

RELEVANT PLANNING POLICIES

RPG10: REGIONAL PLANNING GUIDANCE for the SOUTH WEST (SEPTEMBER 2001)

Policy EN 1: Landscape and Biodiversity

Local authorities and other agencies in their plans, policies and proposals, should:

- Provide for the strong protection and enhancement of the region's internationally and nationally important landscape areas and nature conservation sites;
- Draw up policies for the protection of nature conservation interests of regional and local significance;
- Encourage the maintenance and enhancement of the biodiversity resources of the region, having particular regard to the targets set out in tables 3, 4 and 5;
- Promote the restoration and expansion of depleted and vulnerable biodiversity resources in order to reverse fragmentation and create continuous viable habitats;
- Indicate that the protection and, where possible, enhancement of the landscape and biodiversity should be planned into new development;
- Have regard to the significant landscape joint character areas of the region set out in this RPG (Map 4) and aim to conserve and enhance local character;
- Take measures to protect the character of the countryside and the environmental features that contribute towards that character, including the minimisation of light pollution.

Policy EN 3: The Historic Environment

Local authorities and other agencies in their plans, policies and proposals should:

- Afford the highest level of protection to historic and archaeological areas, sites and monuments of international, national and regional importance;
- Indicate that new development should preserve or enhance historic buildings and conservation areas and important archaeological features and their settings, having regard to the advice in PPG15 and PPG16;
- Indicate that policies and programmes should work towards rescuing buildings and monuments at risk;
- Encourage the restoration and appropriate re-use of buildings of historic and architectural value and take a particularly active role in bringing about their restoration where this would help bring about urban regeneration;
- Take account of the landscape context and setting of buildings and settlements; of building materials; and of the patterns of fields, hedgerows and walls that distinguish one area from another.

Policy SS 1: Regional Spatial Strategy

Within the vision and objectives of this RPG, Local Authorities and other Agencies in their plans, policies and programmes should recognise the role of the South West region in contributing to the wider priorities of promoting national prosperity. This aim needs to be pursued within a context that respects and balances the inter-dependence of the region's economic, social and environmental assets (i.e. sustainable growth).

This RPG recognises that the South West is a diverse area that can be broadly sub-divided into four spatially based sub-regions, each of which makes an important contribution to the region as a whole. Local Planning Authorities through their development plans and other agencies should reflect these varying sub-regional issues and take into account, where appropriate, important linkages with adjoining regions. In particular:

- The *Northern sub-region* will continue to be the main focus for growth in the South West; its prosperity should be maintained and enhanced, because of the contribution the area makes to the well-being of both the region and the nation. In developing and implementing sustainable policies, the important relationships in both economic, transport and environmental terms between this sub-region and the adjoining regions of the South East, West Midlands and South Wales should be recognised;
- In the *South East sub-region*, it is important to sustain economic growth, while recognising that the level of protection afforded to environmental assets at international level means that physical development will be constrained. Policies should recognise this area's important contribution to the SW region, as well as its links with the adjoining Hampshire part of the South East region;
- The policies for the *Central sub-region* should reflect its pivotal role in the South West of helping spread economic prosperity westwards throughout the region; and
- In the *Western sub-region* there is a need for strong policies and action to tackle long term and deep seated economic and social problems, which are particularly accentuated by its peripherality in relation to the SW region and the Country as a whole.

Policy SS 3: The Sub-Regional Strategy

The planning of development and infrastructure investment in the region should be based on the following sub-regional objectives:

Northern sub-region

- Build on the economic strengths of the north of the region and foster economic growth in the area to improve its performance in relation to the EU average;
- Make adequate provision to meet future development requirements at the PUAs, including the identification of major strategic employment sites;
- Seek a more sustainable pattern of development than in the past by strengthening the roles of the PUAs, fostering urban renaissance, curbing unsustainable outward expansion and aiming for greater self-containment in towns within commuting distance of the PUAs;
- Encourage appropriate housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;

- Develop and improve sustainable urban and inter-urban transport networks;
- Give priority to measures for economic and social restructuring in parts of Bristol and the Forest of Dean and improve transport and economic linkages between the economically successful and less successful parts of the sub-region;
- Conserve and enhance important environmental assets.

