to mandatory Biodiversity Net Gain must submit a Biodiversity Gain Plan³⁹ at the application stage that should include:

- how the mitigation hierarchy has been adhered to;
- justification for the baseline date and assessed value of the site prior to development, including a brief synopsis of the site’s historic biodiversity value and appointing strategic significance in metric;
- pre and post-development biodiversity value of onsite habitats and created off site habitats;
- demonstrate how net gains are achieved through on site, off site or purchased credits, clarifying and explaining the predicted biodiversity outcomes both qualitatively and quantitatively;
- how a positive proportionate contribution has been made to the ecological networks and priorities as outlined within the Local Nature Recovery Strategy and regional Nature Recovery Networks and for maintaining or creating local ecological networks through habitat creation, protection, enhancement, restoration and management.

The assessments underpinning, and the Biodiversity Gain Plan itself, must be undertaken by a suitably qualified and/or experienced ecologist and be submitted together with baseline and proposed habitat mapping in a digital format with the application.

³⁵ Except where exemptions, modifications or exclusions have been made by legislation.

³⁶ As per the latest iteration, currently Biodiversity Metric 4.0 with qualifying small sites utilising the latest small sites metric.

³⁷ As stipulated within legislation

³⁸ Prior to Wiltshire adopting a Local Nature Recovery Strategy off site habitat delivery, created or enhanced, should be well located to maximise opportunities for local nature recovery and this be demonstrated within the Biodiversity Gain Plan.

³⁹ As per guidance within The Environment Act 2021 and/or subsequent legislation

Sites where net gain is provided (on or off site) must be managed and monitored by the applicant or an appropriate body funded by the applicant for a minimum period of 30 years. Annual monitoring reports detailing the sites condition must be submitted to the Council each year over this period. A management plan must be provided at the application stage detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed, and monitored in perpetuity.

Where there is evidence of neglect or damage to any of the habitats on development sites reducing their biodiversity value their deteriorated condition will not be taken into consideration and steps will be taken to establish the previous ecological baseline⁴⁰ of the site in order to decide the acceptability of any development proposals.

Development proposals where the principal objective is to conserve or enhance biodiversity and geodiversity interests will be supported in principle.

Trees, Hedgerows, and Woodland

5.149 Wiltshire has many important ancient trees, woodlands, and hedgerows, which are valued, aesthetically, historically, culturally, and ecologically as well as for a wide variety of other ecosystem system services they provide. However, even those trees, woodlands and hedgerows which are not ancient still have numerous benefits and are often valued locally, and with careful management can have these values improved and protected for many years to come. Proposals should retain and incorporate into their design on site and adjacent woodland, trees, and hedgerows.

Development that would result in the net loss of, damage to, or threaten the continued well-being of locally valued and/or protected trees, hedgerows, or woodland will not be permitted unless the loss of a tree(s) and/or hedgerow is deemed acceptable as agreed by the local planning authority. Where applicable, the minimum necessary should be removed and its subsequent replacement provision will be required of at least the same scale, maintaining the continuity of the asset and its function as a GBI corridor / habitat, that utilises a locally native mix of native species that are in sympathy with the character of existing tree or hedgerow species. All work to be carried out around existing trees as well as protection measures for trees and their root systems shall be in accordance with BS 5837 'Trees in Relation to Construction.'

5.150 The UK Government has committed to planting 30,000 Ha of trees per year by 2025 and sustaining that planting target for 25 years to meet their 2050 Net Zero Carbon Commitment and the 25-year Environment Plan. As part of its Climate Strategy Wiltshire Council, to help meet this national commitment as well as its own Climate goals, has committed to facilitating the planting of 444 Ha of trees every year within the County for 20 years to achieve our proportion of the net zero target and habitat creation targets and increase Wiltshire's canopy cover from 14% to 17%. It is recognised that over 44% of Wiltshire's landscape has designated or statutory protections, for historic, cultural, and ecological reasons and therefore it is important that any new tree planting respects local, regional, national, and international designations by following 'Right Tree, Right Place' planning principles. Reference should be made where appropriate to AONB and National Park guidance on tree and woodland planting.

5.151 Wiltshire also has substantial agroforestry and leisure businesses linked to woodland in the Savernake Forest, and Longleat Estates. The UK government is committed to reducing the UK's reliance on imported timber and boosting domestic production as well as developing UK domestic bio-mass industries. Wiltshire Council recognises the growing economic importance of the woodland and forestry industry and the potential diversity of economic opportunities and jobs the industry can support.

⁴⁰ Schedule 14 of the Environment Act enables planning authorities to recognise habitat degradation on a site since 30th January 2020, where necessary utilising an earlier habitat state as the baseline for biodiversity net gain calculation.

- 5.152** The Great Western Community Forest (GWCF) is one of nine community forests set up around England to provide the benefits of being close to woodlands and forests to large urban population centres. The GWCF is administered by Swindon Borough Council, but a significant part of its funding boundary overlaps with the North of Wiltshire. Wiltshire Council is committed to partnering with Swindon Borough Council to further the aims of the GWCF and develop planting schemes within Wiltshire that meet the objectives of the Community Forest.
- 5.153** Wiltshire Council supports the establishment of new woodlands, trees, and hedgerows as part of integrated on or off-site Biodiversity Net Gain commitments for new developments as well as part of the overall increase in tree canopy cover across Wiltshire.
- 5.154** With regards trees in the urban environment, the National Planning Policy Framework calls for streets to be tree lined, and for new residential areas to have community orchards and / or fruit trees in private gardens where large enough to accommodate them. But clearly, a balance may need to be struck between the objective of planting trees in every street/road and potential highway feasibility/safety concerns. The objectives of national policy will be supported by the future England Tree Strategy along with further information from the Wiltshire Design Guide and the future Wiltshire Woodland, Hedgerow and Tree Strategy.
- 5.155** Many of Wiltshire's existing urban areas are denuded of trees. This may be for historic reasons regarding the conservation of views or street scenes but often trees have been removed due to disease or death and not replaced, or new urban development has not significantly prioritised tree planting. The council will work with partners to help significantly increase our urban tree canopy to help meet our overall tree planting goals.
- 5.156** Where tree planting does take place on a development, sometimes these trees fail to mature. Reasons for tree failure include:
1. poor specification of planting pits (e.g., inadequate soil type and volume, aeration, and drainage);
 2. vandalism or vermin damage (rabbits / deer / squirrels);
 3. poor maintenance (e.g., strimmer damage / lack of summer watering / loosening or removal of tree ties and supports).
- 5.157** Wiltshire Council recognises the importance of managing these major influences on tree planting establishment and require new development to adequately show through detailed drawings, management, and maintenance plans how they will ensure the long-term establishment of the trees that they intend to plant in a manner that is most economical. This should be in accordance with BS 8545:2014 that describes a process for planting young trees that will result in them achieving 'independence in the landscape'. The importance of soil type and structure is also recognised and the need to provide appropriate beneficial mycorrhizal fungi to help trees establish in non-woodland areas. Further information on this will be available in the Woodland and tree Strategy.
- 5.158** The Wiltshire GBI Strategy committed Wiltshire Council to producing a Woodland and Tree Strategy, this will set out how the Council expects to meet its commitments to tree planting that meets the principles of 'Right Tree, Right Place' incorporating the local advice of the AONBs.

Policy 90

Woodland, Hedgerows, and Trees

Proposals for major development shall make provision for the retention and enhancement of Wiltshire's woodlands, hedgerows, and trees, and shall incorporate these assets into development design as part of the wider Green and Blue Infrastructure (GBI) Network, by:

1. contributing to the tree planting targets of Wiltshire Council's Climate Strategy and Woodland, Hedgerow and Tree Strategy⁴¹, following the principles of 'Right Tree, Right Place';
2. supporting the economic benefits of woodland and tree planting from agroforestry, leisure, tourism as well as wider ecosystem services such as natural flood management and climate resilience;
3. where applicable, supporting the aims and objectives of the Great Western Community Forest;
4. where applicable and acceptable in highway terms, ensuring on major developments that tree lined streets, community orchards and garden tree planting, are fully integrated into proposals;
5. seeking, where applicable, to increase woodland and street tree cover in existing urban areas in Wiltshire to create shade, mitigate storm water runoff, improve air quality, sequester carbon, and improve the health and well-being of local communities;
6. ensuring the long-term sustainability of woodland, hedgerow, and tree planting, through the appropriate specification of plants, planting accessories, soil volumes, and long-term management to ensure the establishment to maturity of planting schemes in Wiltshire and minimise wastage.

Conserving and Enhancing Wiltshire's Landscapes

- 5.159** Landscape encompasses matters beyond aesthetics and visual amenity. The European Landscape Convention (ELC) outlines landscape as land 'as perceived by local people or visitors, which evolves through time as a result of being acted upon by natural forces and human beings'. This encompasses not only visual appearance but also the natural and human factors, over many years, that influence the landscape. The ELC promotes landscape protection, management and planning, and applies to all landscapes, towns and villages, as well as open countryside; the coast and inland areas.
- 5.160** Development can present many pressures upon Wiltshire's landscapes including on the periphery of towns and villages, where the erosion of the separate identity of settlements and their coalescence, character, visual and functional amenity can degrade their setting to the detriment of the character of the rural countryside. New developments must seek to conserve and where possible enhance the rural edge of settlements by protecting locally important views and landscape character, as well as ensuring appropriate landscape buffers are formed that can adequately manage the transition from the urban to rural landscape.
- 5.161** Wiltshire benefits from many historic landscapes and townscapes that provide individual character and visual identity, reflected in the use of local materials and building styles used in paving, boundary treatments, and structures. Development should seek to reflect these contextual character cues in accordance with the Wiltshire Design Guide and note how hard landscape detailing reflects its local context in the design documentation.
- 5.162** Tranquillity is an important experiential aspect of landscape. The Guidelines for Landscape and Visual Impact Assessment (GLVIA) (LI and IEMA 2013) define tranquillity as 'a state of calm and quietude associated with peace, considered to be a significant asset of landscape'. It is recognised that it is difficult to objectively measure tranquillity, as much of it derives from individual perception

⁴¹ When established.

impacted by the landscape context. It very much relies on the overall appreciation of the landscape context. Despite this there are fundamental aspects that can be considered by developers as set out in the Landscape Institute Technical Note 01/2017. This includes motion, light pollution, remoteness (or wildness) and noise, but needs to be set in its context. Tranquillity mapping by CPRE and its application for landscape planning by the Forestry Commission should be considered at the strategic level. The Cranbourne Chase AONB International Dark Skies Reserve status needs to be recognised by any new development, along with the dark skies policies of Cotswold and North Wessex Downs AONB's and their status protected and enhanced.

- 5.163** The Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA 2009) states that 'Soil is a fundamental and ultimately finite resource that fulfils a number of functions and services for society which are central to sustainability.' As well as protecting grade 1 and 2 agricultural soils the council requires all new developments to, where possible, protect and enhance the existing soil structure. Where soil cannot be protected, new developments shall ensure sufficient de-compacted soil volumes are provided in accordance with the DEFRA Code of Practice and the Landscape Institute Technical Note 04/2017 'Soils and Soil-forming Material.
- 5.164** There is a Wiltshire Council Landscape Character Assessment (LCA) that covers the whole of the county along with LCAs for the AONBs and National Park, Cotswolds Water Park and Salisbury Plain Training Area. The Wiltshire LCA and, where necessary, other LCAs where appropriate should form the basis of understanding the landscape context of all development. The Landscape Character Assessments set out many of the important landscape features that are characteristics of an area and should be consulted when reviewing what landscape site feature may require protection, enhancement, or reintroduction as part of new development. This along with the new emerging Wiltshire Landscape Strategy will help ensure that new development is appropriately designed to fit into its landscape context.
- 5.165** Other relevant assessments and studies that may inform development proposals include:
- those which are professionally prepared to best practice guidelines e.g. Wiltshire and Swindon Historic Landscape Characterisation study;
 - local studies which are approved by the council e.g. Village Design Statements, Parish plans, Neighbourhood plans.
- 5.166** There will also be a new Wiltshire Landscape Strategy which includes guidance based on the distinct character areas identified within the Wiltshire Landscape Character Assessment. The existing local 'Special Landscape Area' designations will no longer be saved, the council instead recognises the NPPF's landscape character approach to determining landscape value and will require applicants to assess the value of their sites at the local level through the use of the Landscape Institutes Technical Guidance Note TGN 02-21: 'Assessing landscape value outside national designations.'
- 5.167** Applications for development which would, by its nature, scale, appearance or location, have the potential to change local landscape character must be accompanied by a Landscape and Visual Impact Assessment. Where required Landscape Visual Impact Assessments (LVIAs) and Landscape Visual Appraisals (LVAs) should be undertaken in accordance with The Guidelines for Landscape and Visual Impact Assessment (GLVIA) (LI and IEMA) to a breadth and depth proportionate to the scale of the development. Townscape Character Assessments for urban development sites in addition to following the GLVIA should also follow the Landscape Institute's Townscape Character Assessment Technical Information Note 05/2017.

5.168 Full regard must also be had to the conservation and enhancement of the most highly valued landscapes including Wiltshire's nationally designated landscapes as well as the importance of protecting our landscapes for the benefit of wildlife.

5.169 Wiltshire's Designated Landscapes

5.170 The national significance of the landscape of Wiltshire is acknowledged in the designation of 44% of the area administered by Wiltshire Council as an AONB, while a small area of the New Forest National Park is also present within the south of the county. When determining proposals in AONBs and the New Forest National Park, great weight will be given to conserving landscape and scenic beauty in accordance with paragraphs 176 and 177 of the NPPF. Particular attention is also drawn to paragraph 11 (including footnote 7), which restricts the presumption in favour of sustainable development in such areas. However, this conserving and enhancing Wiltshire's landscapes policy also addresses development outside these areas which could affect the setting of these highly valued landscapes. The current management plans for these areas are as follows:

- Cranborne Chase and West Wiltshire Downs AONB Management Plan
- North Wessex Downs AONB Management Plan
- Cotswolds AONB Management Plan
- New Forest Management Plan

5.171 Proposals for development within or affecting the AONBs or New Forest National Park should demonstrate that they have taken account of the objectives, policies and actions set out in those current or any other revised or replacement management plans. Other documents prepared by the AONBs or New Forest National Park may also be relevant, including position statements, woodland and biodiversity strategies, landscape sensitivity and tranquillity studies, and the landscape character assessments listed above.

5.172 Development within the setting of an AONB or national park is considered to be all of the surroundings from which a designated landscape can be experienced, or which can be experienced from the designated landscape. Its extent is not fixed and may change as the landscape and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the natural beauty of a landscape and may affect the ability to appreciate it. Wiltshire Council has a 'Duty of Regard' under section 85 of the Countryside and Rights of Way Act 2000 to conserve and where possible enhance the natural beauty of AONBs and their setting.

5.173 Wiltshire also contains some of the Western Wiltshire Green Belt as shown on the policies map. The purpose of the Green Belt is to prevent urban sprawl, principally around Bristol and Bath, and to safeguard the surrounding countryside by keeping this land permanently open.

5.174 Applications for development within the Green Belt, alongside any alterations to the extent of the green belt, will be determined in accordance with national planning policy.

5.175 The following policy seeks to conserve and where possible enhance Wiltshire's landscapes and their distinctive landscape character. The term 'landscape' here is used to refer to the built, historic and natural environment in urban, peri-urban and rural areas.

Policy 91

Conserving and Enhancing Wiltshire's Landscapes

Development will conserve and where possible enhance Wiltshire's landscapes by:

1. being located and designed to respect landscape character and maintain an area's distinctive sense of place and reinforce local distinctiveness as set out in the Wiltshire Landscape Character Assessment⁴² and emerging Landscape Strategy;
2. conserving, enhancing, and restoring the characteristics and views of landscapes along with valued attributes and existing site features such as trees, hedgerows, dry stone walls and waterbodies that contribute to the character and quality of the area;
3. conserving and enhancing the locally distinctive character of settlements and their landscape settings;
4. conserving and enhancing the transition between man-made and natural landscapes at the urban fringe;
5. being of high-quality design appropriate to its townscape and landscape context in accordance with the National Design Guidance and Wiltshire Design Guide, that incorporates green and blue infrastructure, supports climate resilience, biodiversity enhancement, and health and wellbeing of the local community;
6. be located and designed to prevent erosion of relative tranquillity (light pollution and noise) and intrinsically dark landscapes, and use opportunities to enhance areas in which tranquillity have been eroded;
7. where necessary, being supported by a proportionate Landscape and Visual Impact Assessment, Landscape and Visual Appraisal, or Townscape Appraisal that shows how, through an iterative process that has considered the site context, this has helped integrate and enhance the proposed development;
8. protecting geology and soils that underpin the landscape character of Wiltshire enhancing healthy 'living' soils as the foundation for successful plant growth, natural carbon sequestration, groundwater storage and filtration, as well as all eco-system services.

Wiltshire's Designated Landscapes

Great weight will be given to conserving and enhancing the landscape and scenic beauty of Wiltshire's designated landscapes, namely Areas of Outstanding Natural Beauty and National Parks. Development within, and influencing the setting of, these designated areas should be limited in scale and extent and are expected to contribute towards conserving and enhancing their natural beauty.

Proposals for development within or affecting designated landscapes must demonstrate that they have taken account of the objectives, policies and actions set out in the relevant Management Plans for these areas. Proposals for development outside of an AONB that is sufficiently prominent (in terms of its siting or scale) to have an impact on the area's special qualities (as set out in the relevant management plan), must also demonstrate that it would not adversely affect its setting.

Development will not be supported if it cannot demonstrate conservation or enhancement to the landscape character and special qualities of an Area of Outstanding Natural Beauty or National Park.

Conserving and Enhancing Dark Skies

5.176 Wiltshire's Dark Skies

5.177 Dark night skies serve a multitude of benefits including those related to human health, landscape character and views of the night sky alongside being critical to many species, supporting healthy ecosystems. Modern lighting practices have introduced light as a form of pollution to our night skies, causing a glow in the countryside that can harm local biodiversity whilst detrimentally impacting on an area's character. Where relevant, planning applications should be supported by

⁴² The Wiltshire Landscape Character Assessment, alongside any subsequent revisions and other relevant assessments and studies, provides an up-to-date and consistent understanding of the key landscape characteristics and features that contribute to local distinctiveness and sense of place in Wiltshire.

lighting schemes setting out the necessity for, and suitability of, the planned lighting including, as appropriate, details of how the lighting will be directed/shielded, will produce minimum levels of brightness, and will be used only when required.

- 5.178** Evidence suggests the impact of artificial light has left much of England without the presence of truly dark night skies. National policy⁴³ makes it clear how planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.
- 5.179** Within Wiltshire there are large areas of open countryside that host dark night skies⁴⁴, much of which falls within the boundaries of Wiltshire's AONBs⁴⁵, notably those areas outside of the defined limits of development. This is reflected in the respective Management Plans for each of these AONBs whereby the conservation and enhancement of dark skies is a consistent priority.
- 5.180** In 2019 the dark skies within the Cranborne Chase AONB were designated as an International Dark-Sky Reserve (IDSR), having been found to host the darkest night skies in central southern England⁴⁶. The IDSR designation covers the whole of the Cranbourne Chase designated landscape with the area's Management Plan, providing further detail regarding the importance of conserving and enhancing the Dark-Sky.
- 5.181** Given the demand for various types of lighting associated with development, it is important that the impact on the surrounding area is considered when determining such applications. Although some lighting is Permitted Development, the Council will ensure applications that involve the use of lighting will be determined in accordance with the Plan and will expect applicants to demonstrate that they have appropriately considered the design of their scheme and the level of lighting required.
- 5.182** Development proposals located within Wiltshire's AONBs⁴⁷ or their setting should seek to avoid and reduce light pollution, taking account of the relevant Management Plan. Where permission is granted, the Council may impose planning conditions to mitigate the impacts from any lighting, for instance conditions that require:
- the fitting of devices to reduce glare and light spillage;
 - restricting the hours during which the lighting may be operated;
 - applications be submitted for any future installation of external lighting.
- 5.183** In certain circumstances, applicants may be required to take appropriate measures to control the level of illumination, glare, spillage of light, angle and hours of operation. This does not mean that there can or should be no new lighting, but it does uphold the principle of providing the right light in the right place at the right time. This usually means lighting with a clear purpose, downward facing and of sufficient strength to provide the illumination required, but with the light only being on for the period when it is needed.
- 5.184** Development proposals within Wiltshire's AONBs should uphold the following two key principles:

⁴³ National Planning Policy Framework (July 2021) para. 185.

⁴⁴ CPRE Night Blight interactive map underpinned by Open Street Map and World Imagery satellite maps.

⁴⁵ Cotswold national landscape, Cranbourne Chase Area of Outstanding Natural Beauty and the North Wessex Downs Area of Outstanding Natural Beauty.

⁴⁶ Campaign to Protect Rural England (June 2016) Night Blight: Mapping England's light pollution and dark skies showed that 52% of Cranborne Chase AONB is in Band 1, which is the darkest category and 40% of the AONB is in the next category.

⁴⁷ Cotswold national landscape, Cranbourne Chase Area of Outstanding Natural Beauty and the North Wessex Downs Area of Outstanding Natural Beauty.

- Firstly, at the design stage, features that have the capacity to contribute to light pollution should be ‘designed out’ of the scheme at an early stage or are effectively mitigated.
- Secondly, any required lighting follows the ‘right light, right place, right time’ philosophy.

5.185 For the purposes of policy implementation, applicants should refer to the Institution of Lighting Professionals (ILP) Guidance Note for ‘The Reduction of Obtrusive Light [ILP GN 01/2021]’, or future revisions, that contains design and installation guidance and recommendations in different Environmental Zones. As identified on the policies map, the Cranbourne Chase designated landscape (IDSR) predominantly represents zone E0 (protected) with a buffer within the outer edge of the designation, alongside the Cotswold and North Wessex Downs designated landscapes outside of settlement boundaries, representing zone E1 (Natural) as per ILP GN 01/2021. A proportionate approach will be taken to development proposals within or bordering settlement boundaries. In practice, all outdoor lighting, or indoor lighting that shines outside, should meet the requirements of ILP GN 01/2021 (or its current updates), alongside the current requirements for an International Dark-Sky Reserve as specified by the International Dark-Sky Association with regards the Cranbourne Chase IDSR.

