

ADOPTED WILTSHIRE AND SWINDON

WILTSHIRE AND SWINDON STRUCTURE PLAN (APRIL 2006)

- DP1 IN PURSUIT OF SUSTAINABLE DEVELOPMENT, PARTICULAR PRIORITY SHOULD BE GIVEN TO:
- (I) MEETING LOCAL NEEDS FOR JOBS, SERVICES AND AFFORDABLE AND SPECIAL NEEDS HOUSING IN ALL SETTLEMENTS;
 - (II) MEETING THE NEEDS OF PEOPLE WITH DISABILITIES;
 - (III) ACHIEVING A PATTERN OF LAND-USES AND ASSOCIATED TRANSPORT LINKS WHICH MINIMISE THE NEED TO TRAVEL AND SUPPORT THE INCREASED USE OF PUBLIC TRANSPORT, CYCLING AND WALKING;
 - (IV) MAXIMISING THE POTENTIAL FOR ENERGY CONSERVATION AND ACCOMMODATING PROPOSALS FOR RENEWABLE ENERGY;
 - (V) IMPROVING THE AMENITY OF SETTLEMENTS;
 - (VI) MINIMISING THE LOSS OF COUNTRYSIDE AND PROTECTING AND ENHANCING THE PLAN AREA'S ENVIRONMENTAL ASSETS.
- T5 MEASURES SHOULD BE PROVIDED TO ENCOURAGE CYCLING AND WALKING, AND IMPROVE SAFETY OF THESE MODES IN ORDER TO OFFER ALTERNATIVES TO PRIVATE CAR USE.
- HE7 THE ARCHITECTURAL AND HISTORIC HERITAGE OF THE PLAN AREA WILL BE SAFEGUARDED FROM INAPPROPRIATE DEVELOPMENT.
- DEVELOPMENT PROPOSALS SHOULD PRESERVE OR ENHANCE THE CHARACTER OF CONSERVATION AREAS.
- DEVELOPMENT INVOLVING LISTED BUILDINGS SHOULD HAVE SPECIAL REGARD TO THE DESIRABILITY OF PRESERVING THE BUILDING, ITS SETTING AND ANY FEATURES OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WHICH IT POSSESSES.
- RLT1 PROVISION SHOULD BE MADE FOR A WIDE RANGE OF FACILITIES FOR SPORT, RECREATION, LEISURE AND THE ARTS TO MEET LOCAL, COUNTY AND SUB-REGIONAL NEEDS, TAKING ACCOUNT OF THE DISTRIBUTION OF EXISTING FACILITIES, AND THE PUBLIC TRANSPORT NETWORK, PROVIDED THERE IS NO ADVERSE IMPACT ON THE ENVIRONMENT AND THE INTERESTS OF LOCAL COMMUNITIES.
- ADEQUATE PROVISION OF RECREATIONAL OPEN SPACE SHOULD BE MADE AND RETAINED TO CATER FOR THE DIVERSE NEEDS OF LOCAL COMMUNITIES.
- ALL SUCH FACILITIES SHOULD HAVE REGARD TO THE NEEDS OF PEOPLE WITH DISABILITIES.

RELEVANT PLANNING POLICIES

ADOPTED SALISBURY DISTRICT LOCAL PLAN (JUNE 2003)