South-Eastern sub-region

- Continue to exploit the economic growth potential of the area;
- Spread the benefits of economic growth to the more disadvantaged parts of the subregion, in particular to Weymouth and Portland, by co-ordinating economic promotion, environmental improvements and transport and other infrastructure improvements to encourage regeneration;
- Encourage appropriate housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;
- Conserve and enhance important environmental assets.

Central sub-region

- Raise the economic performance of the sub-region;
- Encourage sustainable growth at Exeter and Taunton and economic diversification at Torbay;
- Improve transport and economic links within and through the sub-region and with neighbouring areas;
- Focus housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;
- Conserve and enhance important environmental assets.

Western sub-region

- Alleviate remoteness through investment in transport infrastructure and other communications networks;
- Create the conditions for growth, regeneration and diversification in the sub-region by promoting economic development and environmental improvements and, in Cornwall and the Isles of Scilly, maximising the opportunities afforded by Objective 1 funding;
- Focus major new employment, social and cultural investment at Plymouth, Camborne and Redruth (where the area forms a significant potential area for growth and is a focus for regeneration), Barnstaple, St Austell, Newquay and Bodmin and maintain Truro's role as a sub-regional shopping and administrative centre;
- Encourage appropriate investment in tourism in accordance with Policy TCS1;
- Encourage appropriate housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;

- Conserve and enhance the coastline, landscape, historic and industrial heritage of the sub-region and recognise them as major assets in the drive to encourage regeneration;
- Maintain and enhance the physical and cultural distinctiveness of Cornwall and Devon;
- Conserve and enhance important environmental assets.

Policy TRAN 2: Strategic Inter-Urban and Inter-Regional Transport Networks

Local authorities, the Highways Agency, the Strategic Rail Authority, transport operators and other agencies should work together to provide and maintain a strategic transport system to enhance the competitiveness of the region, reduce its peripherality and support the spatial strategy. In particular they should aim to:

- Optimise the use of existing infrastructure for all modes and determine the most appropriate improvements to strategic infrastructure on major transport corridors, through the multi-modal and other studies;
- Support selective infrastructure proposals to improve the safety and operational efficiency of the road network, reduce congestion and achieve environmental improvements;
- Encourage improvements to the rail network to improve safety, journey speed, service frequency, comfort and reliability and to help shift long-distance travel to rail.

Rail links between the South West and other national and European destinations should be supported by:

- Implementation of the EU TENs study;
- Improved access by rail to international destinations via the Channel Tunnel, links to international airports and to TENs ports;
- The development of through and connecting passenger and freight services from the region to Europe;

subject to satisfactory appraisal, the completion of statutory processes and the availability of finance.

WILTSHIRE AND SWINDON STRUCTURE PLAN 2016 (April 2006)