Policy 92

Conserving and Enhancing Dark Skies

Within an International Dark Sky Reserve and/or an Area of Outstanding Natural Beauty, development will only be permitted where it conserves or enhances the intrinsic quality of dark skies. Development proposals must ensure that all opportunities to reduce light pollution are taken.

Green and Blue Infrastructure

5.186 Wiltshire’s Green and blue Infrastructure

5.187 Green and blue infrastructure (GBI) is a descriptive term encompassing a wide range of multi-functional green and blue spaces and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate resilience, and communities.

5.188 Wiltshire’s Green and Blue Infrastructure policy seeks to protect and enhance the GBI network in Wiltshire, helping to achieve the vision set out within the Wiltshire GBI strategy.

5.189 The GBI Strategy adopted in February 2022 defines GBI as:

‘A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.’

5.190 The Strategy focuses on the natural environment and how by creating a strong, well-considered network of green and blue corridors and spaces we can support the achievement of three main goals, namely:

- adaptation and resilience to climate change;
- halt the loss of and improving biodiversity; and
- health and wellbeing of communities

5.191 GBI assets can serve one or more functions with connectivity between different GBI assets helping to maximise the ecosystem services and well-being benefits that they can generate. Well-connected GBI assets create GBI networks that are adaptive and resilient to urbanisation and climate change. Linear landscape features such as river corridors and hedgerows provide ecological networks for

the dispersal of wildlife. Connecting green spaces and places via a network of sustainable walking and cycling routes along green corridors encourages and enables access to nature in a more sustainable and healthy manner.

5.192 Development and GBI

- 5.193** The protection and enhancement of Wiltshire's GBI Network will be crucial in helping to ensure that the growth set out in the Wiltshire Local Plan can be delivered in a sustainable manner. Set within the context of the Wiltshire-wide Strategic GBI network, Settlement GBI Frameworks will be developed to highlight key needs and opportunities for improving local GBI networks in and around the Principal Settlements and Market Towns identified for growth over the plan period.
- 5.194** The Settlement GBI Frameworks will have a central role in informing local planning and delivery of GBI to support planned sustainable growth of these communities. The Frameworks will also provide a tool for identifying shared priorities for improving local GBI networks in line with the GBI Strategy's goals through partnerships and specific local initiatives.
- 5.195** While Settlement GBI Frameworks will not be developed for all settlements in Wiltshire, it should be noted that many towns and villages are now collating and developing their own local priorities and objectives for GBI linked into their Neighbourhood Plan.
- 5.196** Wiltshire's green and blue infrastructure policy supports the retention, enhancement and creation of GBI alongside the delivery of green and blue infrastructure projects and initiatives. The planning and delivery of these projects will need to address any potential negative environmental impacts, particularly in relation to disturbance of wildlife, flood risk, water quality, landscape character and tranquillity.
- 5.197** When retaining and enhancing GBI, development proposals represent a valuable opportunity to incorporate existing and new GBI features and connections into the design of new streets, public realm, public open space, sustainable drainage schemes, landscaping areas and so on. When retaining and enhancing GBI care should be taken to optimise integration and subsequent benefits, for example integrating blue infrastructure features with 'open' sustainable drainage to ensure maximum benefit to wildlife, amenity, and natural flood storage functions.
- 5.198** Many GBI assets however, for example woodlands, trees, and hedgerows, take some time to mature and realise their full GBI benefits meaning in the first instance every effort shall be made to retain and enhance onsite GBI features as part of the GBI design for the development.
- 5.199** Similarly, it is important that developers recognise that GBI does not stop at existing features, but rather features should be created and enhanced providing a network of corridors that can be developed across developable land through streets, public realm, gardens, and Sustainable Drainage Systems (SuDS). Features optimising the built environments GBI potential include rain gardens and bio-retention swales to street tree planting and wildlife tunnels that can connect foraging corridors across access roads or simply provide hedgehog highways through back gardens.
- 5.200** The provision of GBI also offers opportunities to enhance the Health and Wellbeing of communities through promoting active travel along corridors and routes that are attractive, safe, and are well integrated with local and regional Public Rights of Way (PRoW) networks and providing access to nature.
- 5.201** Well-integrated existing and well-designed new GBI can create features providing multiple benefits and this policy is designed to ensure development seizes this opportunity.

- 5.202** Recognising the value and potential of GBI, proposals for major developments be expected to audit the current provision in and around the development site and prepare a proportionate GBI statement, or green and blue infrastructure audit incorporated into submitted material, demonstrating how GBI will be retained, integrated, enhanced and extended as a result of the development process. A GBI audit should encompass all GBI assets, for example:
- existing trees, woodlands, hedgerows and priority habitat;
 - public open spaces, allotments, private gardens, cemeteries & churchyards;
 - existing or abandoned rail corridors, PRow, road corridors;
 - canals, rivers, ponds, lakes, streams, watercourses, ditches.
- 5.203** Developers should highlight as part of the GBI audit areas and features outside the site boundary which could benefit from an appropriate level of financial contribution to the reinforcing of GBI physical links and connections between the new development and the wider Wiltshire GBI network. Appropriate contributions may also be sought towards the delivery of specific GBI projects and initiatives, for example as set out in the GBI Settlement Frameworks.
- 5.204** Appropriate long-term management of green and blue infrastructure is essential and developers will be required to contribute to this through the provision of measures including financial contributions, management schemes and management plans. Details of this should be provided in a Landscape and Ecology Management Plan (LEMP) for each major development. Management of GBI must ensure considerations of amenity are balanced with the need to preserve habitat integrity and minimise disturbance to wildlife.

Policy 93

Green and Blue Infrastructure

Development shall make provision for the retention and enhancement of Wiltshire's green and blue infrastructure network and shall ensure that suitable links to the network are provided and maintained.

Proposals for major development will be required to:

1. retain and enhance the integrity, quantity, quality and connectivity of existing on site green and blue infrastructure;
2. identify and incorporate opportunities for the creation and extension of the green and blue infrastructure network, ensuring new and existing green and blue infrastructure is well integrated, enhancing strategic connectivity whilst maximising wildlife and ecosystem services;
3. put measures in place to ensure appropriate long-term management, maintenance and funding of any green and blue infrastructure directly related to the development;
4. identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire;
5. retain and enhance existing public rights of way, maximising accessibility and opportunities for new connections. Existing and new routes shall be integrated into the wider GBI network providing convenient and attractive links throughout the development and surrounding area.

Where damage or loss of existing green or blue infrastructure is unavoidable, only the minimum necessary shall be removed. Any loss must be mitigated through the creation of new or replacement green and/or blue infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green and blue infrastructure network.

Green and blue infrastructure projects and initiatives that contribute to the delivery of a high quality and highly valued multi-functional green and blue infrastructure network in accordance with the Wiltshire Green and Blue Infrastructure Strategy and GBI Settlement Frameworks will be supported. Developer contributions to support such initiatives will be required where appropriate.

Wiltshire's Canals

5.205 Wiltshire's canals and the boating community

5.206 Canals are an important part of Wiltshire's green and blue infrastructure and sustainable transport network. They provide recreational opportunities for boating, walking and green corridors for wildlife as well as playing a role in conveying flood water. The canal network in Wiltshire includes part of the Kennet and Avon Canal, and parts of the partially restored Thames and Severn Canal and Wilts and Berks Canal (including the North Wilts Branch). When canal restoration is complete, an impressive 'Wessex Ring' will be formed, comprising the three canal systems, linking to other parts of the UK canal network.

5.207 Wiltshire's canals policy supports the restoration and improvement of the historic canal network in Wiltshire, which provides considerable opportunities to enhance green and blue infrastructure in the area.

5.208 Where sought, financial contributions must meet the legal tests relating to securing planning obligations.

5.209 Wilts and Berks and Thames and Severn Canals

5.210 The historic alignment of the Wilts and Berks Canal runs broadly on a south-west to north-east axis through northern Wiltshire, passing Melksham, Chippenham and Royal Wootton Bassett. It also includes the North Wilts Branch of the canal network which runs between Swindon and Cricklade. The historic alignment of the Thames and Severn Canal skirts the northwest boundary of Wiltshire, passing Latton and Marston Meysey. Both historic alignments and the proposed Melksham Canal Link are shown on the Policies Map.

5.211 The historic alignment of the Wilts and Berks Canal through Melksham is no longer suitable for reinstatement as a canal, and an alternative route to link between the Kennet & Avon Canal (at Semington) and River Avon (at Melksham) is required. However, the historic line through Melksham can still be followed, and the council will support its identification and historical significance by signage where appropriate. Other parts of the original line of the Wilts and Berks Canal also have potential for interpretation, particularly the junction with the Kennet and Avon Canal at Semington, and the council will support the development of a footpath network based on a restored canal towpath linking with other appropriate rights of way where the canal has been lost under development.

5.212 The council supports in principle the restoration of the Wilts and Berks (including the necessary creation of the Melksham Canal Link) and Thames and Severn Canals. Restored canals can bring significant benefits in terms of attracting visitors to Wiltshire, contributing to the local economy, promoting sustainable transport through the provision of walking and cycling routes and providing an important element of the strategic green and blue infrastructure network. Once complete the restored canal network should provide opportunities for standing open water and marginal habitat, helping to contribute to nature recovery in line with the emerging Local Nature Recovery Strategy.

5.213 However, any proposals will need to demonstrate that the potential impacts of restoration on the existing biodiversity, as well as the wider natural and historic environment have been fully considered, both locally and, where practicable, as part of the overall restoration scheme, with an overview of the overall balance of positive and negative impacts. Proposals will need to demonstrate

that adequate facilities for sewage disposal and waste collection will be provided to the satisfaction of the Local Planning Authority and relevant utilities company. Canal restoration proposals must also have regard to the status and objectives of relevant existing waterbodies in the area, for instance as set out in plans prepared in accordance with the Water Framework Directive e.g., the Severn River Basin Management Plan (2015) or any successor documents. The preparation of 'masterplans' or similar documents will be particularly supported as a means of considering the likely overall impacts of the canal restoration schemes, maximising potential benefits, and minimising or mitigating any likely negative effects. The use of SUDs should be encouraged wherever possible, unless this could risk groundwater resources through infiltration.

5.214 Kennet and Avon Canal

5.215 The Kennet and Avon Canal is a significant asset within Wiltshire's sustainable transport and green and blue infrastructure network.

5.216 Non-statutory guidance on the conservation and management of the Kennet and Avon Canal provides a useful context on the management of the Canal and provision of facilities for visitors to the waterway. Such documents and any new guidance documents produced by the Canal & River Trust will be treated as material considerations when making decisions on planning applications relating to the canal. As a statutory consultee, weight will be given to the views of the Canal & River Trust on any planning application which has the potential to have direct or indirect effects upon the canal and its users.

5.217 Residential moorings

5.218 Residential boats provide a form of housing within Wiltshire and moored boats can be considered as an inherent feature of canals. Itinerant boaters are recognised as forming part of the travelling community in Wiltshire. A comprehensive approach to identifying residential moorings may be appropriate, whereby multiple applications relating to a stretch of canal can be considered together. Wiltshire Council will work with the Canal & River Trust to positively plan for the strategic long-term needs of the Kennet and Avon Canal and its users, including the provision of new moorings and facilities.

Policy 94

Wiltshire's Canals and the Boating Community

The restoration, reconstruction and as necessary, creation of a new link between the Kennet & Avon Canal (at Semington) and River Avon (at Melksham) to facilitate the re-opening of the Wilts and Berks and Thames and Severn canals as navigable waterways will be supported. The alignments (and diversions where applicable) of the Wilts and Berks, including the new link section, North Wilts Branch and Thames and Severn Canals, as identified on the Policies Map, will be safeguarded.

These alignments will be safeguarded by:

1. not permitting development likely to destroy the canal alignment or its associated structures;
2. ensuring that where the canal is affected by development, the alignment is protected or a suitable alternative alignment is provided for canal construction and associated structures;
3. where undefined, the width of a safeguarded canal route must allow for the provision of associated cuttings and/or embankment requirements and the provision of green and blue infrastructure assets consisting of native flora.

Proposals for the reinstatement or creation of canal along these safeguarded alignments, or any alternative alignments, will need to demonstrate that the cultural, historic and natural environment will be protected and enhanced, with no overall adverse effect, and that potential impacts on ecology, landscape, flood risk,

water resources (abstraction) and water quality have been fully assessed and taken into account. Proposals for the reinstatement of discrete sections of the canal will also need to demonstrate that the potential environmental impacts of restoration projects as a whole have been assessed and taken into account as part of any planning application. Canal restoration/creation should ensure integration into the wider green and blue infrastructure (GBI) network, demonstrated as part of a green and blue infrastructure audit submitted as part of a planning application, to facilitate the formulation of strategic GBI corridors.

Proposals will be permitted that are designed to develop Wiltshire's canals recreational and nature conservation potential, in particular, the use of canals for walking and cycling.

The needs of boat users, including all necessary facilities, should respect the canal's character, setting, biodiversity and historic value. Facilities should not detract from the navigation of a canal and/or pedestrian and cycle movement alongside a canal where applicable. Wherever possible, proposals for facilities for boat users should be well related to existing infrastructure, maximising the potential for their redevelopment, improvement or modest extension.

Financial contributions may be sought towards the improvement or restoration of Wiltshire's canal network and towpaths and appropriate mitigation.

Planning applications for residential moorings will take into account potential impacts on landscape, biodiversity features and local residential amenity alongside all other relevant planning considerations, including any Canal & River Trust guidance.

Flood Risk

- 5.219** Development proposed within areas at risk from sources of flooding will need to refer to the Strategic Housing and Economic Land Availability Assessment when providing evidence to the Local Planning Authority in order to apply the sequential test in line with the requirements of national policy and established best practice. The Strategic Housing and Economic Land Availability Assessment (SHELAA) demonstrates that there is sufficient land available in Flood Zone 1, the zone of least risk, to meet the proposed housing requirement of 36,740 new homes for the area. The Plan therefore favours housing development in Flood Zone 1 over areas of higher risk as identified by the Strategic Flood Risk Assessment (SFRA).
- 5.220** Proposals put forward in areas of higher risk (Flood Zones 2 and 3 or areas susceptible to flood risk sources) will need to be supported by clear evidence that no lower risk alternative sites are available. The SHELAA will be used as an evidence base when testing the suitability of proposals put forward in higher risk areas.
- 5.221** The Local Plan supports a sustainable approach to surface water drainage, and development will be expected to incorporate multifunctional Sustainable Drainage Systems (SuDS) such as rainwater harvesting, green roofs, permeable paving, and ponds, wetlands and swales, wherever possible. The council's Green Blue Infrastructure Strategy should be applied to make use of opportunities which could alleviate water runoff whilst achieving other benefits such as temperature regulation, improving health and wellbeing and improving biodiversity. The council's Climate Change Adaptation Plan should be referenced as this sets out the environmental opportunities and challenges facing Wiltshire and identifies key actions and guidelines in relation to climate change, including flooding and sustainable drainage. Furthermore, the Wiltshire Design Guide provides useful guidance on the design of SuDS.

- 5.222** Prospective developers will be expected to incorporate water sensitive urban design into their plans. This is the process of integrating water cycle management with the built environment through planning and urban design (see Water Sensitive Urban Design in the UK, Ciria⁴⁸), which has been supported by the Environment Agency as a guide that is holistic and will achieve many more cross-cutting sustainable outcomes than SuDS alone.
- 5.223** In addition to the requirement for development to provide SuDS, any opportunities to reinstate or create additional natural, functional floodplain through the development process, will be encouraged.

Policy 95

Flood Risk

The council will follow a sequential approach to flood risk management, in line with national policy and guidance. All development proposals will be required to consider the effect of the proposed development on flood risk from all sources, both on and off-site, commensurate with the scale and impact of the development.

Where required, a site-specific flood risk assessment, surface water drainage strategy and groundwater assessments should be conducted. This must take account of all flood risk sources and cumulative effects and should incorporate suitable flood risk measures to account for site conditions.

All new development, including where appropriate retrofitting proposals, will include measures to reduce the rate of rainwater run-off and incorporate sustainable drainage systems (SuDS). All major development should achieve a 20% betterment on greenfield runoff rates whereby runoff is managed as close to the source as possible, in line with the surface water discharge hierarchy:

- rainwater re-use (rainwater harvesting/greywater recycling)
- an adequate soakaway or other infiltration system (viability testing required)
- hybrid solution of infiltration and discharging to a surface water body
- to a surface water body (e.g., an ordinary watercourse)
- to a surface water sewer, highway drain, or other drainage system (add justification for no discharge to highway)
- to a combined sewer

As part of the proposed drainage strategies, the council in accordance with national policy guidance, discourages culverting or the building over of watercourses wherever practicable. In addition, opportunities should be taken to secure the removal of existing culverting and the retention of all existing land drainage features.

Drainage strategies must ensure that flood risk is addressed to flood depths for a 1 in 100-year storm event plus climate change in line with Environment Agency guidance. The drainage strategy must demonstrate that development proposals will remain safe during a flood event throughout its lifetime and consider access, egress and emergency exit routes. The Strategy must recognise and demonstrate opportunities for SuDS to provide other multiple benefits.

Drainage strategies should be informed by the council's Green and Blue Infrastructure Strategy, the Climate Change Adaptation Plan, and the Wiltshire Design Guide as these all provide guidance on SuDS by incorporating the synergistic benefits and a nature-based approach, dealing with runoff onsite where possible and avoiding methods such as culverting which alters the natural formation of watercourses.

Water Resources

⁴⁸ Item Detail (ciria.org)

- 5.224** The appropriate management of water resources is vital to ensuring that water quantity and quality of water resources are maintained and improved throughout Wiltshire. Three River Basin Management Plans have been prepared and are continuously reviewed to meet the requirements of the Water Framework Directive for Wiltshire and surrounding areas, including the Severn, South-West and Thames River Basin Management Plans. In addition, a number of Catchment Management Plans also provide relevant targets and actions at a local level, as does the council's Climate Change Adaptation Plan which sets out the risks and actions necessary in relation to reduced water availability.
- 5.225** Catchment Abstraction Management Strategies indicate that many of Wiltshire's rivers are over abstracted or over licensed (particularly the Hampshire Avon and Upper Kennet), putting stresses on the natural environment of these rivers that are likely to be exacerbated in the future due to climate change. It is therefore important that new development uses water efficiently to limit these environmental stresses.
- 5.226** Wiltshire has been identified as a seriously water stressed area. Water stress applies both to the natural environment and to public water supplies which will both be detrimentally affected by climate change in the southwest of England where droughts are likely to become increasingly common. Reducing personal water consumption, as part of an overall approach to increasing resilience in the water environment, is imperative and gives suitable justification for a tighter water efficiency target of 85 litres per person per day in new residential developments. Whilst this level is recognised as ambitious, it is fully achievable and will aid in the futureproofing of Wiltshire's water resources.
- 5.227** The Building Research Establishment Environmental Assessment Method (BREEAM) is an internationally recognised sustainability rating scheme used to measure environmental performance and reduce the environmental impact of non-residential buildings. The use of the BREEAM standard will ensure the rigorous consideration of water efficiency and water recycling systems in the design, construction and use of non-residential buildings.
- 5.228** In order to achieve the necessary water-efficiency standards (for both residential and non-residential development) developers will need to think carefully about what water-efficiency features need to be incorporated within their proposal by implementing an innovative combination of features and fixtures. Features such as rainwater harvesting and grey water recycling and/ or innovative fixtures such as water-efficient appliances, fittings and leak detection devices are relevant examples. Early discussion with the council to this effect, will be encouraged. This will aid in the consideration of the proposal and ascertain whether any further details (and the format of those details) may be required.
- 5.229** The availability of adequate drainage (in terms of foul, sewerage and sewage treatment facilities) or the provision of suitable arrangements to facilitate a proposal, will depend on the individual circumstances of the proposed development. Early discussion with the council will ascertain any potential issues and will provide clarity as to what is required in supporting the submission of a proposed development.
- 5.230** In addition to these requirements, the council will maintain dialogue with infrastructure providers and neighbouring planning authorities to ensure an overall improvement to critical water resources, and to ensure that development proposals can be serviced without increasing the pressure on existing natural systems or prejudicing the delivery of Water Framework Directive targets. The Infrastructure Delivery Plan will highlight and address issues relating to water provision.
- 5.231** Several settlements within Wiltshire and the surrounding counties rely on Wiltshire's significant groundwater resources for an adequate supply of fresh, clean drinking water. The Environment Agency (EA) has identified and mapped a number of these resources according to their significance

and vulnerability to pollutants, with categories including Source Protection Zones (1-3)⁴⁹, Safeguard Zones and Water Protection Zones⁵⁰. The EA advocates a risk-based approach to protection of these groundwater resources, as set out in the document ‘The Environment Agency’s approach to groundwater protection⁵¹’ and planning should aim to reinforce the application of this approach. Most potential impacts upon groundwater resources can be avoided or mitigated through appropriate land management practices and buffer strips.

5.232 Note: Catchment Abstraction Management Strategies do not yet cover the entire Plan area

Policy 96

Water Resources

Development must not prejudice the delivery of actions and targets within relevant River Basin or Catchment Flood Management Plans and should contribute towards their delivery where possible.

Since 2021, Wiltshire has been classified as a water stressed area⁵². Accordingly, the council requires that:

- I. new residential development should have a predicted mains water consumption of no more than 85 litres per person per day;
- II. non-household development should achieve a score of three credits within the water (Wat 01 Water Consumption) issue category for the BREEAM New Construction Standard, achieving 40% reduction compared to baseline standards;
- III. all new development should incorporate water saving opportunities into their design, such as grey water recycling and rainwater harvesting. Developers will be expected to demonstrate how water efficiency has been taken into account during the design of their proposals.

Development proposals within a Source Protection Zone, Safeguard Zone or Water Protection Zone must assess any risk to groundwater resources and groundwater quality and demonstrate that these would be protected throughout the construction and operational phases of development.

Development will only be permitted where adequate foul drainage, sewerage and sewage treatment facilities are available or where suitable arrangements are made for their provision. Development should not be permitted in areas within buffer zones or safeguarded areas, set out by utility companies unless impacts can be satisfactorily mitigated.

Contaminated Land

5.233 Wiltshire generally has good or excellent land quality, but our industrial heritage means that there are many sites which have had one or more industrial or commercial uses, which may have resulted in soil and water contamination that may need to be addressed.

5.234 Wiltshire Council adopted its Contaminated Land Strategy in 2011 detailing how it will discharge its duties in connection with the Environmental Protection Act 1990 Part IIA and is progressively surveying the county for sites that may have been subject to historic contaminative uses. The council maintains a contaminated land register associated with this legislation. In line with the Contaminated Land Strategy, additional guidance has been prepared to assist developers in effectively addressing the issue of land contamination as a Supplementary Planning Document (SPD).

⁴⁹ Groundwater source protection zones (SPZs) - GOV.UK (www.gov.uk)

⁵⁰ The Water Resources Act 1991 (Amendment) (England and Wales) Regulations 2009 (legislation.gov.uk)

⁵¹ The Environment Agency’s approach to groundwater protection

⁵² Water stressed areas – 2021 classification - GOV.UK (www.gov.uk)

- 5.235** The vast majority of sites which may be subject to contamination are, however, cleaned up as part of the redevelopment process. It is essential to ensure that the development of these brownfield sites leaves them safe and suitable for the new use.
- 5.236** The implementation of satisfactory investigation, risk assessment, remediation and validation of these sites is managed through the planning process.
- 5.237** Achievement of this objective should assist in providing the necessary confidence to owners and occupiers of land, after development, about its condition and hence its standing in relation to relevant environmental protection regimes including Part IIA.
- 5.238** On a precautionary basis, the possibility of contamination should be assumed when considering planning applications in relation to all land subject to or adjacent to previous industrial use and also where uses are being considered that are particularly sensitive to contamination, e.g. housing, schools, hospitals and children's play areas. Contamination should also be considered when preparing planning policy documents, including neighbourhood plans and masterplans.
- 5.239** The council has adopted an Inspection Strategy for Contaminated Land which specifically addresses the approach the council is taking to land covered by the Part IIA regime. The principles of risk assessment and site categorisation contained within the Inspection Strategy are also useful when considering the re-use of land through the planning process.
- 5.240** Policy 98 requires that all development, which either because of its nature or location, may be on or adjacent to land or water affected by historic contamination overcomes this barrier to development by demonstrating the measures that will be taken to help mitigate these impacts. The nature and extent of the mitigation measures necessary will be site specific and the council's requirements will be proportionate and reasonable. Developers will be required to demonstrate that the development site is, or will be, made suitable for the proposed final use and will need to provide one or more of the following documents:
- i. detailed site history identifying possibly contaminative uses
 - ii. site characterisation: The nature and extent of any contamination and the hazards and risks posed
 - iii. detailed remediation scheme: Including methodology and quality assurance
 - iv. methodology to report unexpected contamination
 - v. methodology to ensure verification of remedial works
 - vi. details of long term monitoring and maintenance proposals (where necessary)
- 5.241** The need for, type and complexity of reports will depend on the specific site.
- 5.242** In line with the Inspection Strategy additional guidance will be prepared to assist developers in effectively addressing the issue of land contamination.

Policy 97

Contaminated Land

Development proposals which are likely to be on, or adjacent to land which may have been subject to contamination will need to demonstrate that measures can be taken to effectively mitigate the impacts of land contamination on public health, living conditions both on the site and the wider area, environmental quality, the built environment and amenity. Developers will be required to demonstrate that the development site is, or will be, made suitable for the proposed final use.

Ensuring High Quality Design and Place Shaping

- 5.243** Wiltshire is a diverse county with distinctive characteristics related in a large part to its historic environment which includes heritage assets of international, national and local significance. Wiltshire has many market towns and villages set in large expanses of countryside. Steep hillsides and river valleys also create prominent long views and skylines which help to define Wiltshire's settlements. Historic centres are highly valued and form the focus of each town and village. Continued demand for housing means Wiltshire's towns have grown significantly over time.
- 5.244** The historic environment includes important landscapes, archaeological and built heritage assets and their settings, a large number of conservation areas and historic parks and gardens, as well as the Stonehenge and Avebury World Heritage Site. It creates visual richness and adds value to the built environment and wider countryside.
- 5.245** Development needs to be carefully planned to ensure that valuable features and characteristics are protected and enhanced. The following policies set out how the Local Plan will ensure that development contributes towards:
- achieving high quality buildings and spaces that reinforce a sense of identity;
 - a well-integrated development, which makes a positive contribution to the character of Wiltshire's urban and rural environments by complementing valuable contextual features and buildings;
 - protection and enhancement of Wiltshire's heritage assets;
 - ensuring that places with national and international designations receive the highest level of protection.
- 5.246** High quality design is fundamental to the creation of high-quality places by both enhancing appearance and functionality. It is the means by which improved health and wellbeing, and better quality public realm and buildings, can be delivered.
- 5.247** New development should integrate into its surroundings whilst seeking to enhance the overall character of the locality. In doing so, the layout and design of new developments must be based on a thorough understanding of the site itself and its wider context and seek to maximise the benefits of the site's characteristics. There must be careful consideration of setting, topography and the retention of established planting and trees which can visually enhance a development.
- 5.248** High quality design will be required for all new developments from building extensions through to major developments. Innovative designs which help raise the standard of design more generally in the area will be encouraged. Proposals for new development must demonstrate that:
- a. an analysis of the constraints and opportunities of the site and its surroundings have informed the principles of design and how the detailed design responds positively to its neighbours and the local context;
 - b. the proposal makes a positive contribution to the local environment and creates a place with a distinctive character;
 - c. the public realm has been designed to ensure that it is attractive, safe, accessible and well connected to its surroundings, including walking and cycling routes to and within the development, to encourage their use;
 - d. the accompanying landscape framework has been developed to enhance both the natural and built environment and maximise the potential to improve local biodiversity;

- e. measures to minimise carbon emissions and promote renewable energy and reduce impact on climate change form an integral part of the design solutions;
- f. it secures a strong sense of place and clear sense of arrival at points of entry into the towns and villages.

5.249 The following policy sets out a range of issues which all developers will need to take into account when designing each individual scheme. Proposals will need to be accompanied by appropriate information to demonstrate policy compliance, including a design and access statement where this is required by the local validation checklist. All proposals will need to have regard to:

- i. Design requirements in The Wiltshire Design Guide;
- ii. Design requirements in Neighbourhood Plans;
- iii. Design requirements in the Wiltshire Local Transport Plan & Car Parking Strategy;
- iv. Design guidance including: Conservation Area Management Plans and Appraisals, and for Waste Storage and Collection; and
- v. Design guidance in Village Design Statements, Conservation Area Statements, AONB Management Plans, or similar that are up to date and approved by the local authority as providing guidance on the implementation of Policy 98.

5.250 Proposals will also need to have regard to relevant national guidance:

- National Design Guide;
- 'Building for a Healthy Life' (2020) recommendations for the design of residential and mixed-use developments;
- 'Streets for a Healthy Life' (2022) recommendations; and
- Design guidance in 'Manual for Streets' (2007) and its successor document.

5.251 Density is interlinked with design. It is essential that all land in Wiltshire is used efficiently, and innovative design solutions are encouraged to achieve higher density levels where appropriate. The appropriate density will be a product of a robust site assessment and a sustainable transport assessment.

5.252 New development should be located and structured in a way that reduces the need and desire to travel by car. Detailed design of the public realm should be supported by high quality transport infrastructure which helps to increase the attractiveness of public transport, walking and cycling.

Policy 98

Ensuring High Quality Design and Place Shaping

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. This will be achieved through:

- i. enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced;
- ii. the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development;

- iii. responding positively to the existing townscape and landscape in terms of the distinctive local characteristics of the built form (i.e. the layout of blocks, streets, plots and buildings' scale, mass, height, build-line), and appearance (i.e. elevational composition, articulation, detailing and materials) and where a distinct change in character is proposed this must be explained and justified in the Design and Access Statement;
- iv. being sympathetic to and conserving historic buildings and historic landscapes;
- v. taking all opportunities for incorporating sustainable building design by following the energy hierarchy i.e. reducing the need for energy (e.g. for home heating or cooling), being more efficient with energy, and maximising the use of renewable energy (e.g. installing photovoltaics, and orienting facades, roofs and amenity spaces to receive optimal benefit from sunlight and solar gain) in accordance with the Wiltshire Climate Strategy;
- vi. making efficient use of land whilst taking account of the local context (including, where applicable, density standards in local design guidance and local transport infrastructure and strategies) and of any distinctive characteristics, constraints and opportunities of the site itself;
- vii. the inclusion of tree-lined streets and taking the opportunities to include trees elsewhere in developments i.e., parks, orchards, integrated with sustainable drainage systems;
- viii. having regard to the compatibility of existing land and building uses in the vicinity of the proposed development, the impact of the development on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of vehicle parking, access and movement, internal and external space standards, private outdoor space, waste storage and collection, privacy, overshadowing, mass and height (overbearing), vibration, and pollution (e.g. light intrusion, noise (including vibration), smoke, odour, fumes, effluent, waste or litter);
- ix. incorporating design features to reduce actual or perceived opportunities for crime and anti-social behaviour on the site and in the surrounding area through the design of the new streets, buildings and spaces including the use of building frontages with windows and doors located to assist in the informal surveillance of public and shared areas;
- x. ensuring that the public realm, including new streets, public open spaces and other rights of way, are designed to create places of character which are legible, safe and accessible, with the integration of art and design in the public realm;
- xi. the sensitive design of shop frontages, advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials, having regard to local design guidance, where applicable;
- xii. taking account of the needs of potential users, with regard to accessibility and inclusivity, and considering how space and buildings will be used in the immediate and long-term future;
- xiii. the use of high standards of materials and finishes for: buildings (e.g. appropriate form, colour and characteristic weathering); external spaces and hard landscaping (e.g. boundaries, paths, street materials and retaining structures), and all street furniture (e.g. seating and signage); and having regard to any local design guidance, where applicable.

Ensuring the Conservation and Enhancement of the Historic Environment

5.253 Wiltshire benefits from a rich and varied historic environment but it is recognised that this is a finite and irreplaceable resource. Policy 99 aims to ensure that Wiltshire's monuments, sites and landscapes, and areas of historic and built heritage significance are protected and enhanced in order that they continue to make an important contribution to Wiltshire's environment and quality of life.

5.254 Heritage assets include:

- listed buildings
- conservation areas
- scheduled ancient monuments
- registered parks and gardens
- registered battlefields
- world heritage sites
- non-designated heritage assets such as buildings and archaeological sites of regional and local significance.

5.255 Within the context of the specific characteristics of Wiltshire, development will be required to be sensitive to all heritage assets including:

- the individual and distinctive character and appearance of Wiltshire's historic market towns and villages
- archaeological monuments and landscapes including below ground resource
- the Stonehenge and Avebury World Heritage Site
- historic buildings and structures related to the textile industry
- historic rural structures related to agriculture (including farmsteads and their buildings) and rural domestic life (including country house landscapes)
- ecclesiastical sites including churches, chapels and monuments
- the historic Great Western Railway and associated structures
- the historic waterways and associated structures including canals and river courses
- heritage assets associated with the military
- the sensitive re-use of redundant and under-used historic buildings and areas which are consistent with their conservation especially in relation to the viable reuse of heritage assets at risk
- opportunities to enhance Wiltshire's historic public realm by ensuring that all development, including transport and infrastructure work, is sensitive to the historic environment.

5.256 Designation of a conservation area, listed building, or scheduled ancient monument does not preclude the possibility of change including new development and the council is committed to working pragmatically with owners and Historic England to find positive solutions which will allow adaptation of historic buildings and places to reflect modern living aspirations and to meet challenges such as those posed by climate change. Such alterations will be acceptable where they are designed and developed in such a way as to be consistent with the conservation of a heritage asset's significance and to take into account the nature of its construction. Consequently, it is expected that development will be of the highest standard in order to maintain and enhance the quality of the area or building, and be sensitive to its fabric, character and appearance. In considering applications for new development in such areas, the council will seek to ensure that the form, scale, design and materials of new buildings are complementary to the historic context.

5.257 The council maintains an extensive and detailed Historic Environment Record which also includes data on the historic landscape character of the county. This should be consulted and used to inform development proposals including as the starting point for assessment of archaeological significance. Opportunities to enhance its content will be supported and encouraged.

- 5.258** Opportunities to develop additional planning guidance to ensure a positive strategy for heritage in Wiltshire will be explored during the plan period. Such guidance will provide further research and details on heritage in Wiltshire, its character and role in sense of place in the county and will seek opportunities for enhancing Wiltshire's historic environment so it continues to play a role in the character of the county and people's enjoyment of it. It will recognise the role of heritage in regeneration projects and will also set out the steps required to produce a list of locally important heritage assets in Wiltshire.
- 5.259** Applicants are expected to take account and adequately respond, where appropriate, to conservation area management plans and other guidance produced at a national and local level. The preparation of further conservation area management plans and other proactive strategies will be encouraged to support policy delivery.
- 5.260** The council will continue to keep under review conservation areas and where appropriate, designate new areas. Appraisals of conservation areas will define the boundaries and analyse the special architectural and historic interest of the area. Local communities, including through neighbourhood planning are also encouraged to develop their own design assessments, guidance and locally specific heritage policy using appropriate expertise.
- 5.261** The individual area strategies identify specific distinct heritage assets, conservation challenges, and where appropriate, specific opportunities and regeneration projects where heritage will play a key role.

Policy 99

Ensuring the Conservation and Enhancement of the Historic Environment

Development should conserve or enhance the historic environment.

Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:

- i. nationally significant archaeological remains;
- ii. World Heritage Sites within and adjacent to Wiltshire;
- iii. buildings and structures of special architectural or historic interest;
- iv. the special character or appearance of conservation areas;
- v. historic parks and gardens;
- vi. important landscapes, including registered battlefields and townscapes.

Any harm to the significance of designated heritage assets which will result from development proposals will be required to be justified and outweighed by public benefits (including heritage benefits) at a level appropriate to the significance of the asset and the harm caused.

Any harm to the significance of undesignated assets which will result from development proposals must be carefully balanced considering the significance of the asset and the harm caused.

Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced.

The potential contribution of heritage assets towards wider social, cultural, economic and environmental benefits will be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Policy 57 (Ensuring High Quality Design and Place Shaping). The sensitive reuse of historic buildings and spaces will be supported and opportunities for the historic environment to inform and shape new development and regeneration projects will be encouraged. The adaptation of heritage assets in accordance with Policy 41 (Sustainable Construction and Low Carbon Energy) using appropriate materials and techniques which conserve their fabric and significance will be encouraged.

Proposals for change affecting the historic environment (which require planning permission or listed building consent) should be accompanied and informed by an assessment of heritage significance and the impact of the proposals on this significance, produced with appropriate expertise where necessary and making reference to the information held in the Historic Environment Record. Where a proposal includes potential archaeological interest a desk based assessment, and if necessary, field evaluation should be carried out and submitted with the proposal.

Development proposals that improve the condition of heritage assets at risk will be supported.

The Stonehenge, Avebury and Associated Sites World Heritage Site

- 5.262** The exceptional archaeological and cultural significance (Outstanding Universal Value) of the Stonehenge and Avebury World Heritage Site (WHS) will be protected, promoted, and conserved for current and future generations.
- 5.263** The WHS is internationally important for its complexes of outstanding prehistoric monuments. The two stone circles at Stonehenge and Avebury, together with inter-related monuments and their associated landscapes, demonstrate Neolithic and Bronze Age ceremonial and mortuary practices through 2,000 years of continuous use and monument building. The excellent survival of monuments provides evidence of the creative and technological achievements of the period. Their careful design in relation to astronomical alignments, topography and other monuments provides further insight, while their continuing prominence today underlines how this period of monument building shaped the landscape. The World Heritage Site is a landscape without parallel at a national and international level and one of Wiltshire's highest quality environments.
- 5.264** Accordingly, proposals which conserve and where possible enhance the attributes and components that comprise the Outstanding Universal Value (OUV) of the site, as identified in the OUV Statement, and in line with the Stonehenge and Avebury World Heritage Site Management Plan⁵³ (adopted by the Council in 2015) will be supported.
- 5.265** In accordance with the National Planning Policy Framework, great weight will be given to the conservation of the OUV of the WHS, and any harm or loss to its significance will require clear and convincing justification. Development proposals that would lead to substantial harm to or loss of those attributes and components of the Site will be unacceptable, unless it can be demonstrated that any such harm or loss is necessary to achieve substantial public benefit that outweigh that harm or loss. Such harm will be wholly exceptional. Where development proposals would lead to less than substantial harm to those attributes and components, such harm will be weighed against the public benefits of the proposals.
- 5.266** Consideration of impact will be made of proposals within, or potentially affecting, the WHS and its setting, including areas identified as being of special importance for the preservation of views to and/or from the Site. Especial regard will be given to the design quality of the proposal (including scale, form, massing and light / light pollution), its relationship to context (including topography, built form, views, vistas and effect on the skyline) and the implications of the cumulative effect of changes. UNESCO has prepared guidance to assist with WHS impact assessment⁵⁴.
- 5.267** By helping to sustain and enhance the significance of the WHS, the Stonehenge and Avebury Management Plan is a material consideration in assessing development proposals. Proposals relating to the WHS should seek to support the aims and objectives of the Management Plan.

⁵³ Stonehenge and Avebury WHS Management Plan 2015

⁵⁴ World Heritage Centre - Guidance and Toolkit for Impact Assessments in a World Heritage Context (unesco.org)

Policy 100

The Stonehenge, Avebury and Associated Sites World Heritage Site

The Outstanding Universal Value (OUV) of the World Heritage Site (WHS) of Stonehenge, Avebury, associated sites and respective landscape settings will be protected and sustained by:

- i. giving precedence to the protection of the sites and their settings;
- ii. development, conversion and change of use not adversely affecting the WHS or its attributes of OUV, inclusive of views into or out of the WHS.

Opportunities to enhance the WHS in accordance with the Management Plan as part of new development or land-use change will be supported that:

- a. improves conservation and interpretation and respects the amenity of residents;
- b. reduces the impacts from traffic and visitor pressure through transport plans that incorporate inclusive access and dispersed parking and maintain a minimal net increase in vehicular spaces within the WHS.

Air Quality

5.268 Air quality in Wiltshire is predominantly good with the majority of the county having clean unpolluted air. However, there are a small number of locations where the combination of traffic, road layout and geography has resulted in exceedances of the annual average for nitrogen dioxide (NO₂) and fine particulates (PM₁₀). Air Quality Assessments of the impact of a development must be undertaken using the methodology set out in Wiltshire Councils Supplementary Planning guidance on Air Quality.

5.269 It is recognised that improving air quality in these specific locations is difficult due to the increased use of, and reliance on, private motor vehicles. This Plan aims to contribute to addressing this issue through a multifaceted approach which includes locating new development where there is a viable range of transport choices, seeking to boost the self-containment of settlements to reduce commuter flows and through seeking to utilise the benefits from managed development and growth to take the opportunities to help address the areas where particular problems occur. This latter solution will be delivered through developer contributions.

5.270 In order to help developers and communities overcome this issue, the council has produced a suite of comprehensive Air Quality policy documents;

- An Air Quality Strategy for Wiltshire, which is a high-level guiding document to inform policy and direction across a range of council services with the aim to improve air quality across whole of Wiltshire Council's area. The Air Quality Strategy is a key document which identifies the importance of good air quality for the economic vitality of Wiltshire and the good health & wellbeing of its residents.
- An Air Quality Action Plan, which has been designed to achieve improvements in the 8 air quality management areas in Wiltshire that currently exceed the UK annual mean objective for nitrogen dioxide. The latest edition adopts a format that acknowledges the changes to the legal requirements imposed by the Environment Act 2021 in respect of Air Quality and looks to achieving compliance with the objective as soon as practicable. Developers have a key role to

play in achieving the objectives as we carefully balance economic enhancement of Wiltshire's economy, and build new housings, whilst ensuring the need for cleaner air is met.

- Guidance for developers on how to tackle air quality issues in the development process, be this by good building design, estate layout or infrastructure to support alternatives to fossil fuel use. This guidance will form supplementary planning documentation.

5.271 Mitigation measures may include:

- landscaping, bunding or separation to increase distance from highways and junctions Nitrogen dioxide drops rapidly with distance from kerbside;
- avoiding canyon like street layouts on heavily trafficked roads;
- the use of traffic management or highway improvements agreed with the relevant authorities;
- abatement technology and incorporating site layouts/separation, design of buildings, and infrastructure that reduces the need to travel;
- traffic routeing, site management, site layout and phasing during and post-construction;
- ensuring good site connectivity with public transport routes, provision or support for public transport;
- provision of facilities for active travel, including dedicated cycle routes and footpaths;
- infrastructure for ultra-low emission vehicles and other forms of low or zero emission transport.

5.272 New standards & objectives were introduced by government in October 2022 in relation to PM2.5, which has been the cause of increasing concern in Wiltshire. It has been found to penetrate deep tissue and has been found in the brain tissue of dementia patients. PM2.5 has both natural and anthropogenic sources. It is anticipated that new regulatory requirements will likely set a maximum annual average and an exposure reduction target. As more information becomes available the suite of air quality documents will be updated.

5.273 Development which could potentially impact upon Natura 2000 sites through contributions to aerial deposition e.g. industrial process within 10km of a SAC, will require an assessment of the likely impacts in accordance with published guidance. Where mitigation is required this may be delivered through a local emissions strategy.

Policy 101

Air Quality

Development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to where air quality is a concern must protect public health, environmental quality and amenity.

Mitigation measures should demonstrate how they will make a positive contribution to the aims of the Air Quality Strategy for Wiltshire and where relevant, the Wiltshire Air Quality Action Plan. The pollutants of particular concern that developers must have regard to are Nitrogen dioxide, fine particulates (PM10) and very fine particulates (PM2.5).

Appendix 1

Schedule of Policies

- 1.1** This appendix presents a series of tables which set out how policies are being revised as part of the Local Plan Review.
- 1.2** The first table (Table A) presents the proposed Wiltshire Local Plan policies. Please note that Core Policies have either been deleted from the new Local Plan, updated and replaced, or subsumed into new policies.
- 1.3** The following tables then present all existing policies from the Wiltshire Core Strategy (Table B) and saved policies from the former District Plans (Tables D to H), including a summary of their purpose and the outcome of their review.
- 1.4** Table C presents a list of proposed new policies for the Wiltshire Local Plan that cover development management themes.