- C1 THE MAINTENANCE AND ENHANCEMENT OF THE COUNTY'S NATURE CONSERVATION RESOURCES SHOULD BE SAFEGUARDED, THROUGH THE CONTROL OF DEVELOPMENT, AND BY POSITIVE ACTION SUCH AS SYMPATHETIC LAND MANAGEMENT.
- C3 THE NATURE CONSERVATION IMPORTANCE OF HABITATS LISTED WITHIN THE WILTSHIRE AND SWINDON BIODIVERSITY ACTION PLANS, HABITATS FOR PROTECTED SPECIES AND WILDLIFE CORRIDORS SHOULD BE PROTECTED AND, WHERE POSSIBLE, ENHANCED. WHERE SIGNIFICANT HARM WOULD RESULT TO THESE BIODIVERSITY INTERESTS, ADEQUATE MITIGATION SHOULD BE PUT IN PLACE. IF MITIGATION IS NOT POSSIBLE, APPROPRIATE COMPENSATORY MEASURES SHOULD BE SOUGHT.
- C5 THE WATER ENVIRONMENT, INCLUDING SURFACE WATERS, FLOODPLAINS AND GROUNDWATER RESOURCES, SHOULD BE PROTECTED BY THE CONTROL OF DEVELOPMENT. THE STRATEGIC PLANNING AUTHORITIES WILL SUPPORT INITIATIVES WHICH SEEK TO PROTECT, RESTORE OR ENHANCE THE NATURAL ELEMENTS OF THE RIVER OR WATERWAY ENVIRONMENT, AND WHICH IMPROVE THE QUALITY AND EFFICIENT USE OF WATER.
- C9 WITHIN SPECIAL LANDSCAPE AREAS ANY PROPOSALS FOR DEVELOPMENT SHOULD HAVE REGARD TO THE NEED TO PROTECT LANDSCAPE CHARACTER AND SCENIC QUALITY. THE AREAS ARE:-
1. THE MAJORITY OF SALISBURY PLAIN EXCLUDING TWO AREAS AROUND NETHERAVON, LARKHILL, BULFORD AND AMESBURY, AND LUDGERSHALL AND TIDWORTH
 2. THOSE PARTS OF SALISBURY DISTRICT TO THE NORTH AND EAST OF THE CRANBORNE CHASE AND WEST WILTSHIRE DOWNS AREA OF OUTSTANDING NATURAL BEAUTY, EXCLUDING AN AREA AROUND SALISBURY AND WILTON
 3. THE BLACKMORE VALE FROM ZEALS TO SEDGEHILL, AND A SMALL AREA TO THE EAST OF SHAFTESBURY
 4. THE CHAPMANSLADE GREENSAND RIDGE
 5. THE HIGHER LAND OF THE SPYE AND BOWOOD PARKLANDS
 6. THE RIVER FROME VALLEY AT VAGGS HILL; AND
 7. THE SOUTHERN FRINGES OF THE COTSWOLDS, NOT COVERED BY DESIGNATION AS AN AREA OF OUTSTANDING NATURAL BEAUTY.
- C12 LOCAL PLANNING AUTHORITIES WILL PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND FROM NON-AGRICULTURAL DEVELOPMENT.

EXCEPTIONALLY, WHERE THERE IS AN OVERRIDING NEED FOR DEVELOPMENT ON BEST AND MOST VERSATILE AGRICULTURAL LAND WHICH CANNOT BE MET ELSEWHERE, DEVELOPMENT SHALL BE DIRECTED TOWARDS LAND OF THE LOWEST GRADE.

HE2 FEATURES OF ARCHAEOLOGICAL OR HISTORIC INTEREST AND THEIR SETTINGS SHOULD BE PROTECTED FROM INAPPROPRIATE DEVELOPMENT. WHERE NATIONALLY IMPORTANT ARCHAEOLOGICAL OR HISTORIC REMAINS, WHETHER SCHEDULED SITES OR NOT, ARE AFFECTED BY PROPOSED DEVELOPMENT THERE SHOULD BE A PRESUMPTION IN FAVOUR OF THEIR PHYSICAL PRESERVATION "IN SITU".

T11 THE COUNCILS, IN CONJUNCTION WITH THE HIGHWAYS AGENCY, THE STRATEGIC RAIL AUTHORITY, TRANSPORT OPERATORS AND OTHER AGENCIES, WILL SEEK TO DEVELOP AND IMPROVE THE STRATEGIC TRANSPORT NETWORK. EACH CATEGORY OF THE NETWORK, INCLUDING THE TRANS-EUROPEAN ROAD AND RAIL NETWORKS, IS SHOWN ON THE KEY DIAGRAM:

(1) THE NATIONAL PRIMARY ROUTE NETWORK: ROUTES OF NATIONAL AND REGIONAL SIGNIFICANCE FOR THROUGH AND LONG DISTANCE TRAFFIC

M4	MOTORWAY	A4	(West of Chippenham)
A303	TRUNK ROAD	A30	(St. Thomas's Bridge to Salisbury)
A419	TRUNK ROAD	A338	(South of Burbage)
A36	PROPOSED DETRUNKED ROAD	A346	(M4 Junction 15 to Burbage)
A420	(East of A419)	A350	
		A354	
		A361	(West of Semington)
		A429	

(2) RAIL NETWORK

BERKS & HANTS LINE
GREAT WESTERN MAIN LINE
HEART OF WESSEX LINE
WATERLOO-EXETER LINE
WESSEX MAIN LINE

(3) THE WILTSHIRE KEY BUS NETWORK

T12 IMPROVEMENTS TO ENHANCE THE STRATEGIC NETWORK WILL BE PROGRESSED TO SUPPORT OTHER POLICIES IN THE STRUCTURE PLAN AND THE LOCAL TRANSPORT PLANS.