Table A: Proposed Wiltshire Local Plan (WLP) Policies and relationship to Wiltshire Core Strategy Policies (WCS)

Proposed Wiltshire Local Plan Policy	Relationship to Wiltshire Core Strategy Policy / Note on Action
Policy 1: Settlement Strategy	Core Policy 1 Settlement Strategy has had minor amendments.
Policy 2: Delivery Strategy	Core Policy 2 Delivery Strategy has been updated to reflect new housing numbers and employment land. The policy is updated to reflect changes to national planning policy.
Policy 3: Housing Delivery	New policy added to address long-term housing supply through 'Reserve Sites' and 'Broad Locations for Growth'.
Policy 4: Addressing Climate Change	New policy added to provide a clear statement on how the Plan will seek to address climate change in line with legal obligations.
Policy 5: Securing Infrastructure Provision from New Development	Core Policy 3 Infrastructure Requirements has been updated to include changes to infrastructure planning and the introduction of the Infrastructure Funding Statement.
Chippenham Area Strategy (to include site allocations and place/rural area specific policies)	
Policy 6: Chippenham Principal Settlement	Previously covered by Core Policy 9 (Chippenham Central Areas of Opportunity) and Core Policy 10 (Spatial Strategy: Chippenham Community Area) New policy setting out how development at Chippenham is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Chippenham.
Policy 7: Land South of Chippenham and East of Showell Farm	New policy allocating land south of Chippenham for mixed use development. The policy informs the type of development, infrastructure requirements and potential mitigation measures.

Policy 8: Chippenham Town Centre	New policy for the town centre that also carries forward long-standing committed allocations relating to retail as well as regeneration sites at the town (previously set out in Core Policy 9 Chippenham Central Area of Opportunity).
Policy 9: Calne Market Town	Previously covered by Core Policy 8 (Spatial Strategy: Calne Community Area) New policy setting out how development at Calne is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Calne.
Policy 10: Land off Spitfire Road, Calne	New policy allocating 2.7ha land for employment uses.
Policy 11: Land to the North of Spitfire Road, Calne	New policy allocating land for housing development. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 12: Corsham Market Town	Previously covered by Core Policy 11 (Spatial Strategy: Corsham Community Area) New policy setting out how development at Corsham is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Corsham.
Policy 13: Land south of Dicketts Road, Corsham	New policy allocating land for mixed use development to include approximately 105 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 14: Devizes Market Town	Previously covered by Core Policy 12 (Spatial Strategy: Devizes Community Area) New policy setting out how development at Devizes is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Devizes.
Policy 15: Land at Devizes Wharf, Assize Court and Wadworth Brewery, Devizes	The Devizes Wharf area has been a regeneration project in both the old Kennet District Local Plan and WCS. New policy allocating land at the Devizes Wharf, Assize Court and Wadworth Brewery for redevelopment for a mixed-use development to create three distinct wharf zones. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 16: Malmesbury Market Town	Previously covered by Core Policy 13 (Spatial Strategy: Malmesbury Community Area)

	New policy setting out how development at Malmesbury is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Malmesbury.
Policy 17: Melksham Market Town	Previously covered by Core Policy 15 (Spatial Strategy: Melksham Community Area) New policy setting out how development at Melksham is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Melksham.
Policy 18: Land East of Melksham	New policy allocating land for mixed-use development of approximately 425 dwellings and 5ha employment land. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 19: Land off Bath Road, Melksham	New policy allocating land for approximately 135 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 20: Land North of the A3102	New policy allocating land for approximately 285 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Salisbury Area Strategy (to include site allocations and place/rural area specific policies)	
Policy 21: New Community Area of Search	New policy establishing a broad area of search within which a new community will be sited and addressed in policy terms through the review of the Plan.
Policy 22: Salisbury Principal Settlement	Previously covered by Core Policy 20 (Spatial Strategy: Salisbury Community Area) New policy setting out This policy primarily sets out how development at Salisbury is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Salisbury.
Policy 23: Land North East of Old Sarum, Salisbury	New policy allocating land for the development of approximately 350 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 24: Land at Netherhampton Road Garden Centre	New policy allocating a part greenfield/part brownfield site for approximately 60 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 25: Land North of the Beehive Park and Ride, Old Sarum	New policy allocating land for housing development of approximately 100 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 26: Land North of Downton Road	New policy allocating land for the development of approximately 220 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.

Policy 27: Land South of Harnham	New policy allocating land for the development of approximately 265 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 28: Land West of Coombe Road, Harnham	New policy allocating land for housing development. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 29: Suitable Alternative Natural Greenspace, South Salisbury	New policy supporting the provision of additional Suitable Alternative Natural Greenspace (SANG) to mitigate the adverse effects of recreations on the New Forest designated site.
Policy 30: Land East of Church Road, Laverstock	New policy allocating land for the development of approximately 50 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 31: Salisbury Central Area	Previously covered by Core Policy 20 (Spatial Strategy: Salisbury Community Area), Core Policy 21 (The Maltings / Central Car Park), and Core Policy 22 (Salisbury Skyline). New policy builds on the commitments in the Salisbury Central Area Framework This policy primarily sets out how development at Salisbury Central Area is envisaged to take place over the plan period. This includes outlining development opportunities in the area.
Policy 32: Salisbury Skyline	Previously covered by Core Policy 22 (Salisbury Skyline). Minor amendments made.
Policy 33: The Maltings and Central Car Park	Core Policy 21(The Maltings/Central Car Park) has been updated . Some amendments made including incorporating a master-plan led design.
Policy 34: Churchfields Employment Area	New policy supporting the renewal and intensification of a large, existing employment site and disused railway sidings and linked to the delivery of an Estate Regeneration Plan and Accessibility Study.
Policy 35: Salisbury District Hospital Campus	New policy supports the redevelopment of a large, existing hospital site but also supports a 7ha eastwards extension onto undeveloped land. The policy provides a positive framework for decision making that aligns to the objectives of the Salisbury HEAT project.
Policy 36: Amesbury Market Town	Previously covered by Core Policy 4 (Spatial Strategy: Amesbury Community Area) New policy setting out how development at Amesbury is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Amesbury.
Policy 37: Boscombe Down	Previously covered by Core Policy 20 (Spatial Strategy: Salisbury Community Area).

	New policy involving the redevelopment of an existing employment site, re-use of buildings, and land in the north of the airfield close to Amesbury.
Policy 38: Porton Down	Core Policy 5 (Porton Down) has been updated .
Policy 39: Tidworth and Ludgershall Market Town	Previously covered by Core Policy 26 (Spatial Strategy: Tidworth Community Area) New policy setting out how development at Tidworth and Ludgershall is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Tidworth and Ludgershall.
Policy 40: Land South East of Empress Way	New policy allocation for the development of approximately 1,220 dwellings and 0.7ha employment land. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 41: Land at Bulbridge Estate, Wilton	Policy 41 updates a 'saved' policy from the Salisbury District Local Plan 2011 and 'saved' as part of the Core Strategy. The policy allocates land for the development of approximately 45 dwellings.
Policy 42: Land at Dead Maid Quarry Employment Area, Mere	Policy 42 updates a 'saved' policy from the Salisbury District Local Plan 2011 and 'saved' as part of the Core Strategy. The policy allocates land for the development of approximately 1.5ha of employment land.
Policy 43: Land Safeguarded for Education at Tanner's Lane, Shrewton	Policy 43 updates a 'saved' policy from the Salisbury District Local Plan 2011 and 'saved' as part of the Core Strategy. The policy safeguards 0.1ha of land for school expansion.
Swindon Area Strategy (to include site allocations and place/rural area specific policies)	
Policy 44: Marlborough Market Town	Previously covered by Core Policy 14 (Spatial Strategy: Marlborough Community Area) New policy setting out how development at Marlborough is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Marlborough.
Policy 45: Land at Chopping Knife Lane, Marlborough	New policy allocating land for housing development. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 46: Land off Barton Dene	New policy allocating land for mixed-use development for approximately 30 dwellings and 1.8ha employment land. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 47: Royal Wootton Bassett Market Town	Previously covered by Core Policy 19 (Spatial Strategy: Royal Wootton Bassett and Cricklade Community Area)

	New policy setting out how development at Royal Wootton Bassett is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Royal Wootton Bassett.
Policy 48: Land at Marsh Farm	New policy allocating land for residential development. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 49: Land at Midge Hall Farm	New policy allocating land for mixed-use development for approximately 415 dwellings and 1.8ha of office development and land reserved for a primary school and local centre. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 50: Land West of Maple Drive	New policy allocating land for development of approximately 70 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 51: Land at Woodshaw	New policy allocating land for mixed-use development for approximately 445 dwellings and land for a full day care nursery. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Trowbridge Area Strategy (to include site allocations and place/rural area specific policies)	
Policy 52: Trowbridge Principal Settlement	Previously covered by Core Policy 29 (Spatial Strategy: Trowbridge Community Area). In addition, Policy 52 references Policies: H2.1, H2.2, H2.3, H2.4, H2.5 and H2.6 of the Wiltshire Housing Site Allocations Plan (2020) (WHSAP). New policy setting out how development at Trowbridge is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Trowbridge.
Policy 53: Land North of Trowbridge	New policy allocating land for the development of approximately 600 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 54: North Trowbridge Country Park	New policy to delivery of a strategic scale Suitable Alternative Natural Greenspace (SANG) by way of a 65ha country park for informal recreation.
Policy 55: Land at Innox Mills, Trowbridge	New policy allocating a brownfield site for redevelopment for approximately 175 dwellings, associated infrastructure, and mitigation measures.
Policy 56: Trowbridge Central Area	Previously covered by Core Policy 28 (Trowbridge Central Areas of Opportunity).

	Policy 56 updates the provisions of Core Policy 28 in supporting the regeneration and repurposing of Trowbridge town centre. This will involve redevelopment of an existing built-up area, previously developed land (PDL) and re-use of existing buildings.
Policy 57: Bradford on Avon Market Town	Previously covered by Core Policy 7 (Spatial Strategy: Bradford on Avon Community Area). New policy setting out how development at Bradford on Avon is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Bradford on Avon.
Policy 58: Warminster Market Town	Previously covered by Core Policy 31 (Spatial Strategy: Warminster Community Area). New policy setting out how development at Warminster is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Warminster.
Policy 59: Land at Brook Street	New policy provides land for mitigating potential adverse impacts on the River Avon SAC relating to phosphates.
Policy 60: Westbury Market Town	Previously covered by Core Policy 32 (Spatial Strategy: Westbury Community Area). New policy setting out how development at Westbury is envisaged to take place over the plan period. This includes outlining the amount of growth provided at Westbury.
Policy 61: Land west of Mane Way, Westbury	New policy allocating land for development of approximately 220 dwellings that also carries forward the provisions of 'saved' policy of the West Wiltshire District Plan 1st Alteration 2004.
Policy 62: Land at Bratton Road, Westbury	New policy allocating the development of approximately 260 dwellings. The policy informs the type of development, infrastructure requirements and potential mitigation measures.
Policy 63: Westbury Country Park	New policy supporting the provision of additional Suitable Alternative Natural Greenspace (SANG) to mitigate the adverse effects of major development in the north of Westbury.
Policies within the Economic section of Chapter 5	
Policy 64: Additional Employment Land	Core Policy 34 Additional Employment Land has been updated The policy has been updated to reflect amended use classes and strengthen rural economic criteria. A new section has been added supporting national and regional logistics development adjacent to junction 17 of the M4.
Policy 65: Existing Employment Land	Core Policy 35 Existing Employment Land has been updated

	The policy has been updated to reflect amended use classes.
Policy 66: Military Establishments	Core Policy 37 Military Establishments has been updated This policy has had minor amendments.
Policy 67: Sequential Test and Retail Impact Assessment	Core Policy 38 Retail and Leisure has been updated This policy has been updated to reflect amended use classes and national policy and to focus on the sequential test and retail impact assessment.
Policy 68: Managing Town Centres	New policy 68 was partially covered by Core Policy 38 Retail and Leisure and saved policies from old district plans. The policy now also covers changes to use classes and national policy.
Policy 69: Tourism and Related Development	Core Policy 39 Tourist Development and Core Policy 40 Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities have been combined and updated .
Policy 70: Sustainable Transport	Core Policy 60 Sustainable Transport has been combined with Core Policy 63 Transport Strategies and updated including to incorporate electric vehicle charging infrastructure.
Policy 71: Transport and New Development	Core Policy 61 Transport and Development has been updated to distinguish between rural and urban locations.
Policy 72: Development Impacts on the Primary and Major Road Networks	Core Policy 62 Development Impacts on the Transport network has been updated to focus on impacts on primary and major road networks.
Policy 73: Transport: Demand Management	Core Policy 64 Demand Management has been updated to include reference to electric charging infrastructure and active travel modes.
Policy 74: Movement of Goods	Core Policy 65 has been updated to include criteria on town centre development requirements and provision of electric charging and alternative fuel facilities.
Policy 75: Strategic Transport Network	Core Policy 66 has been updated to reflect the latest strategic transport projects for Wiltshire.
Policies within the Social section of Chapter 5	
Policy 76: Providing Affordable Homes	Core Policy 43 Providing Affordable Homes has been updated to reflect changes to national policy and local evidence.
Policy 77: Rural Exception Sites	Core Policy 44 Rural Exception Sites has been updated to reflect changes to national policy and local evidence.
Policy 78: Meeting Wiltshire's Housing Needs	Core Policy 45 Meeting Wiltshire's Housing Needs has been updated to reflect changes to national policy and local evidence. This policy now also covers Core Policy 46 Meeting the Needs of Wiltshire's Vulnerable and Older People.

Policy 79: First Homes Exception Sites	New policy supporting First Homes Exception Sites.
Policy 80: Self and Custom Build Housing	New policy requiring plots for self and custom build.
Policy 81: Community Facilities	New policy incorporating elements of Core Policies 48 Supporting Rural Life and 49 Protection of Rural Services and Community Facilities.
Policy 82: Housing in the Countryside	New policy that carries forward elements of Core Policy 48 Supporting Rural Life and reflects changes to national policy.
Policy 83: Health and Wellbeing	New policy requiring proposals to demonstrate how development contributes to health and wellbeing.
Policy 84: Public Open Space and Play Facilities	New policy to replace previous public open space standards set within 'saved' policies of the old District Local Plans.
Policies within the Environment section of Chapter 5	
Policy 85: Sustainable Construction and Low Carbon Energy	Core Policy 41 Sustainable Construction and Low Carbon Energy has been updated to reflect national policy and work towards net zero carbon.
Policy 86: Renewable Energy	Core Policy 42 Standalone Renewable Energy Installations has been updated to reflect national policy and local evidence.
Policy 87: Embodied Carbon	New policy requiring an Embodied Carbon Assessment.
Policy 88: Biodiversity and Geodiversity	New policy incorporating elements of Core Policies 50 Biodiversity and Geodiversity and 69 Protection of the River Avon Special Area of Conservation.
Policy 89: Biodiversity Net Gain	New policy requiring development to achieve 20% net gain or higher.
Policy 90: Woodland, Hedgerows and Trees	New policy requiring major development to make provision for the retention and enhancement of woodlands, hedgerows and trees.
Policy 91: Conserving and Enhancing Wiltshire's Landscapes	Core Policy 51 Landscape has been updated to reflect new local character areas and the emerging Wiltshire Landscape Strategy.
Policy 92: Conserving and Enhancing Dark Skies	New policy conserving and enhancing dark skies and reducing light pollution.
Policy 93: Green and Blue Infrastructure	Core Policy 52 Green Infrastructure has been updated to reflect national policy and local evidence.
Policy 94: Wiltshire's Canals and the Boating Community	Core Policies 16 Melksham Link Project and 53 Wiltshire's Canals have been combined and updated to include provisions for the Boating Community.
Policy 95: Flood Risk	Core Policy 67 has been updated to reflect national policy and require flood risk assessment, surface water drainage strategy and groundwater assessment where necessary.
Policy 96: Water Resources	Core Policy 68 Water Resources has been updated and has minor amendments.
Policy 97: Contaminated Land	Core Policy 56 Contaminated Land has been updated and has minor amendments.

Policy 98: Ensuring High Quality Design and Place Shaping	Core Policy 57 Ensuring High Quality Design and Place Shaping has been updated in line with national policy and local evidence.
Policy 99: Ensuring the Conservation and Enhancement of the Historic Environment	Core Policy 58 Ensuring the Conservation of the Historic Environment has been updated in line with national policy.
Policy 100: The Stonehenge, Avebury and Associated Sites World Heritage Site	Core Policy 59 The Stonehenge, Avebury and Associated Sites World Heritage Site and its Setting has been updated and has minor amendments.
Policy 101: Air Quality	Core Policy 55 Air Quality has been updated with some minor amendments.

Table B: Existing Wiltshire Core Strategy Policies

Wiltshire Core Strategy (WCS)	
Existing WCS Policy Reference/Name	Policy Review Outcome (delete / retain / update / replace) and Wiltshire Local Plan (WLP) Position
Core Policy 1: Settlement Strategy	<p>Updated and Replaced by WLP Policy 1: Settlement Strategy.</p> <p>This Plan is a review of the WCS and hence the Settlement Strategy has been retained and only updated to address minor details.</p>
Core Policy 2: Delivery Strategy	<p>Updated and Replaced by WLP Policy 2 Delivery Strategy and WLP Policy 3 Housing Delivery.</p> <p>This Plan is a review of the WCS and hence the Delivery Strategy has only been updated to provide the housing requirement (additional dwellings) for the Plan period 2020 to 2038.</p> <p>The Plan now includes Policy 3 which sets out the role of Reserve Sites and Broad Locations of Growth in helping deliver the housing requirement for the Plan period.</p>
Core Policy 3: Infrastructure Requirements	<p>Updated and Replaced by WLP Policy 5: Securing Infrastructure Provision from New Development.</p> <p>The policy seeks to ensure that all new development provides the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal.</p> <p>The policy benefits from minor updates to bring it up to date, for instance to reflect the fact that we now have mechanisms for charging CIL in place. Also, the subsequent changes to the CIL Regulations (2010, as amended), including the replacement of the Regulation 123 List by the Infrastructure Funding Statement and that CIL is only one of the funding mechanisms that the Council will use to fund infrastructure.</p>
Area Strategies	

Core Policy 4: Spatial Strategy for the Amesbury Community Area	<p>Updated and Replaced by WLP Policy 36 within Salisbury Area Strategy.</p> <p>The policy presents the area strategy for the Amesbury Community Area, setting out how the area is expected to change by 2026, and how this change will be delivered.</p> <p>The WLP strategy for Amesbury is outlined within Policy 36 Amesbury within the Salisbury Area Strategy including surrounding settlements and rural areas.</p>
Core Policy 5: Porton Down	<p>Updated and Replaced with WLP Policy 38 in Salisbury Area Strategy.</p> <p>The policy supports the principle of a Science Campus at Porton Down. This has, in the interim, become a reality, with Phase One complete and Phase Two on the way.</p>
Core Policy 6: Stonehenge	<p>Deleted. The provisions of the policy, along with Core Policy 59 and saved District Plan policies are to be unified within a single comprehensive World Heritage Site policy - WLP Policy 100 The Stonehenge, Avebury and Associated Sites World Heritage Site and its Setting. The policy wording is also updated to refer to the role of the WHS Management Plan and to set out the NPPF requirement for the provision of a Statement of Heritage Significance in support of development proposals within or related to the WHS.</p>
Core Policy 7: Spatial Strategy for the Bradford on Avon Community Area	<p>Updated and Replaced by WLP Policy 57 within Trowbridge Area Strategy.</p>
Core Policy 8: Spatial Strategy for the Calne Community Area	<p>Updated and Replaced by WLP Policies (9 to 11) within Chippenham Area Strategy.</p>
Core Policy 9: Chippenham Central Areas of Opportunity	<p>Updated and Replaced by WLP Policy 8 in the Chippenham Area Strategy.</p> <p>Retain. Being reviewed and updated as part of the Town Centre work:</p> <p>(i) To allocate the 2 shopping centres to replace some of the retail uses with residential and leisure uses. This is in response to representations received.</p> <p>(ii) To amend the Bath Road/Bridge Centre retail allocation to include a wider mix of uses including some retail, employment, leisure and residential uses in response to the latest Retail Study evidence that a new supermarket is not required and unlikely to be delivered</p> <p>(iii) To allocate part of the Langley Park Site located outside the town centre, but near to Chippenham Railway Station and with links to the town centre, for residential uses, in response to representations that part of Langley Park employment site no longer required for employment use and should be allocated for residential uses instead. The remaining part of the sites will continue to be used for employment.</p>

	Chippenham Town Council are preparing a Neighbourhood Plan for the area, which may influence the mix of uses on the sites. The Chippenham Central Area of Opportunity masterplan prepared to support CP9 contains some information which is still relevant, but there are parts of the document which could benefit from being updated to continue to support the policy replacing CP9. This may be covered by the emerging Neighbourhood Plan.
Core Policy 10: Spatial Strategy for the Chippenham Community Area	Updated and Replaced by WLP Policies (6 to 8) within Chippenham Area Strategy.
Core Policy 11: Spatial Strategy for the Corsham Community Area	Updated and Replaced by WLP Policies (12 to 13) within Chippenham Area Strategy.
Core Policy 12: Spatial Strategy for the Devizes Community Area	Updated and Replaced by WLP Policies (14 to 15) within Chippenham Area Strategy.
Core Policy 13: Spatial Strategy for the Malmesbury Community Area	Updated and Replaced by WLP Policy 16 within Chippenham Area Strategy.
Core Policy 14: Spatial Strategy for the Marlborough Community Area	Updated and Replaced by WLP Policies (44 to 46) within Swindon Area Strategy.
Core Policy 15: Spatial Strategy for the Melksham Community Area	Updated and Replaced by WLP Policies (17 to 20) within Chippenham Area Strategy.
Core Policy 16: Melksham Link Project	Deleted. Incorporate reference to the Melksham Link into a review of Core Policy 53 Wiltshire's Canals.
Core Policy 17: Spatial Strategy for the Mere Community Area	Updated and Replaced by WLP Policy 42 in Salisbury Rural Area Strategy.
Core Policy 18: Spatial Strategy for the Pewsey Community Area	Updated and Replaced by WLP supporting text within Swindon Area Strategy.
Core Policy 19: Spatial Strategy for the Royal Wootton Bassett and Cricklade Community Area	Updated and Replaced by WLP Policies (47 to 51) within Swindon Area Strategy.
Core Policy 20: Spatial Strategy for the Salisbury Community Area	Updated and Replaced by WLP Policies (22 and 31) within Salisbury Area Strategy.
Core Policy 21: The Maltings / Central Car Park	Updated and Replaced by WLP Policy 33 within Salisbury Area Strategy. Policy retained and updated to reflect changes in market conditions and residential rather than retail led development drawing on masterplan. To allow for mixed use redevelopment predominantly of dwellings, retail / leisure and library uses.
Core Policy 22: Salisbury Skyline	Updated and Replaced by WLP Policy 32 within Salisbury Area Strategy. Policy retained. New development is restricted to a height that does not exceed 12.2 m (40ft) above ground-level, although decorative features may exceed that, where appropriate, with no increase in floorspace.
Core Policy 23: Spatial Strategy for the Southern Wiltshire Community Area	Updated and Replaced by WLP supporting text within Salisbury Rural Area Strategy.
Core Policy 24: New Forest National Park	Deleted.

	Policy deleted, but reference to multi-authority partnership work on protection of New Forest protected sites retained in Chapter 5 of the Plan.
Core Policy 25: Old Sarum Airfield	Deleted.
Core Policy 26: Spatial Strategy for the Tidworth Community Area	Updated and Replaced by WLP Policies (39 and 40) within Salisbury Area Strategy.
Core Policy 27: Spatial Strategy for the Tisbury Community Area	Deleted. No strategic requirements to plan for new development in the Tisbury area.
Core Policy 28: Trowbridge Central Areas of Opportunity	Updated and Replaced by WLP Policy 56 within Trowbridge Area Strategy. Being reviewed and updated to reflect the up-to-date position of areas identified previously and builds on this by allocating one site - Innox Mills for a residential led development - as part of the wider town centre. Protecting, improving and extending the local green infrastructure network and regenerating and repurposing the central area by focusing leisure and retail developments in order to safeguard the integrity of the town centre as a destination of choice.
Core Policy 29: Spatial Strategy for the Trowbridge Community Area	Updated and Replaced by WLP Policies (52 to 56) within Trowbridge Area Strategy.
Core Policy 30: Trowbridge Low-Carbon, Renewable Energy Network	Deleted. This policy will be superseded by the overarching core policy for climate change.
Core Policy 31: Spatial Strategy for the Warminster Community Area	Updated and Replaced by WLP Policies (58 and 59) within Trowbridge Area Strategy.
Core Policy 32: Spatial Strategy for the Westbury Community Area	Updated and Replaced by WLP Policies (60 to 63) within Trowbridge Area Strategy.
Core Policy 33: Spatial Strategy for the Wilton Community Area	Updated and Replaced by WLP Policy 41 within Salisbury Rural Area Strategy.
Core Policy 34: Additional Employment Land	Updated and Replaced by WLP Policy 64 Additional Employment Land. The policy supports the delivery of opportunities for the provision of employment land that may come forward in the Principal Settlements, Market Towns and Local Service Centres of Wiltshire, in addition to the employment land which is allocated in the Core Strategy. The policy also includes an element of flexibility to allow new employment opportunities to come forward outside but adjacent to the Principal Settlements, Market Towns and Local Service Centres, and support the rural way of life through the promotion of modern agricultural practices or appropriate diversification of the rural economy. The broad policy objective continues to align with the NPPF; however, the policy does need to be updated to respond to national legislative updates, in particular the Town and Country Planning (Use Classes) (Amendment) regulations 2020, and to improve its clarity.

Core Policy 35: Existing Employment Land	<p>Updated and Replaced by WLP Policy 65 Existing Employment Land.</p> <p>The policy supports the retention, renewal and/ or intensification of Principal Employment Areas for employment purposes within use classes B1, B2 and B8.</p> <p>The broad policy objective continues to align with the NPPF; however, the policy does need to be updated to respond to national legislatives updates, in particular the Town and Country Planning (Use Classes) (Amendment) regulations 2020, and to improve its clarity.</p>
Core Policy 36: Economic Regeneration	<p>Deleted.</p> <p>The policy supports the regeneration of brownfield sites in Principal Settlements, Market Towns and Local Service Centres and aims to maximise the re-use of previously developed land.</p> <p>The policy objective is adequately covered by the NPPF and other WLP policies, in particular the settlement and delivery strategies, and town centre and retail policies.</p>
Core Policy 37: Military Establishments	<p>Updated and Replaced by WLP Policy 66 Military Establishments.</p> <p>The policy seeks to manage new developments at military (Ministry of Defence) sites.</p> <p>The policy objectives continue to be sound, however, the policy is to be updated to strengthen its wording to provide further clarity and to improve its effectiveness during the implementation stage.</p>
Core Policy 38: Retail and Leisure	<p>Retained - WLP Policy 67 Sequential Test and Retail Impact Assessment.</p> <p>The policy requires a Sequential Test and Retail Impact Assessment to be applied to new retail and leisure developments outside town centres (more than 200sqm gross floorspace).</p> <p>The policy remains in conformity with the NPPF and the locally set threshold of 200sqm for a Retail Impact Assessment remains appropriate for Wiltshire.</p>
Core Policy 39: Tourist Development	<p>Replaced by WLP Policy 69 Tourism and Related Development.</p> <p>The policy provides support for tourist attractions/developments subject to locational criteria being met and a sequential test where relevant.</p> <p>The separate provisions for 'tourist attractions' (in Core Policy 39) and 'visitor accommodation' (in Core Policy 40) are to be unified within a comprehensive 'visitor economy' policy in order to provide broader support for the development of a wide range of different types of hotels and visitor accommodation business across Wiltshire, especially in rural locations.</p>
Core Policy 40: Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities	<p>Replaced by WLP Policy 69 Tourism and Related Development.</p>

	<p>The policy provides support for new hotels, bed and breakfasts, guesthouses, or conference facilities subject to a set criterion being met. The policy also seeks to restrict the loss of existing bed spaces provided in hotels or public houses or conference facilities.</p> <p>The separate provisions for ‘tourist attractions’ (in Core Policy 39) and ‘visitor accommodation’ (in Core Policy 40) are to be unified within a comprehensive ‘visitor economy’ policy in order to provide broader support for the development of a wide range of different types of hotels and visitor accommodation business across Wiltshire, especially in rural locations.</p>
Core Policy 41: Sustainable Construction and Low Carbon Energy	<p>Updated and Replaced by WLP Policy 85 Sustainable Construction and Low Carbon Energy.</p> <p>The policy identifies how sustainable construction and low-carbon energy will be integral to all new development in Wiltshire.</p> <p>The objectives of the policy remain relevant; however, it is to be updated to reflect the changes in national policy that have come about since the Core Strategy was adopted. It also needs to better reflect both national and local aims of reaching Carbon zero.</p>
Core Policy 42: Standalone Renewable Energy Installations	<p>Updated and Replaced by WLP Policy 86 Renewable Energy.</p> <p>The policy identifies how standalone renewable energy installations, of all types, will be encouraged and supported.</p> <p>The objectives of the policy remain relevant; however, it is to be updated to provide further detail and the requirement to consider the cumulative impact of renewable energy developments.</p>
Core Policy 43: Providing Affordable Homes	<p>Updated and Replaced by WLP Policy 76 Providing Affordable Homes.</p> <p>The policy outlines the amount and type of affordable housing that should be delivered as part of housing development proposals.</p> <p>The objectives of the policy remain relevant; however, it is to be updated to reflect changes in national policy and new evidence set out in the Local Housing Needs Assessment. The LHNA identified a high level of affordable housing need. Proposed policy requirement is 40%, which will replace the current two-tier requirement of 30% or 40%.</p>
Core Policy 44: Rural Exceptions Sites	<p>Updated and Replaced by WLP Policy 77 Rural Exceptions Sites. The policy allows for the allocation of, or granting of planning permission for, small sites comprising affordable housing only as an exception to normal policies.</p> <p>The policy is being updated to reflect changes in national policy and consultation feedback.</p>

Core Policy 45: Meeting Wiltshire's Housing Needs	<p>Updated and Replaced by WLP Policy 78 Meeting Wiltshire's Housing Needs.</p> <p>The policy provides the basis for considering dwelling type, density and mix of housing to be built. The objectives of the policy remain relevant; however, it is to be updated to reflect changes in national policy and new evidence set out in the Local Housing Needs Assessment and other work. It is proposed to include a requirement for all housing to be built to M4(2) accessibility standard and 7% of housing to be built to M4(3) Wheelchair accessible standard. A requirement to meet Nationally Designed Space Standards is also proposed.</p>
Core Policy 46: Meeting the Needs of Wiltshire's Vulnerable and Older People	<p>Updated and Replaced by WLP Policy 78 Meeting the Needs of Wiltshire's Housing Needs.</p> <p>The policy seeks to address the issue of an ageing population, which is particularly important in Wiltshire, by ensuring that there is adequate provision of specialist accommodation, such as extra-care housing.</p> <p>The objectives of the policy remain relevant; however, it is to be updated and to reflect changes in national policy and new evidence set out in the Local Housing Needs Assessment and other evidence including the Wiltshire Independent Living Strategy.</p>
Core Policy 47: Meeting the Needs of Gypsies and Travellers	<p>Policy is being considered through the separate Gypsies and Travellers Development Plan Document as set out in the Council's Local Development Scheme.</p>
Core Policy 48: Supporting Rural Life	<p>Updated and Replaced by WLP Policy 82 Housing in the Countryside.</p> <p>The policy is an exceptions policy that explains the approach to support development in the rural areas outside of the defined settlements boundaries.</p> <p>The policy is updated and reframed as a housing exceptions policy, rather than a general rural policy. Housing elements of the policy are updated considering changes to the NPPF, the GPDO and to improve legibility.</p> <p>Elements of the policy which relate to community facilities are moved to a new WLP Policy 81 Community Facilities.</p>
Core Policy 49: Protection of rural services and community facilities	<p>Updated and Replaced by WLP Policy 81 Community Facilities.</p> <p>The policy seeks to protect rural services and community facilities from changes of use in order to preserve their ongoing role supporting rural communities.</p>

	<p>The policy text is updated to improve its clarity to aid its implementation; and is expanded to incorporate elements of the former WCS Core Policy 48 that related to community facilities.</p>
Core Policy 50: Biodiversity and Geodiversity	<p>Updated and Replaced by WLP Policy 88 Biodiversity and Geodiversity and by WLP Policy 89 Biodiversity Net Gain.</p> <p>Existing WCS Core Policy 50 seeks to ensure that development proposals protect features of nature conservation and geological value, incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats, avoid direct and indirect impacts upon local sites, and seek opportunities to enhance biodiversity.</p> <p>This policy is to be updated considering the changes introduced through the Environment Act, namely the need to deliver Biodiversity Net Gain whilst strengthening adherence to the mitigation hierarchy of avoid, mitigate, and then compensate. This may result in two new policies to replace the one lost, separating out a policy on ecological enhancement/Biodiversity Net Gain whilst also striving to deliver wildlife friendly measures within the built environment.</p>
Core Policy 51: Landscape	<p>Updated and Replaced by WLP Policy 91 Conserve and Enhancing Wiltshire's Landscape.</p> <p>Existing WCS Core Policy 51 specifies that development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures.</p> <p>The policy is being revised to reflect the emerging Landscape Strategy and revised Landscape Character Assessments. The revised Landscape Character Assessments provide an up to date understanding of the key landscape characteristics and features that contribute to local distinctiveness and sense of place in Wiltshire. The Wiltshire Landscape Strategy will develop landscape strategies and guidelines to inform decision making within each landscape character area. It is anticipated the revised landscape character areas, supplemented by the guidelines within the Landscape Strategy will also replace the existing Special Landscape Areas and associated policies.</p>
Core Policy 52: Green Infrastructure	<p>Updated and Replaced by WLP Policy 93 Green and Blue Infrastructure.</p> <p>Existing WCS Core Policy 52 supports the delivery of green infrastructure projects and initiatives and seeks to ensure the retention and enhancement of Wiltshire's</p>

	<p>green infrastructure network as part of development proposals. Existing policy also ensures development makes provision for open space.</p> <p>This policy is being tweaked to reflect the adoption of the GBI strategy, the emerging GBI settlement frameworks and to optimise the delivery of GBI. A separate policy is being prepared that will deal with open space standards.</p>
Core Policy 53: Wiltshire's Canals	<p>Updated and Replaced by WLP Policy 94 Wiltshire's Canals and the Boating Community.</p> <p>Existing WCS Core Policy 53 policy supports the restoration and improvement of the historic canal network in Wiltshire, which provides considerable opportunities to enhance green infrastructure in the area.</p> <p>Policy changes are primarily aimed at refining the policy to ensure the intentions of previously 'saved' district local plan policies are incorporated into the policy whilst also incorporating relevant parts of Core Policy 16 (Melksham Link) which is to be deleted. The policy also seeks to address the needs of Wiltshire's Boating Community.</p>
Core Policy 54: Cotswold Water Park	<p>Deleted.</p> <p>The policy serves no strategic purpose. As the Cotswold Water Park area is now protected as a SSSI, development proposals for leisure and recreation will be addressed through other policies of the Plan.</p>
Core Policy 55: Air Quality	<p>Retained - WLP Policy 101 Air Quality.</p> <p>The policy requires development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity because of its size, nature or location has the potential to exacerbate known areas of poor air quality, to overcome this barrier to development by demonstrating the measures they will take to help mitigate these impacts.</p> <p>The policy remains in conformity with the NPPF and it is to be retained albeit the supporting text is to be updated to refer to key legislative updates.</p>
Core Policy 56: Contaminated Land	<p>Retained - WLP Policy 97 Contaminated Land.</p> <p>The policy requires development proposals which are likely to be on or adjacent to land which may have been subject to contamination to demonstrate that measures can be taken to effectively mitigate the impacts of land contamination on public health, environmental quality, the built environment and amenity. The policy remains in conformity with the NPPF and it is to be retained.</p>

<p>Core Policy 57: Ensuring High Quality Design and Place Shaping</p>	<p>Updated and Replaced by WLP Policy 98 Ensuring High Quality Design and Place Shaping.</p> <p>The policy seeks to secure a high standard of design in all new developments.</p> <p>The policy is updated to respond to all new provisions within the NPPF, to improve its clarity and understanding, and to take account of some provisions within the saved policies of the District Plan to enable them to be deleted.</p> <p>The emerging Wiltshire Design Guide, a Supplementary Planning Document, will also expand on the requirements of Core Policy 57 by including supplementary and locally relevant background and instruction.</p>
<p>Core Policy 58: Ensuring the Conservation of the Historic Environment</p>	<p>Updated and Replaced by WLP Policy 98 Ensuring High Quality Design and Place Shaping and WLP Policy 99 Ensuring the Conservation of the Historic Environment.</p> <p>The policy aims to ensure Wiltshire’s heritage is protected, conserved and where possible enhanced to ensure the important contribution it makes to Wiltshire’s environment and quality of life is maintained.</p> <p>The broad policy objective aligns with the NPPF which requires Plans to set out a positive strategy for the conservation and enjoyment of the historic environment. However, the policy is to strengthen to provide support for the reuse of historic buildings and encouragement for the integration of the historic environment in new development and regeneration projects.</p>
<p>Core Policy 59: The Stonehenge, Avebury and Associated Sites World Heritage Site and its Setting</p>	<p>Updated and Replaced by WLP Policy 100 The Stonehenge, Avebury and Associated Sites World Heritage Site and its Setting.</p> <p>The policy provides for the protection and preservation of the World Heritage Site (WHS) of Stonehenge and Avebury (and associated features). The policy is linked Core Policy 6 which refers to the objective of Core Policy 59 but outlines the criteria for considering new visitor facilities near Stonehenge.</p> <p>The provisions of the policy, along with Core Policy 6 and saved District Plan policies are to be unified within a single comprehensive WHS policy. The policy wording is also updated to refer to the role of the WHS Management Plan and to set out the NPPF requirement for the provision of a Statement of Heritage Significance in support of development proposals within or related to the WHS</p>
<p>Core Policy 60: Sustainable Transport</p>	<p>Updated and Replaced by WLP Policy 70 Sustainable Transport.</p>

	<p>The policy combines and updates the provisions of Core Policy 60 Sustainable Transport and Core Policy 63 Transport Strategies. It seeks to develop, maintain and improve a sustainable transport system for Wiltshire.</p> <p>The policy is updated to recognise the increased importance of the carbon agenda, as set out, for example, in the DfT's Transport Decarbonisation Plan and Wiltshire Council's Climate Strategy, by specifying there is a need to limit the need to travel to reduce transport carbon emissions.</p>
Core Policy 61: Transport and Development	<p>Updated and Replaced by WLP Policy 71 Transport and New Development.</p> <p>The policy seeks to ensure that new development is located and designed to reduce the need to travel particularly by private car and encourages the use of sustainable transport alternative.</p> <p>The policy is updated to reflect the rural nature of the Wiltshire Council area, to update the movement hierarchy to reflect all the relevant transport modes including those outlined in the DfT's Future of Mobility document, and to outline the requirement for electric vehicle infrastructure in new developments.</p>
Core Policy 62: Development Impacts on the Transport network	<p>Updated and Replaced by WLP Policy 72 Development Impacts on the Primary and Major Road Networks.</p> <p>The policy seeks to prevent new development being accessed directly from the national primary route network.</p> <p>The policy is updated to refer to the Major Road Network and to move the requirement for new development to provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages to the Transport and New Development policy.</p>
Core Policy 63: Transport Strategies	<p>Deleted.</p> <p>Since 2015, transport strategies for Chippenham, Salisbury and Trowbridge have been developed as part of the Core Strategy process. In addition, strategies have also been published for Devizes and Calne. It is considered that the policy requirement for transport strategies to support growth areas can readily be incorporated into Core Policy 60; it is therefore no longer deemed wholly necessary to have this as a separate policy.</p>
Core Policy 64: Demand Management	<p>Updated and Replaced by WLP Policy 73 Transport: Demand Management.</p>

	<p>The policy seeks to promote the use of demand management measures where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives.</p> <p>The policy is simplified (to reflect the fact that the details on implementing the policy are contained in the Local Transport Plan) and amended to reflect the increased emphasis on active travel modes (as set out, for example, in the Transport Decarbonisation Plan and Gear Change).</p>
Core Policy 65: Movement of Goods	<p>Updated and Replaced by WLP Policy 74 Movement of Goods.</p> <p>The policy outlines that the council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks.</p> <p>The policy is updated to set out that the preferred location for development that is likely to generate significant freight movements, should be on the outskirts of major towns, with good access to the Strategic Transport Network, where access to the rail network is not feasible. Cycle deliveries/last mile deliveries are also included within the policy along with the need to consider lorry parking, to be in line with national policies.</p>
Core Policy 66: Strategic Transport Network	<p>Updated and Replaced by WLP Policy 75 Strategic Transport Network.</p> <p>The policy outlines that work will be undertaken in conjunction with the Highways Agency, Network Rail, transport operators, neighbouring authorities and other agencies, that will seek to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.</p> <p>The policy is updated to reflect the Western Gateway Sub-national Transport Body's identified strategic corridors and to support development growth in Salisbury, it is considered that the A36 corridor needs to be specifically referenced in the policy. In addition, appropriate text has been added to the supporting text in acknowledgement that elements of the strategic transport network along the A350 and A36 corridors are not managed by the Council (acting in its highway and passenger transport roles).</p>
Core Policy 67: Flood Risk	<p>Updated and Replaced by WLP Policy 95 Flood Risk.</p> <p>The policy requires development proposals in Flood Zones 2 and 3 to be supported by evidence of a sequential test to site selection in line with the requirements of national policy and established best practice. The policy also requires a sustainable approach to surface water drainage.</p>

	<p>The policy is updated to clarify that a sequential approach to flood risk management, with the aim of locating development on land with the lowest risk of flooding, will be followed and that the impact of a development proposal on ALL sources of flood risk will need to be considered.</p> <p>All major development should achieve a 20% betterment on greenfield runoff rates whereby runoff is managed as close to the source as possible in line with the surface water discharge hierarchy and align the policy with the Green & Blue Infrastructure Strategy and the council's Climate Change Adaption Plan to incorporate multi-beneficial approaches.</p>
Core Policy 68: Water Resources	<p>Updated and Replaced by WLP Policy 96 Water Resources.</p> <p>The policy seeks to ensure that new development does not prejudice the delivery of the actions and targets of the relevant River Basin or Catchment Management Plan and must assess the risk to groundwater resources and groundwater quality if within a Source Protection Zones, Safeguard Zone, or Water Protection Zone. The policy also requires non-residential development to incorporate water efficiency measures.</p> <p>The policy is updated to ensure that new development is supported by adequate foul drainage, sewerage and sewage treatment facilities and to resist new development within safeguarded areas or buffer zones around Sewerage Treatment Works.</p> <p>A new water efficiency standard of 85 litres per person per day (relating to residential development) has been inserted to address Wiltshire's "Water-Stressed" designation.</p> <p>The supporting text has been amended in relation to water efficiency and requires developers to think innovatively in this regard, using a combination of features and fittings and encouraging early discussion with the council.</p>
Core Policy 69: Protection of the River Avon SAC	<p>Deleted.</p> <p>Protection of the River Avon SAC can be achieved through Policy 88.</p>

Table C: Proposed New (Development Management) Wiltshire Local Plan Policies

New Wiltshire Local Plan Policies	
New Wiltshire Local Plan Policies	Reason
Policy 4: Addressing Climate Change	This new policy provides an overarching strategic approach to helping tackle the effects of climate change in accordance with primary legislation and national planning policy.