(1) THE FOLLOWING TRUNK ROAD SCHEMES ARE PROPOSED FOR CONSTRUCTION:

A303 STONEHENGE (TO INCLUDE THE WINTERBOURNE STOKE BYPASS AND A FLYOVER AT COUNTESS ROUNDABOUT)

A419 COMMONHEAD ROUNDABOUT OVERPASS

A419 BLUNSDON BYPASS

- (2) THE FOLLOWING PROPOSAL TO IMPROVE THE NON-TRUNK ROAD NATIONAL PRIMARY ROUTE NETWORK IS INCLUDED IN THE LOCAL TRANSPORT PLAN:

A350 WESTBURY BYPASS

- (3) THE A350 NATIONAL PRIMARY ROUTE AT YARNBROOK/WEST ASHTON AND MELKSHAM WILL BE IMPROVED. THE IMPROVEMENT WORKS NECESSARY WILL BE IDENTIFIED THROUGH FURTHER STUDYWORK.
- (4) THE FOLLOWING ROAD PROPOSAL WILL BE SUPPORTED:

SALISBURY: HARNHAM RELIEF ROAD AND BRUNEL LINK

THE A350 NATIONAL PRIMARY ROUTE WILL BE MAINTAINED, MANAGED AND SELECTIVELY IMPROVED TO ASSIST THE ECONOMIC AND SOCIAL REGENERATION OF WESTERN WILTSHIRE BY IMPROVING JOURNEY TIME RELIABILITY WHERE ENVIRONMENTALLY ACCEPTABLE.

ROAD IMPROVEMENTS ON OTHER NON-TRUNK ROAD NATIONAL PRIMARY ROUTES WILL BE RESTRICTED TO SINGLE CARRIAGEWAY 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) THE CONSTRUCTION OF THE FOLLOWING NEW RAIL STATIONS WILL BE PROMOTED AND ENCOURAGED:

CORSHAM RAIL STATION
RELOCATION OF MELKSHAM STATION
PORTON RAIL STATION
WILTON RAIL STATION
WOOTTON BASSETT RAIL STATION

THE LAND REQUIRED FOR THE ABOVE RAIL PROPOSALS SHOULD BE SAFEGUARDED FROM INAPPROPRIATE DEVELOPMENT.

- (6) THE FOLLOWING TRACK AND SIGNALLING WORKS TO PROVIDE CAPACITY IMPROVEMENTS WILL BE PROMOTED AND ENCOURAGED:

WOOTTON BASSETT JUNCTION

WEST WILTSHIRE DISTRICT PLAN 1ST ALTERATION (JUNE 2004)

Countryside Protection

- C1 In order to maintain the quality and variety of the countryside, the water environment, the rural landscape and wildlife, will be protected, conserved and enhanced through the control of development and positive planning measures. Development proposals in the open countryside will not be permitted, other than those which encourage diversification of the rural economy and rural recreation, unless there is an agricultural, forestry or other overriding justification such as essential transport improvements, schemes of national importance or overriding benefit to the local economy. Acceptable mitigation measures will be implemented where appropriate.

Special Landscape Areas

- C3 Special Landscape Areas, as defined on the Proposals Maps, are identified as follows:-

- A Salisbury Plain
- B The Corsley Heath to Chapmanslade Greensand Ridge
- C The higher land of the Spye and Bowood Parklands
- D The River Frome Valley at Vaggs Hill
- E The southern fringes of the Cotswolds not covered by Area of Outstanding Natural Beauty designation.

The landscape character of Special Landscape Areas will be conserved and enhanced and development will not be permitted which is considered to be detrimental to the high quality of these landscapes.

Proposals for development essential to the social and economic well-being of the rural community or desirable for the enjoyment of its amenities will be permitted having regard to highways, access, scale, design, materials, location, siting, landscaping and other appropriate environmental considerations.

Sites of Special Scientific Interest

- C5 Development affecting Sites of Special Scientific Interest (SSSI), including those shown on the Proposals Map and listed below, will not be permitted where it would have an adverse impacts on wildlife habitats or important physical features, unless the proposals can be subject to conditions which prevent damaging impact or if other material factors are sufficient to override the special nature conservation interest.

- | | | | |
|---|------------------------------|---|-----------------------------|
| A | Midford Valley Woods | M | Inwood, Warleigh |
| B | Gripwood Quarry | N | Picket and Clanger Woods |
| C | Spye Park | O | Winsley Mines |
| D | Bratton Downs | P | Upton Cow Down |
| E | Westbury Ironstone Quarry | Q | Salisbury Plain |
| G | Cley Hill | R | Longleat Woods |
| H | Scratchbury and Cotley Hills | S | Salisbury River Avon System |
| I | Starveall and Stony Down | T | Steeple Ashton |
| J | Brimsdown Hill | | |
| K | Tytherington Down | | |
| L | Stockton Wood and Down | | |

Areas of High Ecological Value, Regionally Important Geological or Geomorphological Sites, and Sites of Nature Conservation Interest

C6 Areas of High Ecological Value (AHEVs), Regionally Important Geological or Geomorphological Sites (RIGs), and Sites of Nature Conservation Interest (SNCIs) will be protected from detrimental development. These features are defined on the Proposals Map:

The AHEVs are:

- | | |
|---|-----------------------------|
| A | The Cotswolds |
| B | Spye Park |
| C | Salisbury Plain West |
| D | The Deverills |
| E | Salisbury River Avon System |
| F | Grovely/Great Ridge |

Development proposals in or near AHEVs, RIGs, or SNCIs will not be permitted if considered harmful to the ecological interest of these scarce and vulnerable habitats or if it would result in the serious loss of flora and fauna, unless there is no suitable alternative or if other material factors are sufficient to override the special nature conservation interest. Where development is permitted, proposals will be subject to conditions or planning agreements that prevent damaging impacts on wildlife, habitats or important physical features.

Landscape Features

C6a Development which would have an adverse effect on the integrity and continuity of the District's characteristic landscape features, listed below, and their associated wildlife (wild flora and fauna), will only be permitted if the planning benefits of the proposal outweigh the harm to the local nature conservation interests.

- Ponds
- Hedges
- Stone walls
- Water courses
- Chalk grasslands
- Historic parklands
- Semi-natural and ancient woodlands

Appropriate management of these features will be encouraged:

- Generally, in accordance with the Wiltshire Biodiversity Action Plan
- Specifically, by the use of conditions on planning permissions and by the use of planning agreements and management agreements with landowners and developers.

Protected Species

C7 Planning permission for any development that would adversely affect, either indirectly or directly, any legally protected plant or animal or its habitat, will not be granted unless the proposals can be subject to conditions and planning agreements which will secure their protection at the site.

Rivers

- C9 Development proposals should ensure that they do not adversely affect the water quality, quantity, amenity, or visual quality or value as a wildlife habitat of a river or watercourse and associated wetlands. Permission will not be granted for works affecting a river or watercourse where there would be significant harm to landscape, visual amenity, nature conservation interests, public enjoyment or a risk of flooding. Bank protection works should include the use of appropriate materials and protect nature conservation interests.

Nationally Important Sites

- C13 All Scheduled Ancient Monuments and other nationally important sites and monuments will be protected and preserved in situ. Planning permission for development proposals in or near such sites which would be damaging and/or detrimental to the monument and its setting will not be permitted.

Archaeological Field Evaluation

- C14 An archaeological field evaluation will be required where development proposals would affect a site of known archaeological interest or where evidence suggests the existence of such a site. An archaeological field evaluation may be requested prior to a decision on an application for development where the archaeological value of the site is as yet unknown.