Policy 68: Managing Town Centres	This new policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.
Policy 79: First Homes Exceptions Sites	This new policy is required to set out Wiltshire Council's approach to the implementation of the Government's First Homes policy, in particular the criteria to assess First Homes Exception Sites.
Policy 80: Self and Custom Build Housing	This new policy seeks to address legislative and national planning policy requirements to meet the needs of people seeking to build Self and Custom Build housing.
Policy 81: Community Facilities	This new policy serves to limit the circumstances where viable and valued community facilities can be lost to redevelopment of alternative (non-community) uses; and to provide a framework against which proposals for new community facilities can be assessed.
Policy 82: Housing in the Countryside	This new policy sets out a clear framework setting out the limited circumstances whereby policy support may be offered to proposals for development of housing in the open countryside, which are not otherwise appropriate to be considered under one of the rural exceptions policies.
Policy 83: Health and Wellbeing	<p>The importance of health and wellbeing has risen in recent years, due in part to its relationship with land use planning becoming better understood and the impact of the COVID-19 pandemic. This new policy requires for major developments, a Health Impact Assessment (HIA) to be submitted alongside any planning application to demonstrate that the potential impacts on health have been considered at the planning application stage.</p> <p>It also encourages new residential developments to either have or be accessible to green infrastructure, including community gardens and/or allotments.</p>
Policy 84: Open Space and Play Facilities	National planning policy emphasises the importance of providing access to good quality open spaces. This includes opportunities for sport and recreation and protecting public rights of way to promoting the health and well-being of communities and facilitating social interaction and inclusion. The importance of open space has also been elevated given our experiences of lockdown during the Covid 19 pandemic. This new Open Space policy places a requirement on all development to protect and improve the quantity, quality, and accessibility of and to open space. It specifies what must be included within the open space assessment that must be submitted alongside a planning application. The policy is supported by the Wiltshire Open Space Assessment, which identifies a

	single set of open space provision standards across Wiltshire. This replaces the four different sets of standards covering the former district council areas.
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Table D: Kennet District Local Plan Policies

Kennet District Local Plan - Saved Policies	
Policy Reference/Name	Policy Review Outcome (delete / save / update / replace) and Wiltshire Local Plan Position
HC2 Housing allocations	Deleted. The original policy allocated ten sites to meet the strategic housing requirements of the district. The policy as saved (to sit alongside the policies of the WCS) includes three allocations which are the subject of policies HC16, HC18 and HC19 (see below). The WLP Area Strategies provide up-to-date details of the strategic housing requirement up until 2038 including new land allocations.
HC16 Garden Centre, Granby Gardens, Ludgershall	Deleted. The saved policy allocates 5.5ha of land for approximately 130 dwellings. Planning permission has been secured for the site and the development built out.
HC18 Broomcroft Road/ Avonside area, Pewsey	Deleted. The saved policy allocates 1.2ha of land for approximately 30 dwellings. Planning permission has been secured for the site and the development built out.
HC19 North East Quadrant, Tidworth	Deleted. The saved policy allocates land for approximately 150 dwellings. Planning permission has been secured for the site with Phase 1 completed and Phase 2 well under construction / substantially completed.
HC25 Replacement of existing dwellings	Deleted. The saved policy provides support for replacement dwellings in the countryside subject to appropriate siting and scale. The policy is similar to WWDP policy H20 and SDLP policy H30. The Spatial Strategy sets out in principle support for development within settlement boundaries, and a new Policy 82 Housing in the Countryside sets out the circumstances where policy support is given for replacement dwellings in the countryside. Other policies relating to securing high quality design and protecting and enhancing the character of the historic and natural environment provide a basis for assessing the detail of such proposals.
HC34 Recreation provision on large housing sites	Deleted and Replaced by a new policy: Policy 84 Open Spaces and Play Facilities. The policy requires, and outlines the standards for, recreation provision on large housing sites.

	The Local Plan has an up-to-date Wiltshire wide strategic Open Space policy, using up-to-date Wiltshire-wide standards / open space audit standards, that will set out the requirement for developer contributions and recommended thresholds for on-site provision.
HC35 Recreation provision on small housing sites	Deleted and Replaced by a new policy: Policy 84 Open Spaces and Play Facilities. The policy requires, and outlines the standards for, recreation provision on small housing sites. The Local Plan will have an up-to-date Wiltshire wide strategic Open Space policy, using up-to-date Wiltshire-wide standards / open space audit standards, that will set out the requirement for developer contributions and recommended thresholds for on-site provision.
HC37 Demand for Education	Deleted and Replaced by a revised policy: WLP Policy 5 Securing Infrastructure Provision from New Development. The policy requires a contribution towards improvement of the existing school infrastructure from residential developments of 25 or more dwellings or 1 hectare of land. The saved policy responded to localised issues and was therefore not replaced by Core Policy 3 'Infrastructure Requirements' of the WCS. However, an update to Core Policy 3 and settlement strategies to address contributions and local issues, respectively, would carry forward the objectives of this policy. The Infrastructure Delivery Plan and where relevant, updated Supplementary Planning Documents, including those relating to planning obligations would be able to support the delivery of this approach.
ED3 Nursteed Road, Devizes	Deleted. The saved policy allocates approximately 1.5ha of land for employment uses north of Nursteed Road, Devizes. The site benefits from planning permission to change its use from an agricultural field to a car and lorry park and lorry crane testing area. As of February 2022, this has been implemented, if not fully delivered.
ED5 Marlborough Road, Pewsey	Deleted and Replaced by a revised policy: WLP Policy 44 Marlborough Market Town The saved policy allocates approximately 1.66ha of land for employment purposes to the south of Marlborough Road, Pewsey. The Employment Land Review Update recommends the site continue to be allocated for employment purposes.
ED18 Prime shopping areas	Deleted and Replaced by a new policy: Policy 68 Managing Town Centres.

	<p>The saved policy seeks to manage uses within the Prime Shopping Areas defined for Devizes and Marlborough to ensure they function primarily as retailing areas.</p> <p>This policy is replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map.</p>
ED19 Devizes and Marlborough Town Centres	<p>Deleted and Replaced by a new policy: Policy 68 Managing Town Centres.</p> <p>The saved policy seeks to manage uses within the defined Town Centres for Devizes and Marlborough to protect and enhance their viability and vitality.</p> <p>The policy is area specific and is replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map.</p>
ED20 Retail Development in Devizes Town Centre	<p>Deleted and Replaced by a new policy: Policy 68 Managing Town Centres.</p> <p>The saved policy seeks to manage new retail uses within the defined Town Centre for Devizes and provides support to improve the type and range of retail opportunities within the town.</p> <p>The policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map.</p>
ED21 The North gate, The Wharf and Devizes Hospital	<p>Deleted and Replaced by a new policy: Policy 14 Devizes Market Town</p> <p>The saved policy relates to three distinct but related development areas (The North Gate, The Wharf and Devizes Hospital) within Devizes Town Centre and promotes a mix used development to secure a cohesive extension to the facilities and opportunities in the Town Centre. The Devizes Hospital element of the policy has been delivered.</p>
ED22 Lower Wharf, Devizes	<p>Deleted and Replaced by a new policy: Policy 14 Devizes Market Town</p> <p>The policy relates to the area known as Lower Wharf within Devizes Town Centre and promotes new tourism and leisure opportunities presented by its location.</p>
ED24 New development in service centres	<p>Deleted and Replaced by a new policy: Policy 68 Managing Town Centres.</p>

	<p>The policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map.</p>
AT24 Riverside walks in Marlborough and Pewsey	<p>Deleted. The policy outlines that the former District Council proposed the establishment of a riverside walk in Marlborough and Pewsey. The policy is area specific, and its objective is covered by the Local Plan's Green and Blue Infrastructure Policy 93 which makes provision for the retention and enhancement of the Green and Blue Infrastructure network, this includes green corridors (rivers and canals including their banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way).</p>
AT25 A342 –A3026 Western Link Road	<p>Deleted. The policy protects a line for the construction of a road to link the A342 and the A3026 to the west of Ludgershall. The link road has not been delivered and a series of vehicle weight limits have been implemented in and around Ludgershall and Tidworth to mitigate against the traffic issue which has significantly reduced the need for the link road.</p>
HH10 Areas of minimum change	<p>Deleted. The policy outlines that within 'Areas of Minimum Change' planning permission will not be granted for development which would materially damage the character of the area. The Local Plan design, landscape and historic environment policies are sufficient to guide or prevent inappropriate development throughout the Wiltshire area.</p>
TR2 Facilities for boat users on the Kennet and Avon Canal	<p>Deleted and Replaced by updated Policy 94 Wiltshire's Canals and Boating Community. The policy seeks to restrict facilities for boat user to the redevelopment, improvement or modest extension of existing canal-side infrastructure at identified locations. The policy relates to the Kennet and Avon Canal only, but its intention is to be incorporated into the updated Wiltshire-wide strategic Wiltshire's Canals policy.</p>
TR6 Tourist facilities in the Avebury World Heritage Site	<p>Deleted and Replaced by updated Policy 100 The Stonehenge, Avebury and Associated Sites World Heritage Site. The policy outlines the criteria that new proposals for new tourist facilities in the World Heritage Site will need to meet. The policy relates to the Avebury World Heritage Site only, but its broad objective is to be incorporated into the updated Wiltshire-wide strategic Stonehenge, Avebury and Associated Sites World Heritage Site policy.</p>

<p>TR7 Facilities for visitors to Avebury</p>	<p>Deleted and Replaced by updated Policy 100 The Stonehenge, Avebury and Associated Sites World Heritage Site. The policy outlines the criteria that new proposals for new facilities for visitors in the World Heritage Site will need to meet. The policy relates to the Avebury World Heritage Site only, but its broad objective is to be incorporated into the updated Wiltshire-wide strategic Stonehenge, Avebury and Associated Sites World Heritage Site policy.</p>
<p>TR8 Visitor accommodation in the Avebury World Heritage Site</p>	<p>Deleted and Replaced by an updated Policy 100 The Stonehenge, Avebury and Associated Sites World Heritage Site. The policy outlines the criteria that new proposals, for new visitor accommodation, via a change of use or conversion of existing buildings, in the World Heritage Site will need to meet. The policy relates to the Avebury World Heritage Site only, but its broad objective is to be incorporated into the updated Wiltshire-wide Policy100 - Stonehenge, Avebury and Associated Sites World Heritage Site.</p>
<p>TR9 Car parking in Avebury World Heritage Site</p>	<p>Deleted and Replaced by an updated Policy 100 The Stonehenge, Avebury and Associated Sites World Heritage Site. The policy outlines the criteria that new proposals for new car parking facilities in the World Heritage Site will need to meet. The policy relates to the Avebury World Heritage Site only, but its broad objective is to be incorporated into the updated Wiltshire-wide strategic Stonehenge, Avebury and Associated Sites World Heritage Site policy.</p>
<p>TR17 Existing Outdoor Sport & Recreation Facilities</p>	<p>Deleted and Replaced by a new policy: Policy 84 Open Spaces and Play Facilities. The policy seeks to guard against the loss of existing outdoor sport and recreation facilities and outlines certain exceptions where the loss of a site may be justified. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
<p>TR20 Protection of allotments</p>	<p>Deleted. The policy seeks to guard against the loss of allotments unless alternative sites of equal quality are made available. The policy relates to the area of the former District Plan only however the merits of any proposal for the loss of, or new, allotments can adequately be assessed under existing Wiltshire-wide policies in relation to green infrastructure and open space.</p>

Table E: North Wiltshire Local Plan Policies

North Wiltshire Local Plan – Saved Policies	
Policy Reference/Name	Policy Review Outcome (delete / save / update / replace) and Wiltshire Local Plan Position
NE12 Woodland	<p>Deleted and Replaced by a new Policy 90 Woodlands, Hedgerows, and Trees.</p> <p>The policy provides support for the creation, conservation, enhancement and positive management of woodlands. The policy also outlines that the retention of the visual amenity and nature conservation value will be sought in four particular areas.</p> <p>Whilst Local Plan policies in relation to conserving and enhancing biodiversity, landscape and, green and blue infrastructure provide some basis for assessing proposals for the management of woodlands or development affecting them, it is envisaged that a new woodland, hedgerow, and tree policy will provide further guidance for decision making with regards the retention, enhancement, and management of these assets. This new policy will also encompass topics such as tree planting targets of Wiltshire Council’s Climate Strategy and Woodland, Hedgerow, and Tree Strategy, street tree planting alongside sustainable management of on site planting.</p>
NE14 Trees and the control of new development	<p>Deleted.</p> <p>The policy seeks to prevent proposals that would result, or be likely to result, in the loss of trees, hedges, lakes/ponds or other important landscape or ecological features that could be successfully and appropriately incorporated into the design of a development.</p> <p>Whilst Local Plan policies in relation to conserving and enhancing biodiversity, landscape and, green and blue infrastructure provide some basis for assessing proposals for the protection of trees/hedges/lakes etc. or development affecting them, it is envisaged that a new woodland, hedgerow, and tree policy will provide further guidance for decision making with regards the retention, enhancement, and management of these assets. This new policy will also encompass topics such as tree planting targets of Wiltshire Council’s Climate Strategy and Woodland, Hedgerow, and Tree Strategy, street tree planting alongside sustainable management of on-site planting.</p>
NE18 Noise and pollution	<p>Deleted.</p> <p>The policy specifies that development will only be permitted where it would not generate, or itself be subject to, harm upon public health or cause pollution to the environment by the emission of excessive noise, light intrusion, smoke, fumes, other forms of air pollution, heat, radiation, effluent or vibration. The</p>

	Local Plan policies in relation to securing good design and protecting public health and safety adequately cover the objective of the policy.
T5 Safeguarding	<p>Deleted and Replaced by an updated Policy 75 Strategic Transport Network. The policy seeks to ensure new development does not adversely impact existing public rights of way and cycle and pedestrian routes. The policy also safeguards land for transport proposals.</p> <p>The transport proposals identified within the policy have either been delivered or are no longer deemed necessary or deliverable with the exception of the following listed, which will be carried forward within the existing core policies: -</p> <ul style="list-style-type: none"> • Corsham Railway Station (to be included in updated Core Policy 66) • RWB Railway Station (to be included in updated Core Policy 66) • Thames & Severn Canal ((to be included in updated Core Policy 53) • Wilts and Berks Canal (to be included in updated Core Policy 53) <p>Policy T5 to be deleted but the transport proposals identified, and associated land safeguarded be incorporated into the updated policies as detailed above.</p>
H2 Allocated residential sites	<p>Deleted.</p> <p>The original policy allocated twenty-two sites to meet the strategic housing requirements of the District. The policy as saved (to sit alongside the policies of the WCS) includes ten allocations:</p> <ul style="list-style-type: none"> • Quemerford House and Land, Calne: partly developed • Lower Quemerford Mill, Calne: partly developed • Works, Cocklebury Road, Chippenham: partly developed • Foundary Lane, Chippenham: outline planning permission secured • Land at Preston Lane, Lyneham: development built out • AB Carter Haulage Contractors, 14 Happy Land, Ashton Keynes: full planning permission secured • Brook Farm, Great Somerford: development built out • Chicken Factory, Sutton Benger: development built out • Rugby Club, Stoneover Lane, Wootton Bassett Station Road, Calne: development built out • Station Road, Calne: development built out

	<p>Policy H2 to be deleted. The WLP Area Strategies provide up-to-date details of the strategic housing requirement up until 2038 including new land allocations.</p>
H4 Residential development in the open countryside	<p>Deleted and Replaced by a new Policy 82 Housing in the Countryside.</p> <p>The policy prohibits new dwellings in the countryside unless 'i' they are in connection with the essential needs of a rural based enterprise, and 'ii' a replacement dwelling. The merits of any proposal for the provision of new residential development in the open countryside can be assessed against the new Housing in the Countryside policy, supported by national planning policy (NPPF para 80). Other policies relating to securing high quality design and protecting and enhancing the character of the historic and natural environment provide a basis for assessing the detail of such proposals.</p>
BD1 Employment land	<p>Deleted and Replaced by an updated Policy 64 Additional Employment Land</p> <p>The saved policy allocates approximately 22ha of land for business development over 5 sites as part of the District Plan:-</p> <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) • Brickworks, Purton (3.1 ha) • 1.0ha remaining Templars Way, Wootton Bassett (3.44 ha) <p>The sites now benefit from planning permissions for a variety of developments, and some have been developed in part. The only site to have been fully developed is Brickworks, Purton site and the Employment Land Review Update recommends that all other sites continue to be allocated for employment purposes.</p>
R1 Town centre primary frontage areas	<p>Deleted and Replaced by Policy 67 Managing Town Centres.</p> <p>The saved policy seeks to manage uses within the defined Town Centre Primary Frontage Areas of Chippenham, Calne, Wootton Bassett, Corsham, Malmesbury and Cricklade to protect and enhance their viability and vitality.</p> <p>The saved policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map.</p>

R2 Town centre secondary frontage areas	<p>Deleted and Replaced by Policy 68 Managing Town Centres.</p> <p>The policy seeks to manage uses within the defined Town Centre Secondary Frontages of Chippenham, Calne, Wootton Bassett, Corsham, Malmesbury and Cricklade to protect and enhance their viability and vitality.</p> <p>The saved policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map. Secondary frontages are no longer defined.</p>
R7 Upper floors in town centres	<p>Deleted and Replaced by Policy 68 Managing Town Centres. The policy seeks to manage the use of upper floors within town and local shopping centres. The saved policy is area specific and is to be replaced by the Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.</p>
CF1 Local community and education facilities	<p>Deleted.</p> <p>The former District Plan policy was partly saved. The policy provided support for the provision of local community and education facilities, however the only element saved was the safeguarding of land for community and education facilities at:-</p> <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) <p>There are no current proposals to utilise the allocated/safeguarded land for the provision of the specified uses, and there is no ongoing evidence to support the ongoing safeguarded status of the land.</p>
CF2 Leisure facilities and open space	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy provides support for new leisure facilities and open space and outlines a criterion to assess proposals for the redevelopment, replacement or improvement of existing leisure facilities or open spaces.</p> <p>The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
CF3 Provisions of open space	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p>

	<p>The policy requires and outlines the standards for the provision of open space that new housing development need to provide on-site.</p> <p>The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
TM3 Swindon and Cricklade Railway Line	<p>Deleted.</p> <p>The policy outlines that it is proposed to restore, for leisure purposes, the route of the former railway line from Tadpole Lane, Swindon to Cricklade, subject to not causing demonstrable harm to any areas of nature conservation interest along its route. The policy is too area specific to be included as a new Wiltshire-wide policy, but its objective will be incorporated into the relevant Area Strategy.</p>
TM4 The Thames Path National Trail	<p>Deleted.</p> <p>The policy outlines that in connection with the establishment and enhancement of the proposed Thames long distance path, development will not be permitted where proposals are likely to result in a significant adverse effect on the amenities and open landscape along the river and footpath route.</p> <p>The Thames Path makes use of public rights of way that are next to the river, apart from small sections that go via residential areas before re-joining the river and is now well established.</p> <p>The policy is too area specific to be included as a new Wiltshire-wide policy, but the purpose of the saved policy will be reflected within the Local Plan's landscape and green and blue infrastructure policies.</p>

Table F: West Wiltshire District Plan Policies

West Wiltshire District Plan 1st Alteration 2004	
Policy Reference/Name	Policy Review Outcome (delete/save/update/replace) and Wiltshire Local Plan Position
C3 Special Landscape Areas	<p>Deleted.</p> <p>The policy outlines that the landscape character of Special Landscape Areas, as defined on the Proposals Maps, will be conserved and enhanced and development will not be permitted which is considered to be detrimental to the high quality of these landscapes.</p> <p>The policy relates to the former District Council area only. Special Landscape Areas will be superseded and replaced by the new Landscape Character Assessments and the Wiltshire Landscape Strategy that will provide planning guidance for decision making in each landscape character area.</p>

C39 Environmental Enhancement	<p>Deleted.</p> <p>The policy outlines that the former District Council would undertake a programme of environmental enhancement including tree planting and support improvement proposals to be undertaken by other agencies, groups and businesses. While the environmental improvement schemes have not been carried forward the objective of the policy to secure environmental enhancement through both hard and soft landscaping will be reflected within the Local Plan's design and landscape policies.</p>
C40 Tree Planting	<p>Deleted and replaced by Policy 90 Woodlands, Hedgerows, and Trees.</p> <p>The policy outlines that to conserve the character and appearance of an area, trees of visual amenity value will be retained, particularly within conservation areas. Whilst Local Plan policies in relation to conserving and enhancing biodiversity, landscape and, green and blue infrastructure provide some basis for assessing proposals for the protection of trees or development affecting them, it is envisaged that a new woodland, hedgerow, and tree policy will provide further guidance for decision making with regards the retention, enhancement, and management of these assets. This new policy will also encompass topics such as tree planting targets of Wiltshire Council's Climate Strategy and Woodland, Hedgerow, and Tree Strategy, street tree planting alongside sustainable management of on-site planting.</p>
C41 Areas of Opportunity	<p>Deleted.</p> <p>The policy was partly saved to continue to provide support for the redevelopment and/or rehabilitation of specified areas to improve the local environment, namely: -</p> <ul style="list-style-type: none"> • Land East of Edward Street, Westbury (Proposed Uses: Shopping, residential or office uses) • Vivash Park, Westbury (Proposed Uses: Light industrial, recreation and community facilities) • Land at the Midlands, Holt (Proposed Uses: Light industrial, workshops, offices, and residential).
R7 Trowbridge Cricket Ground	<p>Deleted.</p> <p>The policy outlines that the Trowbridge Cricket Ground area, as defined on the Proposals Map (now Policies Map), is allocated specifically for cricket and associated recreational use unless an appropriate alternative provision is to be made in the locality.</p>

	<p>The policy relates to the area of the former District Plan only and is site specific but its general objective of protecting a recreational facility will be reflected within a new Wiltshire wide strategic Open Spaces policy.</p>
R10 Poulton Field Bradford on Avon	<p>Deleted. The policy provides support for more effective use of Poulton Field, Bradford on Avon for recreational purposes. It also encourages recreational use and the improvement of on-site facilities and the dual use of adjacent school fields for wider community use. The policy relates to the area of the former District Plan only and is site specific, but its objective will be reflected within a new Wiltshire wide strategic Open Spaces policy.</p>
R12 Allotments	<p>Deleted. The policy states that development proposals which involve the loss of existing allotment sites will not be permitted unless appropriate alternative provision is made elsewhere, or it can be demonstrated that there is no longer demand for such a use locally. The policy relates to the area of the former District Plan only and the Local Plan's policies in relation to green infrastructure and open spaces will provide an adequate basis to assess any proposal for the loss of, or new, allotments on their own merits.</p>
R13 Sailing Lakes	<p>Deleted. The policy seeks to safeguard the recreational use of sailing lakes and provides support for new sailing lakes and associated facilities. The policy relates to the area of the former District Plan only however the merits of any proposal for the loss of, or new, sailing lakes can adequately be assessed under the Local Plan's Wiltshire-wide policies in relation to green and blue infrastructure, as well as open spaces.</p>
R15 Development at Golf Courses	<p>Deleted. The policy seeks to ensure that proposals for golf courses and ancillary development essential to golfing are located and designed to ensure harmony with the surrounding countryside, and proposals within AONB are subject to particular scrutiny as anticipated by national planning policy. The policy is area specific and solely relates to new golf course developments. It is considered that the social, environmental, and economic impacts associated with any recreation development can be adequately assessed by other policies of the Local Plan.</p>
H3 Urban Brownfield Allocations	<p>Deleted.</p>

	<p>The original policy allocated seventeen sites to meet the strategic housing requirements of the District. The policy as saved (to sit alongside the policies of the WCS) includes six sites, namely:-</p> <ul style="list-style-type: none"> • Holbrook Lane, Trowbridge: development built out • Station Road, Westbury: established business on site • Land off Oldfield Road, Westbury: partly built out • Land at West Street, Warminster: partly built out • Rear of Westbury Road, Warminster: partly built out • Station Road, Warminster: no development intent known <p>The WLP Area Strategies provide up-to-date details of the strategic housing requirement up until 2038 including new land allocations.</p>
H4 Urban Mixed Use Brownfield Allocations	<p>Deleted.</p> <p>The original policy allocated nine sites to meet the strategic housing requirements of the District. The policy as saved (to sit alongside the policies of the WCS) includes one allocation at Court Street, Trowbridge. The site is partly developed with no known further development intent.</p>
H8b Blue Hills, Devizes Road, Trowbridge	<p>Deleted.</p> <p>The saved policy allocated land for 35 dwellings. The site is now built out.</p>
H8c Land North of Green Lane, Trowbridge	<p>Deleted.</p> <p>The saved policy allocated land for 160 dwellings. The site is now built out.</p>
H11 Land South of Paxcroft Mead, Trowbridge	<p>Deleted.</p> <p>The saved policy allocated land for 550 dwellings. The site is now built out.</p>
H13a Land Adjacent to Westbury Hospital	<p>Deleted.</p> <p>The saved policy allocated land for 25 dwellings. The site is now built out.</p>
H16 Flat Conversions	<p>Deleted.</p> <p>The policy seeks to manage the conversion of properties into flats to ensure they are of a high standard of design with associated amenity space and no detriment to the amenity of neighbouring residents, the transport network, or flood risk.</p> <p>The policy relates to the area of the former District Plan only however the merits of any proposal for flat conversions can adequately be assessed under the Local Plan's Wiltshire-wide policies in relation to design, historic environment, transport, flooding etc and the principle of development under the settlement and delivery strategy policies.</p>
H18 Areas of Minimum Change	<p>Deleted.</p>

	<p>The policy states that within Areas of Minimum Change within villages, as identified on the proposals map, planning permission will not be granted for new housing development.</p> <p>The Local Plan's design, landscape and historic environment policies are sufficient to guide or prevent inappropriate development throughout the Wiltshire area.</p>
H20 Replacement Dwellings	<p>Deleted.</p> <p>The saved policy provides support for replacement dwellings in the countryside subject to appropriate siting and scale. The policy is similar to KDLP policy HC25 and SDLP policy H30.</p> <p>The Spatial Strategy sets out in principle support for development within settlement boundaries, and a new Policy 82 Housing in the Countryside sets out the circumstances where policy support is given for replacement dwellings in the countryside. Other policies relating to securing high quality design and protecting and enhancing the character of the historic and natural environment provide a basis for assessing the detail of such proposals.</p>
E1A New Employment Land Allocation: West Ashton Road, Trowbridge (12.1 ha)	<p>Deleted and Replaced by Policy 52 Trowbridge Principal Settlement</p> <p>The policy allocates 12.1ha of land for employment purposes north of West Ashton Road, Trowbridge. The Employment Land Review Update recommends the site continue to be allocated for employment purposes.</p>
E1B New Employment Land Allocation: south and west of Bowerhill industrial estate, Melksham (34.5 ha)	<p>Deleted.</p> <p>The policy allocates 34.5ha of land for employment purposes south and west of the existing Bowerhill industrial estate, Melksham. The site has been granted planning permission to be developed and the development implemented.</p>
E1D New Employment Land Allocation: Northacre/Brook Lane Trading Estate, Westbury (13 ha)	<p>Deleted and Replaced by Policy 60 Westbury Market Town</p> <p>The policy allocates 13ha of land for employment purposes adjacent to Northacre/Brook Lane Trading Estate, Westbury.</p> <p>The Employment Land Review Update recommends the residual, unbuilt element of the site continue to be allocated for employment purposes.</p>
E10 Horse Related Development	<p>Deleted.</p> <p>The policy relates specifically to the development of equestrian facilities.</p> <p>The existing local plan policies in relation to securing high quality design, protecting the landscape, and protecting and enhancing the character of the historic and natural environment etc are sufficient to assess any proposal for equestrian development on their own merits.</p>

T4 New Distributor Roads	<p>Deleted.</p> <p>The policy identifies new distributor roads to be constructed with new developments, at the following locations:</p> <ul style="list-style-type: none"> A. Paxcroft Mead, Trowbridge B. West Ashton Road, Trowbridge C. Land to the east and south of Paxcroft Mead D. Land to the east of Melksham E. Land west of Bowerhill F. Land south of Westbury and north of Westbury Leigh with connection to Oldfield Road and Leigh Road/Laverton Road <p>All the roads listed, other than scheme F, land south of Westbury and north of Westbury Leigh with connection to Oldfield Road and Leigh Road/Laverton Road, have been delivered.</p> <p>It is therefore recommended that scheme F be incorporated into the area strategy for Westbury as part of WLP Policy 61 Land west of Mane Way to enable the other elements of WWDP policy T4 to be deleted.</p>
T5 New Link Roads	<p>Deleted.</p> <p>The policy safeguards land for an essential new link road at Paxcroft Mead and Hammond Way, Trowbridge.</p> <p>The site has been granted planning permission to be developed and the link road delivered.</p>
T7 Westbury – Swindon Railway Services	<p>Deleted and Replaced by Policy 75 Strategic Transport Network.</p> <p>The policy provides support for the retention and further enhancement of the rail link between Westbury and Swindon via Melksham and for development proposals that enhance the rail services and facilities along the route. The objective of the policy remains relevant however its objective will continue via WLP Policy 75 Strategic Transport Network.</p>
T8 Melksham Railway Station	<p>Deleted and Replaced by Policy 75 Strategic Transport Network.</p> <p>The policy safeguards land for the future enhancement of rail services from Melksham Rail Station. The objective of the policy remains relevant however its objective will continue via WLP Policy 75 Strategic Transport Network.</p>
T8a Rail Freight Facility	<p>Deleted.</p> <p>The policy safeguards land for the development of a multi-user rail freight facility. There is not a current established need and justification to support the continued objective of the policy and Network Rail currently use the site as a rail recycling centre. Furthermore, the Local Plan policy on the Movement of Goods provides support for new sustainable freight facilities.</p>

SP1 Town Centre Shopping	<p>Deleted and Replaced by Policy 68 Managing Town Centres.</p> <p>The policy seeks to manage retail development within the town centre commercial areas of the West Wiltshire towns. The saved policy is area specific and is to be replaced by the Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map.</p>
SP2 Land at Court Street/Castle Street, Trowbridge	<p>Deleted and Replaced by Policy 56 Trowbridge Central Area.</p> <p>The policy relates to land at Court Street / Castle Street, Trowbridge which is allocated for further town centre retail provision.</p> <p>The land in question will remain an opportunity site in the central area policy for Trowbridge.</p>
SP4 Primary Retail Frontages	<p>Deleted and Replaced by Policy 68 Managing Town Centres.</p> <p>The policy seeks to manage uses within the defined Primary Retail Frontages to protect and enhance the viability and vitality of town centres.</p> <p>The saved policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.</p>
SP5 Secondary Retail Frontages	<p>Deleted and Replaced by Policy 68 Managing Town Centres.</p> <p>The policy seeks to manage uses within town centre commercial areas outside primary retail frontages to maintain the primary commercial function of the centres. The saved policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.</p> <p>Secondary frontages no longer defined.</p>
SP6 Local Shopping in Towns and Villages	<p>Deleted.</p> <p>The saved part of the policy identifies land for local shopping in new housing developments.</p> <p>New local centres will be addressed by site allocation policies.</p>
LE2 St Stephens Place, Trowbridge	<p>Deleted.</p> <p>The policy allocates land at St Stephens Place, Trowbridge for further town centre uses. The site has been granted planning permission to be developed and the development built out.</p>
TC1 Upper Floor Uses in Town Centres	<p>Deleted and Replaced by Policy 68 Managing Town Centres.</p>

	<p>The policy seeks to promote the use of upper floors within town centre commercial areas to maintain vibrant town centres. The saved policy is area specific and is to be replaced by the new Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.</p>
TC2 Traffic management and pedestrian Priority	<p>Deleted.</p> <p>The policy outlines that the former District Council would co-operate with the County Council as highway authority in investigating ways in which traffic management, pedestrian priority and environmental enhancement measures could improve the shopping environment, air quality and promote pedestrian safety in 5 identified towns. The objective of the policy is covered by established local plan policies which seek to secure transport strategies, improve air quality, secure good design, and promote pedestrian priority and good accessibility.</p>
S2 Primary Schools	<p>Deleted.</p> <p>The policy allocates land for new or extensions to existing primary schools at Melksham and Trowbridge. The policy has served its purpose of ensuring that the needs arising from new housing development has been met within the district via the delivery of new education infrastructure.</p>
CF7 Bowerhill	<p>Deleted.</p> <p>The policy allocates land to the east of Halifax Road, Bowerhill, for a community hall and educational use. The place specific saved policies CF7, CF8, CF9 and CF10 respond to a need that was specified at the time of preparing the WWDP and the policies have either served their purpose with the community facilities having been delivered, are no longer required because there are no known further proposals to utilise the allocated/safeguarded land for the provision of the specified uses, and there is no ongoing evidence to support the ongoing safeguarded status of the land.</p>
CF8 Community Health	<p>Deleted.</p> <p>The policy allocates land adjacent to and including the Melksham and Trowbridge Hospitals for the development of community health care facilities. The place specific saved policies CF7, CF8, CF9 and CF10 respond to a need that was specified at the time of preparing the WWDP and the policies have either served their purpose with the community facilities having been delivered, are no longer required because there are no known further proposals to utilise the allocated/safeguarded land for the provision of the specified uses, and there is no ongoing evidence to support the ongoing safeguarded status of the land.</p>

CF9 Bradford on Avon Police Station	<p>Deleted.</p> <p>The policy safeguards land to the west of the fire station in Bradford on Avon for a police station. The place specific saved policies CF7, CF8, CF9 and CF10 respond to a need that was specified at the time of preparing the WWDP and the policies have either served their purpose with the community facilities having been delivered, are no longer required because there are no known further proposals to utilise the allocated/safeguarded land for the provision of the specified uses, and there is no ongoing evidence to support the ongoing safeguarded status of the land.</p>
CF10 Cemeteries	<p>Deleted.</p> <p>The policy identified need for new cemeteries at both Bradford on Avon and Melksham albeit no specific locations were safeguarded for the use. Specific needs can be addressed through Infrastructure policies.</p>
U1a Foul Water Disposal	<p>Deleted and Replaced by Policy 96 Water Resources.</p> <p>This policy seeks to ensure that development will only be permitted where adequate foul drainage, sewerage and sewage treatment facilities are available or where suitable arrangements are made for their provision. The policy is area specific and is to be replaced by an up-to-date Wiltshire wide strategic Water Resources policy.</p>
U4a Sewage Treatment Works	<p>Deleted.</p> <p>This policy safeguards land adjacent to Bowerhill Sewage Treatment Works (STW) from development and seeks to prevent development on the safeguarded land if it is likely to prejudice the future extension of the STW. The policy has served its purpose and any further development within the safeguarded land around the Sewage Treatment Works would need consider comments from Wessex Water about how appropriate it may be.</p>
U5 Sewage Treatment Works Buffer Zones	<p>Deleted.</p> <p>This policy seeks to prevent development which is sensitive to odour pollution within the Bowerhill Sewage Treatment Works buffer zone. The policy has served its purpose and any further development within the safeguarded land around the Sewage Treatment Works would need consider comments from Wessex Water about how appropriate it may be.</p>
U6 Telecommunications	<p>Deleted.</p> <p>The policy provides the criterion to assess new telecommunications proposals. The merits of any proposal for the provision of new telecommunications equipment can be adequately assessed against national planning policy (NPPF chapter 10) and existing Local Plan policies in relation to securing good</p>

	quality design, protecting landscape character, protecting the historic environment, and protecting residential amenity.
I2 The Arts	Deleted. The policy seeks to secure a percentage of the overall cost of a development to further an artistic objective. The objective of the policy is covered by the Local Plan's policies on infrastructure requirements and securing good design.
I3 Access for Everyone	Deleted. The policy seeks to ensure new development, which is used by the public, is designed to enable access for everyone. The objective of the policy is covered by established local plan policies in relation to securing high quality design which requires developments to provide good access and to take account of, and plan for, diversity and adaptability.

Table G: West Wiltshire Leisure and Recreation Development Plan Document Policies

West Wiltshire Leisure and Recreation Development Plan Document Policies	
Policy Reference/Name	Policy Review Outcome (delete / save / update / replace) and Wiltshire Local Plan Position
LP1 Protection and enhancement of existing open space or sport and recreation provision	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.
LP2 Proposals that involve the loss of open space or sport and recreation provision	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.
LP3 Review of low value sites	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy has served its purposes and is now superseded by the Wiltshire wide Playing Pitch Strategy and Wiltshire Open Space Study. The appropriate level of protection to leisure and recreation facilities can be determined via the application of the new Wiltshire wide strategic Open Space policy.
LP4 Providing recreation facilities in new developments	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.
LP5 New sport and recreation facilities	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.

	The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.
OS1 New artificial turf pitch provision	Deleted and Replaced by Policy 84 Open Space and Play Facilities The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.
OS2 New grass pitch Provision	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.
CR1 Footpaths and rights of way	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The objective of the policy is reflected within other local plan policies in relation to green infrastructure and sustainable transport.
CR2 Country Parks	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The objective of the policy is reflected the local plan's Green Infrastructure policy which makes provision for the retention and enhancement of the Green Infrastructure network, this includes parks and gardens (urban and country parks, formal gardens).
CR3 Greenspace Network	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The objective of the policy is reflected the local plan's Green Infrastructure policy which provides support for the delivery of green infrastructure projects and initiatives.
GM1 Maintenance of existing open space	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy that will require maintenance and management of all new or enhanced open space provision resulting from development.
GM2 Management and maintenance of new or enhanced open space	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy that will require maintenance and management of all new or enhanced open space provision resulting from development.
GM3 Future management partnerships	Deleted. It is not considered necessary to have a policy that refers to the need to identify the most appropriate route for future management and maintenance of areas of public open space. The best approach would be

	established as part of the application process in order to satisfy the new Wiltshire wide strategic Open Space policy that will require maintenance and management of all new or enhanced open space provision resulting from development.
IS1 Indoor Leisure Centres	Deleted. It is not considered necessary to have a strategic land use policy that refers to a programme for the refurbishment and/or replacement of Council owned leisure centres.
IS2 Joint indoor leisure centres	Deleted. It is not considered necessary to have a strategic land use policy that refers to the need to investigate the potential for joint facility developments.
YP 1 Children's play area	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy which will provide broad support for all types of new recreation facilities.
YP 2 Provision for teenagers	Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy which will provide broad support for all types of new recreation facilities.
WR1 River based recreation	Deleted. The objective of the policy is reflected the local plan's Green Infrastructure policy which provides support for the delivery of green infrastructure projects and initiatives.
WR2 Kennet and Avon Canal	Deleted and Replaced by Policy 94 Wiltshire's Canals and the Boating Community. The policy relates to the Kennet and Avon Canal only, but its objective is to be incorporated into the updated Wiltshire-wide strategic Wiltshire's Canals policy.
SC1 Dual-use of school facilities	Deleted. It is not considered necessary to have a strategic land use policy that solely provides in principle support for dual use facilities.

Table H: Salisbury District Local Plan Policies

Salisbury District Local Plan – Saved Policies	
Policy Reference/Name	Policy Review Outcome (delete / save / update / replace) and Wiltshire Local Plan Position
G7 The water environment (Development Restraint Areas)	Deleted and Replaced by Policy 96 Water Resources.

	<p>The policy designates an area of Development Restraint around each of the Sewerage Treatment Works and seeks to prevent development within these areas that is likely to result in the regular occupation of premises.</p> <p>The policy relates to the former area of the District Plan only however its objective of managing new development around Sewerage Treatment Works is to be incorporated into the Wiltshire wide policy on Water Resources.</p>
G10 Enabling Development	<p>Deleted.</p> <p>The policy provides criteria to facilitate enabling development for historic buildings or heritage assets. The policy objective remains relevant however it duplicates guidance within the NPPF (para. 208) and is no longer required.</p>
D4 Salisbury Townscape (Chequers)	<p>Deleted.</p> <p>The policy seeks to ensure new development is suitably designed to respond to a specific area of townscape - the Chequers The policy is at a too specific level for being general Wiltshire Local Plan policy and the Local Plan's policies in relation to access and design are sufficiently detailed to consider any proposal on its own merits</p>
D5 Salisbury Townscape (Open Space)	<p>Deleted.</p> <p>The policy seeks to ensure new development is suitably designed to respond to a specific area of townscape - the Chequers and describes the characteristics of other areas including urban open spaces and green open spaces. The policy is at a too specific level for being general Wiltshire Local Plan policy and the Local Plan's policies in relation to access and design are sufficiently detailed to consider any proposal on its own merits.</p>
D8 Public Art	<p>Deleted.</p> <p>The policy seeks to secure the provision of public art in appropriate development schemes. The policy relates to the former area of the District Plan only however its objective of securing public art is covered by the Local Plan's policies in relation to infrastructure requirements and securing good design.</p>
H2 D Housing (Salisbury Old Sarum)	<p>Deleted.</p> <p>The saved policy allocated land for a mixed-use development. The site is now built out.</p>
H2 E Housing (Salisbury District Hospital)	<p>Deleted.</p> <p>The saved policy allocated land for 45 units of accommodation for key workers but has not materialised.</p>
H3 Housing (Old Manor Hospital)	<p>Deleted.</p>

	The policy identifies the site (the extent of which was not finalised) as suitable for residential development and potential for office development. The site has received multiple permissions to be developed in phases. The permissions have been implemented.
H4 Housing (Eastern Chequers)	Deleted. The policy outlines that The Eastern Chequers are mainly residential in character and the gradual re-introduction of appropriately scaled and designed housing into the area would serve conservation objectives. The area is now however specifically allocated because the pace of redevelopment could not be predicted easily. The Local Plan's settlement and delivery strategies policies, alongside other policies which seeks to secure good design etc, are considered adequate to assess any proposals on their own merits.
H5 Housing (Salt Lane car park)	Deleted. The policy provides support for the redevelopment of the car park site with residential development, subject to the implementation of a park and ride facility, although the site is not specifically allocated because the pace of redevelopment could not be predicted easily.
H6 Housing (Brown Street Car Park)	Deleted. The policy provides support for the redevelopment of the car park site with a mixed-use development involving residential use at first floor level, subject to the implementation of a park and ride facility, although the site is not specifically allocated because the pace of redevelopment could not be predicted easily.
H7 Housing (Salisbury Central Area)	Deleted. The policy refers to the need to balance residential development within the Salisbury Central Area against the recognition of the importance local businesses make to the vitality of the City Centre. The policy objective remains relevant however it duplicates guidance within the NPPF (para. 86) which provides support for residential development within town centres, but proposals would have to be weighed against the retail and employment policies of the Local Plan.
H8 Housing (Salisbury HPB)	Deleted. The policy permits residential development within the housing policy boundary (drawn around the built-up area of Salisbury to indicate the area within which new residential development will generally be permitted) and says the size of proposals will not be restricted and instead each application will be determined on its own merits. The policy objective has now been superseded by the settlement strategy, delivery strategy, and design policies of the Local Plan.

H10 Housing (RAF Baverstock, Dinton)	Deleted. The policy allocated the site for 30 dwellings as part of a larger mixed-use development including employment land which is also a saved allocation (Policy E10). Planning permission has not been secured and there is no known development intent.
H14 Housing (Weaveland Road, Tisbury)	Deleted. The saved policy allocated land for residential development alongside community and employment uses. The site is now built out.
H15 Housing (Bulbridge Estate)	Replaced by Policy 41 Land at Bulbridge Estate, Wilton. The saved policy allocated 2.7ha land for residential development.
H17 Important Open Spaces within Housing Policy Boundaries	Deleted. The policy seeks to guard against the loss of important open spaces within settlements that would erode the visual quality of the area. The policy relates to the former area of the District Plan only however a new Wiltshire-wide policy is not considered necessary because Local Plan policies in relation to design, landscape protection, and green and blue infrastructure are sufficiently detailed to consider any proposal that may impact on important open spaces and the visual quality of an area on their own merits.
H18 Amenity open space within Housing Policy Boundaries	Deleted. The policy seeks to guard against the loss of formally laid out amenity open space within housing estates due to the contribution they make to the character of the estate. The policy relates to the former area of the District Plan only however a new Wiltshire-wide policy is not considered necessary because Local Plan policies in relation to design, landscape protection, and green and blue infrastructure are sufficiently detailed to consider any proposal that may impact on amenity open spaces and the visual quality of an area on their own merits.
H28 Temporary Housing for Rural Workers	Deleted. The policy mentions that planning permission may be granted for a mobile home or caravan on a temporary basis for the first three years of a new rural enterprise and its longer-term future is uncertain. The policy objective remains relevant and is addressed via a new Policy 82 Housing in the Countryside. It covers similar guidance as within the NPPF (para. 80) and associated PPG on Rural Housing and the Use of Planning Conditions.
H29 Removal of Conditions regarding Housing for Rural Workers	Deleted. The policy advises that rural dwelling occupancy conditions should not be removed unless it can be demonstrated there is no longer a need for such a

	dwelling. The policy objective remains relevant however it duplicates guidance within the NPPF (par 56).
H30 Replacement Dwellings in the Countryside	Deleted. The saved policy provides support for replacement dwellings in the countryside subject to appropriate siting and scale. The policy is similar to KDLP policy HC25 and WWDP Policy H20. A new Policy 82 Housing in the Countryside will provide support in principle for replacement dwellings in the countryside, and other policies (in relation to securing high quality design and protecting and enhancing the character of the historic and natural environment) will provide an adequate basis for assessing detailed proposals.
H31 Extensions to Dwellings in the Countryside	Deleted. The policy seeks to ensure extension to rural dwellings are of an appropriate scale and design to prevent the creation of, in effect, large new houses in the countryside. The Local Plan policies which seek to secure high quality design, protect landscape character and heritage assets are considered sufficient to assess any proposal to extend dwellings in the countryside.
H32 Mobile Homes	Deleted. The policy outlines that mobile homes require similar services to permanent housing and are, therefore, subject to the same considerations. However, owing to their design, form and materials, mobile homes will not necessarily be appropriate on land where housing development is acceptable. However, the policy allows for permission to be granted on a temporary basis where the site is within the curtilage of the dwelling concerned if required for a dependent person, or to enable the restoration of a dwelling. The housing policies of the Local Plan and / or 'permitted development rights' are considered sufficient to assess any proposal for temporary or permanent mobile homes.
H33 Accommodation for Dependent Persons	Deleted. The policy refers to granny annexes and describes how consideration will be given to the provision of additional accommodation either in the form of an extension to the dwelling or as a conversion of an existing building within the curtilage of the main dwelling, subject to specific criteria. The Local Plan policies which seek to secure high quality design, protect landscape character and heritage assets are considered sufficient to assess any proposal for dependent persons in the form on an extension or annexe.
E1 Employment (Land at Old Sarum)	Deleted. The policy allocates land at Old Sarum for mixed development including housing, employment, retail, and educational, recreational and community facilities.