Archaeological Investigation and Recording

- C16 In considering applications for development on sites of archaeological value, or in areas of archaeological significance, where the physical preservation of remains is not warranted, planning permission will be granted provided the archaeological value of the site is adequately recorded. Consideration will be given to the use of conditions and/or agreements to ensure that adequate access, time and resources are available to allow investigation, recording and dissemination of archaeological evidence prior to the start of development.

Noise

- C36 Noise generating development (such as road, rail and air transport and some industrial uses) will not be permitted if it would be liable to result in unacceptably high levels of noise being experienced by the occupiers of existing or proposed noise sensitive development (such as housing, hospitals and schools).

Noise sensitive development will not be permitted if its proposed occupiers would be subject to unacceptably high levels of noise from existing or proposed noise generating uses.

Development will be permitted where unacceptably high levels of noise can be avoided through appropriate attenuation or other measures undertaken as part of the development.

Contaminated Land

- C37 When it is known or strongly suspected that a site is contaminated to an extent which may adversely affect a proposed development, or where it is considered that the development if permitted could cause environmental harm, appropriate site investigation work will be required to be carried out to identify the nature and extent of any contamination present before the planning application is determined.

Where the likelihood of existing contamination is only slight, planning permission may be granted subject to conditions requiring appropriate site investigation and assessment to be carried out before the development is permitted to start.

In both instances, any appropriate remedial measures will need to be agreed before the commencement of the development, and carried out in strict accordance with the agreed remediation scheme.

Westbury Bypass Package

T1a Land to the north and east of Westbury, from north of the existing Cement Works Roundabout and to the south of Madbrook Farm, as shown on the Proposals Map, is safeguarded as the County Council's preferred route option for the A350 Westbury Eastern Bypass and the Glenmore Link.

Other development will not be permitted on this safeguarded land if it would be likely to prejudice the implementation of this scheme.

ADOPTED WILTSHIRE AND SWINDON WASTE LOCAL PLAN 2011 (March 2005)

Policy 10 – Waste Audits

Planning applications for development which is expected to generate waste through the construction process and the subsequent operation/occupation of the development itself must be accompanied by a waste audit to include the following details:

- (a) The type and volume of waste that the development process will generate (the development process comprises the construction process and any other operations necessary to bring the development into being);
- (b) The steps to be taken to reduce, re-use and recycle any waste that is produced through the development process;
- (c) The steps to be taken to minimise the use of raw materials in the development process;
- (d) The steps to be taken to minimise the pollution potential of unavoidable waste;
- (e) The steps to be taken to dispose of any unavoidable waste in an environmentally acceptable manner;
- (f) The steps to be taken to ensure maximum waste recovery (e.g. recycling and composting) once the development is completed/occupied; and
- (g) Proposals for the transport of waste created during the development process and subsequent use of the site.

POLICY 5: THE SAFEGUARDING OF MINERAL RESOURCES

WITHIN MINERAL CONSULTATION AREAS AND MINERAL SAFEGUARDING AREAS PROPOSALS FOR DEVELOPMENT THAT MAY PREVENT OR ADVERSELY AFFECT CURRENT OR POSSIBLE FUTURE MINERAL EXTRACTION OR ASSOCIATED OPERATIONS WILL BE OPPOSED UNLESS:

1. MINERAL EXTRACTION CAN REASONABLY BE UNDERTAKEN PRIOR TO, OR IN PHASE WITH, THE DEVELOPMENT, OR
2. IT IS PROVEN THAT THE MINERAL DEPOSIT IS UNLIKELY EVER TO BE WORKED DUE TO ITS QUALITY OR QUANTITY, OR
3. THERE IS AN OVERRIDING NEED FOR THE DEVELOPMENT TO COMMENCE WITHOUT DELAY DUE TO PRIOR EXTRACTION OF THE MINERAL, TAKING INTO ACCOUNT ITS LOCAL, REGIONAL AND NATIONAL IMPORTANCE.

IN EACH CASE MINERAL DEVELOPMENT WILL ONLY BE PERMITTED WHEN IT WOULD NOT RESULT IN UNACCEPTABLE ENVIRONMENTAL IMPACTS AND WOULD ACCORD WITH ALL OTHER RELEVANT POLICIES OF THIS PLAN.