	<p>The development of the site will be phased with development limited to 6 hectares of employment land and 550 houses during the lifetime of the District Plan. The wider site has been developed for residential development and Employment Land Review does not recommend that this site should continue to be allocated for employment as it has largely been developed for residential and the remaining employment land is poorly accessible.</p>
E3 Employment (Central Salisbury)	<p>Deleted. The policy provides support for the development of modest office schemes within the city centre. The guidance within the NPPF in relation to town centres and achieving well-designed places, along with the Local Plan policies which cover these matters, are considered sufficient to assess any proposal for new office developments within city/town centres.</p>
E4 Employment (Salisbury Chequers)	<p>Deleted. The policy lays down maximum plot ratios for office development within the Eastern Chequers area of the city centre. The guidance within the NPPF in relation to town centres and achieving well-designed places, along with the local plan policies which cover these matters, are considered sufficient to assess any proposal for new office developments within city/town centres.</p>
E5 Employment (Salisbury Brown Street)	<p>Deleted. The policy provides support for Office development on Brown Street Car Park as part of a mixed development subject to the implementation of a park and ride facility. The policy is area specific and therefore a new policy is not considered to be necessary but there will be a new bespoke town centre policy within the Local Plan for each main settlement.</p>
E6 Employment (Salisbury Old Manor)	<p>Deleted. The policy relates to a site that may have been released for redevelopment during the District Plan period and provides details of the types of developments that would be appropriate for different parts of the site. The policy is area specific and has now been partly built out and lies within the limits of development therefore a new bespoke policy for the site within the Local Plan is not considered necessary.</p>
E7 Employment (Salisbury Southampton Road)	<p>Deleted. The policy prohibits the further expansion of employment activity at Southampton Road because of environmental, landscape and drainage constraints. The updated Employment Land Review recommends that this area, or part thereof, be considered for employment allocation. The constraints that justify this policy have changed and it is more appropriate that any future planning applications and/ or site allocations</p>

	consider the most up-to-date position on potential constraints on development in this area and the likelihood for mitigation.
E8B Land at Boscombe and Porton Down	Deleted and Replaced by Policy 37 Boscombe Down The policy provides support for the development of approximately 12ha of land for science-based industry and research uses to facilitate the implementation of the Salisbury Research Triangle (SRT) initiative at Boscombe Down (7ha) and Porton Down (5ha). The updated Employment Land Review recommends that this site continue to be allocated for employment purposes.
E10 Employment- Dinton	Deleted. The policy provides support for the redevelopment of the former RAF Baverstock site for employment purposes, alongside residential development supported under Policy H10. The policy is area specific but there is no longer a requirement for a bespoke policy for this site due to an establish employment use.
E12 Land at Mere	Deleted and Replaced by Policy 42 Land at Dead Maid Quarry Employment Area, Mere The policy allocates 3ha of land for employment use to the west of the existing Dead Maid Quarry industrial estate at Mere. The updated Employment Land Review recommends that this site continue to be allocated for employment purposes.
E14A Land at Hindon Lane	Deleted. The policy provides support for employment development on approximately 1.4 hectares of land immediately west of the housing allocation between Hindon Lane and Weaveland Road. The policy is area specific but there is no longer a requirement for a bespoke policy because the site has been redeveloped.
E14B Tisbury	Deleted. The policy provides support for the conversion of parts of residential properties to small-scale employment uses, within the settlement's central area, provided that a residential element is retained. The Local Plan policies in relation to employment, town centres and design are sufficient to assess any proposal for the conversion of parts of residential properties to small-scale employment uses county side on their own merit.
E19 Employment in the countryside (existing sites)	Deleted. The policy provides support for the enlargement or development of premises within existing site boundaries and onto adjacent land (if it will improve local employment opportunities or the operational efficiency of the business) on existing employment

	<p>sites in the countryside. The policy is now more restrictive than the NPPF and existing Local Plan policies which provide support for the growth and expansion of all types of businesses in rural areas.</p>
CN17 Trees	<p>Deleted and Replaced with Policy 90 Woodlands, Hedgerows, and Trees</p> <p>The policy outlines the former District Council's approach to the protection of trees and the planting of new trees as part of its environmental enhancement programme. Whilst Local Plan policies in relation to conserving and enhancing biodiversity, landscape and green and blue infrastructure provide some basis for assessing proposals for the protection of trees, hedges, woodland etc. or development affecting them, it is envisaged that a new woodland, hedgerow, and tree policy will provide further guidance for decision making with regards the retention, enhancement, and management of these assets. This new policy will also encompass topics such as tree planting targets of Wiltshire Council's Climate Strategy and Woodland, Hedgerow, and Tree Strategy, street tree planting alongside sustainable management of on-site planting.</p>
C6 Special Landscape Area	<p>Deleted.</p> <p>The policy identifies a Special Landscape Area and outlines that only development which is essential to the rural economy or desirable for the enjoyment of its amenities will be permitted, and the location, scale and nature of such development will be carefully controlled in order to conserve the character of the Special Landscape. The policy relates to the former District Council area only and the identified Special Landscape Area. It is anticipated that Special Landscape Areas will be superseded and replaced by the new Landscape Character Assessments and the Wiltshire Landscape Strategy that will provide planning guidance for decision making in each landscape character area.</p>
C9 Loss of woodland	<p>Deleted and Replaced with Policy 90 Woodlands, Hedgerows, and Trees</p> <p>The policy seeks to encourage tree planting and resist development that would be damaging to woodlands, especially ancient semi-natural woodlands.</p> <p>Whilst Local Plan policies in relation to conserving and enhancing biodiversity, landscape and green and blue infrastructure provide some basis for assessing proposals for the protection of trees, hedges, woodland etc. or development affecting them, it is envisaged that a new woodland, hedgerow, and tree policy will provide further guidance for decision making with regards the retention, enhancement, and management of these assets. This new policy will also encompass topics such as tree planting targets of Wiltshire Council's</p>

	Climate Strategy and Woodland, Hedgerow, and Tree Strategy, street tree planting alongside sustainable management of on site planting.
C18 Development affecting rivers and river valleys	Deleted. The policy seeks to resist the culverting of watercourses as part of development proposals and encourages the potential for enhancement measures. The policy relates to the former area of the District Plan only however the objective of the policy will be carried forward within a Wiltshire-wide policy on managing flood risk.
C21 Farm diversification	Deleted. The policy sets a criteria-based approach to the consideration of proposals for farm diversification to other employment generating uses. The policy objective remains relevant however it is covered by guidance within the NPPF (paras. 84 - 85) which provide broad support for rural business development.
C23 Change of use of large houses in the countryside	Deleted. The policy is an exception policy which allows alternative uses for former country houses to be considered. The range of uses suggested by the policy are covered by existing local plan policies which are sufficient to consider the principle of any proposal for a change of use, alongside other general policies in relation to design and the protection of heritage assets etc.
C24 Extensions to buildings in the countryside	Deleted. The policy outlines that in order to conserve the intrinsic character of the countryside extensions to buildings will only be permitted if they are sympathetic in scale and character with the existing building and surroundings. The Local Plan policies which seek to secure high quality design, protect landscape character and heritage assets are considered sufficient to assess any proposal to extend buildings in the countryside on their own merits.
S1 Primary Shopping Frontages in Salisbury and Amesbury	Deleted and Replaced by Policy 68 Managing Town Centres. The policy seeks to manage uses within the Primary Frontages identified at Amesbury and Salisbury to maintain these areas as the retail centres. The saved policy is area specific and is to be replaced by the Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.
S2 Secondary Shopping Areas in Salisbury and Amesbury	Deleted and Replaced by Policy 68 Managing Town Centres.

	<p>The policy seeks to manage uses within the defined Secondary Shopping Area to protect and enhance their viability and vitality.</p> <p>The saved policy is area specific and is to be replaced by the Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the Policies Map.</p>
S3 Location of Retail Development	<p>Deleted and Replaced by Policy 68 Managing Town Centres.</p> <p>The policy outlines a sequential approach for new retail and leisure development proposals with the city and town centres sites being the preferred locations. The saved policy is area specific and is to be replaced by the Wiltshire wide Managing Town Centres policy. That policy identifies a town centre hierarchy. It also identifies town centre boundaries and primary shopping areas which will be shown for all settlements in that hierarchy on the policies map. Core Policy 38 is updated and covers the sequential approach set out in the NPPF.</p>
S5 Shopping (Brown Street Car Park)	<p>Deleted.</p> <p>The policy outlines that the best use of the site is a mix of development which should incorporate a retail element. The saved policy is area specific and wider planning issues and will be covered within the WLP policy for Salisbury and associated policies.</p>
S10 Shopfronts	<p>Deleted.</p> <p>The policy seeks to retain old shopfronts which contribute towards the character of the street scene (as described within the policy) and new shopfront, including alterations to existing ones, should respond to the needs of the disabled. The policy relates to the area of the former District Plan only however the updated Wiltshire-wide design policy will refer to shop fronts, alongside the existing reference to advertisements and signage.</p>
R1A Sports and Leisure	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy provides support for new sports and leisure facilities subject to other landscape and countryside policies of the plan. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
R1C Outdoor Recreation	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy provides support for recreation development in the countryside, but they will be restricted to uses and facilities which do not detract from the nature conservation value, landscape quality, agricultural quality, archaeological value, or rural character of the</p>

	<p>area. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
R2 Open Space Provision	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy requires and outlines the standards for the provision of new outdoor sport and recreation facilities that new housing development need to provide on-site. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
R3 Open Space Provision	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy requires and outlines the standards for the provision of new outdoor sport and recreation facilities that new housing development for the elderly need to provide on-site. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
R4 Indoor Community and Leisure Provision	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy outlines the requirement for new development to make appropriate provision for social and community facilities where relevant. The policy relates to the area of the former District Plan only however its objective for new development to make appropriate provision for social and community facilities will be captured by the local plan's policy on infrastructure provision.</p>
R5 Protection of Outdoor Facilities	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy seeks to guard against the loss of existing public outdoor recreation spaces, and private outdoor recreation spaces as they may contribute to meeting the shortfall in existing provision for use by the general public. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
R6 Urban Parks	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities.</p> <p>The policy seeks to guard against the loss of urban parks for their recreational and aesthetic value. The policy relates to the area of the former District Plan only however its objective will be reflected within a new Wiltshire wide strategic Open Space policy.</p>
R7 Dual use of educational Facilities	<p>Deleted.</p> <p>The policy recognises that the use of school recreational facilities out of hours by the general public can be valuable and can assist in satisfying demand.</p>

	The policy therefore provides support for new joint use buildings adjoining recreation areas subject to there being no adverse landscape impact. The Local Plan policies in relation to the provision of infrastructure, community and recreation facilities, and landscape protection, are considered sufficient to assess any proposal for new joint use education and community / recreation facilities.
R8 New Sports and Recreation Provision (Stockport Road, Amesbury)	Deleted. The policy allocates land for public open space at Amesbury, which is linked to Policy PS10 which allocates land for a cemetery, on land adjacent to the associated new housing development. The policy is site specific and since the adoption of the former District Plan the site in question has gained planning permission and is substantially built out.
R9 New Sports and Recreation Provision (Wick Lane, Downton)	Deleted. The policy allocates land for recreational, and allotment uses at Downton opposite the associated new housing development. The policy is site specific and since the adoption of the former District Plan the site in question has gained planning permission and is substantially built out.
R10 New Sports and Recreation Provision (Netheravon Road, Durrington)	Deleted. The policy allocates land for public open space at Durrington as part of the allocated site for new housing development. The policy is site specific and since the adoption of the former District Plan the site in question has gained planning permission and is substantially built out.
R11 New Sports and Recreation Provision (The Street, West Knoyle)	Deleted. The policy allocates land for a new recreation ground for the village of West Knoyle. The policy is site specific and since the adoption of the former District Plan the site in question has gained planning permission for the change of use of agricultural land to recreational use.
R12 New Sports and Recreation Provision (The Avenue, Wilton)	Deleted. The policy allocates land for recreation use to provide a buffer between the park and ride site and housing development allocated in the plan. The policy is site specific and since the adoption of the former District Plan there is no longer a need to retain the land allocation for recreational use.
R13 New Sports and Recreation Provision (Middleton, Winterslow)	Deleted. The policy allocates land to extend the existing recreation ground in Winterslow. The policy is site specific and while the existing recreation ground has yet to be extended the local community are considering this recreation site as part of the Neighbourhood Plan.
R15 Golf courses	Deleted.

	<p>The policy seeks to resist the development of new golf courses in the Salisbury River Avon SAC or SSSI due to the ecological sensitivity of these sites and elsewhere where there would be a harmful social or harmful impact, in particular landscape harm. The policy is area specific and solely relates to new golf course developments. It is considered that the social, environmental, and economic impacts associated with any recreation development can be adequately assessed by other policies of the development plan.</p>
R16 Developments With River Frontages And Public Access	<p>Deleted. The policy seeks to improve public access to river valleys and encourage new developments within Principal settlements opposite a river to provide public access to the river. The policy relates to the area of the former District Plan only however it does not identify any specific areas or rivers. It is considered that the objective of the policy would be better served through a Neighbourhood Plan allocation or through a masterplanning exercise on a site-by-site basis.</p>
R20 Allotments	<p>Deleted and Replaced by Policy 84 Open Spaces and Play Facilities. The policy seeks to guard against the loss of allotments unless alternative sites of equal quality are made available, or it can be demonstrated that the demand for allotments no longer exists in the local area. The policy relates to the area of the former District Plan only however the merits of any proposal for the loss of, or new, allotments can adequately be assessed under existing Wiltshire-wide policies in relation to green infrastructure and open space.</p>
TR20 A350 Shaftesbury Eastern Bypass	<p>Deleted but Replaced by Policy 75 Strategic Transport Network. The policy specifies that the Shaftesbury Eastern Bypass is part of a planned strategic upgrading of the A350 and as a result a route corridor is safeguarded. The objective of the policy will be reflected within Policy 74 Strategic Transport Network which outlines that work will be undertaken in conjunction with National Highways, Network Rail, transport operators, neighbouring authorities and other agencies, that will seek to develop and improve the strategic transport network.</p>
PS1 Community Facilities	<p>Deleted. The policy takes a strategic approach by setting a district-wide permissive approach to the development of community facilities (health facilities and veterinary surgeries) within villages. The merits of any proposal for the provision of new community facilities can be adequately assessed against national planning policy (NPPF para. 93) and existing Local Plan policies, in particular the settlement and delivery strategies; alongside the new Policy 81 Community Facilities.</p>
PS4 New school sites at Landford and Shrewton	<p>Deleted.</p>

	<p>The policy safeguards land at Landford and Shrewton for new schools. The protection of sites at Landford and Shrewton for new schools by policy PS4 has not resulted in new facilities coming forward. The site at Landford now falls outside of the Wiltshire Local Authority administrative boundary and this element of the policy is therefore no longer enforceable. Land at Tanner's Lane in Shrewton will continue to be safeguarded through Policy 43 of the Local Plan.</p>
PS5 New education facilities	<p>Deleted and Replaced by Policy 5 Securing Infrastructure Provision from New Development, Policy 81 Community Facilities, and place-based Area Strategy Policies (including site allocations).</p> <p>This policy sets out where new educational development required by the Local Education Authority will be permitted. It states that 'New education facilities required by the Local Education Authority will be permitted on suitable sites either within or adjoining the settlements. These will be expected to be of a permanent construction.' An update to Core Policy 3, in which Education is listed as 'essential infrastructure', to address contributions, settlement strategies (including site allocations) to identify local issues and requirements, and Core Policy 49 'Rural Community Facilities', a generic permissive exceptions policy on the location of education facilities, would carry forward the objectives of this policy.</p>
PS6 Playgroups, childminding facilities and day nurseries	<p>Deleted.</p> <p>The policy relates to proposals for new early years education provision and outlines criteria for new development of playgroups, day nurseries and childminding facilities. An update to Core Policy 3, in which Education is listed as 'essential infrastructure', to address contributions, settlement strategies (including site allocations) to identify local issues and requirements, and the Core Policy 49 'Rural Community Facilities', a generic permissive exceptions policy on the location of education facilities, would carry forward the objectives of this policy.</p>
PS7 Telecommunications	<p>Deleted.</p> <p>The policy provides the criterion to assess new telecommunications proposals. The merits of any proposal for the provision of new telecommunications equipment can be adequately assessed against national planning policy (NPPF chapter 10) and existing Local Plan policies in relation to securing good quality design, protecting landscape character, protecting the historic environment, and protecting residential amenity.</p>

Appendix 2

Table 2.1 The settlement boundary review methodology

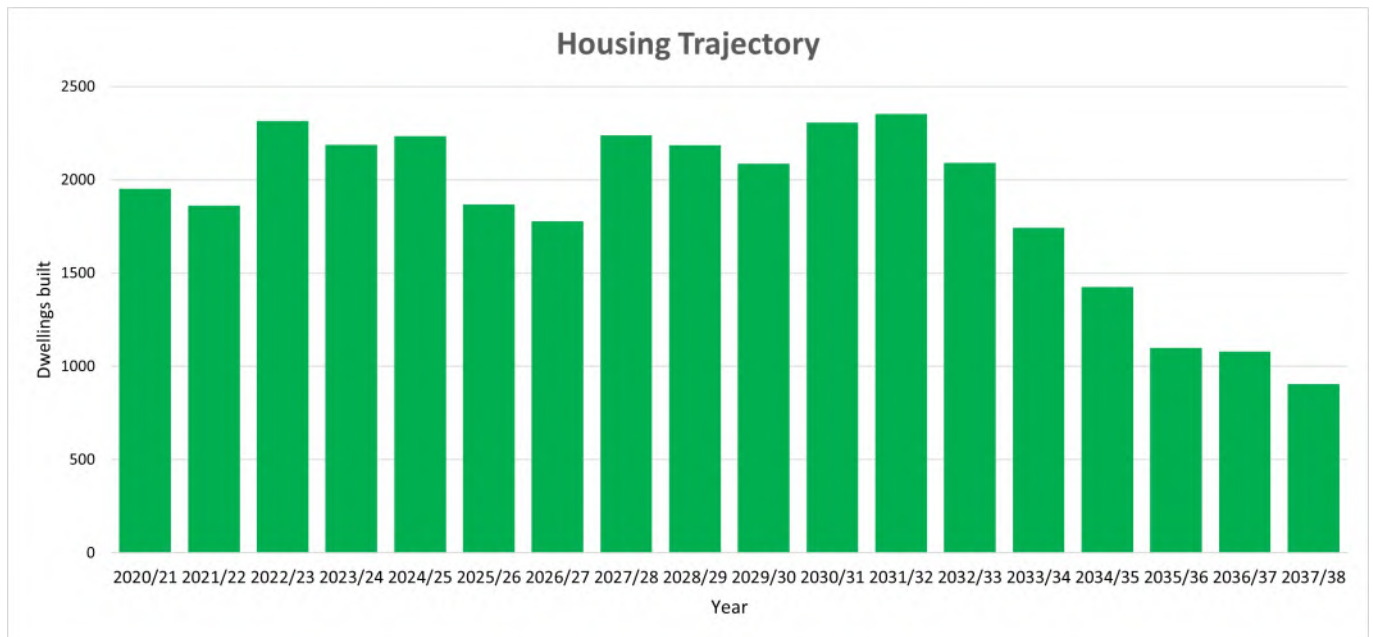
<p>The settlement boundaries define the built form of the settlement by, where practicable, following but not including clearly defined physical features, such as walls, fences, hedgerows, roads and water courses.</p>	
<p>Areas which have been included are:</p>	<ul style="list-style-type: none"> • Built and commenced residential and community facilities development such as religious buildings, schools and community halls, that is physically related to the settlement • Built and commenced employment development in principal settlements, market towns and local service centres that is physically related to the settlement • The curtilage of a property that relates more closely to the built environment (e.g. a garden) or has limited capacity to extend the built form of the settlement in terms of scale and location • Recreational or amenity space at the edge of a settlement that relates more closely to the built environment
<p>Areas which have been excluded are:</p>	<ul style="list-style-type: none"> • Farm buildings and farmyards, at the edge of large villages • Isolated development that is physically detached from the settlement (including farm buildings or agricultural buildings and renewable energy installations) • The extended curtilage of a property that relates more closely to the open countryside (e.g. a field or a paddock) or has the capacity to substantially extend the built form of the settlement in terms of scale and location • Recreational or amenity space at the edge of the settlement that relates more closely to the open countryside • All types of unimplemented planning permission • Site allocations

Appendix 3

Housing Trajectory

3.1 The bar chart below shows forecast completions (number of dwellings built) each year over the plan period. The forecast includes all sites with planning permission as well as allocations in this and other plans (including neighbourhood plans). The forecast aggregates assessments of start dates and rates of house building site by site.

Figure 3.1



Wiltshire Council

The logo for Wiltshire Council, featuring the text "Wiltshire Council" in a bold, white, sans-serif font. Below the text is a stylized white graphic consisting of two curved lines that sweep upwards and outwards, resembling a bridge or a stylized 'W'.

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