- G1 IN ACCORDANCE WITH THE PRINCIPLES OF SUSTAINABLE DEVELOPMENT, PRIORITY WILL BE GIVEN TO ENSURING THAT DEVELOPMENT PROPOSALS:
- (I) ACHIEVE AN OVERALL PATTERN OF LAND USES WHICH REDUCE THE NEED TO TRAVEL AND SUPPORT INCREASED USE OF PUBLIC TRANSPORT, CYCLING AND WALKING;
 - (II) PROMOTE THE VITALITY AND VIABILITY OF LOCAL COMMUNITIES;
 - (III) CONSERVE BOTH THE NATURAL ENVIRONMENT AND CULTURAL HERITAGE OF THE DISTRICT; AND
 - (IV) MAKE EFFECTIVE USE OF LAND IN URBAN AREAS, PARTICULARLY ON PREVIOUSLY DEVELOPED SITES.
- G2 NEW DEVELOPMENT WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:
- (I) A SATISFACTORY MEANS OF ACCESS AND TURNING SPACE WITHIN THE SITE, WHERE APPROPRIATE, TOGETHER WITH PARKING IN ACCORDANCE WITH THE GUIDANCE AT APPENDICES V AND VI OF THE LOCAL PLAN;
 - (II) AVOIDANCE OF PLACING AN UNDUE BURDEN ON EXISTING OR PROPOSED SERVICES AND FACILITIES, THE EXISTING OR PROPOSED LOCAL NETWORK OR OTHER INFRASTRUCTURE;
 - (III) A MINIMUM LOSS OF DISTURBANCE TO FORESTRY LAND AND THE BEST AND MOST VERSATILE AGRICULTURAL LAND, AND AVOID THE SEVERANCE OF HOLDINGS;
 - (IV) RESPECT FOR EXISTING BENEFICIAL LANDSCAPE, ECOLOGICAL, ARCHAEOLOGICAL OR ARCHITECTURAL FEATURES AND INCLUDE MEASURES FOR THE ENHANCEMENT OF SUCH FEATURES AND THE LANDSCAPING OF THE SITE WHERE APPROPRIATE;
 - (V) AVOIDANCE OF THE LOSS OF IMPORTANT OPEN AREAS, A GAP IN FRONTAGE OR NATURAL OR BUILT FEATURES (SUCH AS TREES, HEDGES OR OTHER HABITATS, WALLS, FENCES OR BANKS), WHICH IT IS DESIRABLE TO RETAIN;
 - (VI) AVOIDANCE OF UNDULY DISTURBING, INTERFERING, CONFLICTING WITH OR OVERLOOKING ADJOINING DWELLINGS OR USES TO THE DETRIMENT OF EXISTING OCCUPIERS;
 - (VII) AVOIDANCE OF LOCATIONS WHICH ARE LIABLE TO ENVIRONMENTAL PROBLEMS DUE TO THEIR PROXIMITY TO INCOMPATIBLE DEVELOPMENT;
 - (VIII) AVOIDANCE OF DETRIMENT TO PUBLIC HEALTH OR POLLUTION TO THE ENVIRONMENT BY THE EMISSION OF EXCESSIVE NOISE, LIGHT INTRUSION, SMOKE, FUMES, EFFLUENT OR VIBRATION; AND INCORPORATION OF ENERGY EFFICIENT DESIGN THROUGH BUILDING DESIGN, LAYOUT AND ORIENTATION.

- G6 WHERE LOCATIONS OR GROUND CONDITIONS ARE UNSUITABLE FOR SOAKAWAY DISPOSAL, SOURCE CONTROL TECHNIQUES ALSO KNOWN AS SUSTAINABLE DRAINAGE SYSTEMS (SUDS) SHOULD BE EMPLOYED.
- G8 IN GROUNDWATER SOURCE PROTECTION AREAS, THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT DEVELOPMENT RESPECTS THE NEED TO PROTECT WATER RESOURCES.
- CN8 IN CONSERVATION AREAS, ONLY DEVELOPMENT WHICH PRESERVES OR ENHANCES THE EXISTING CHARACTER OF THE AREA WILL BE PERMITTED.
- THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT THE FORM, SCALE AND DESIGN OF NEW DEVELOPMENT, AND THE MATERIALS USED IN IT, RESPECT THE CHARACTER OF THE AREA.
- CN10 THE LOSS OF OPEN SPACES, GAPS BETWEEN BUILDINGS AND GARDENS WILL NOT BE PERMITTED WHERE THIS WOULD DETRACT FROM THE SPECIAL CHARACTER OF THE CONSERVATION AREAS.
- CN11 SPECIAL CARE WILL BE TAKEN WHEN CONSIDERING NEW DEVELOPMENT TO ENSURE THAT VIEWS FROM AND INTO CONSERVATION AREAS ARE SAFEGUARDED AND VIEWS WHICH DO NOT CONTRIBUTE TO THEIR CHARACTER ARE IMPROVED WHERE OPPORTUNITIES ARISE.
- PS5 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.
- R5 DEVELOPMENT WHICH WOULD LEAD TO THE LOSS OF PUBLIC OR PRIVATE SPORTS FIELDS, OTHER RECREATIONAL OPEN SPACE, OR SCHOOL PLAYING FIELDS, WILL NOT BE PERMITTED UNLESS:
- (I) SPORTS AND RECREATION FACILITIES CAN BE BEST RETAINED AND ENHANCED THROUGH THE REDEVELOPMENT OF A SMALL PART OF THE SITE; OR
 - (II) ALTERNATIVE EQUIVALENT PROVISION IS MADE AVAILABLE IN THE LOCALITY; OR
 - (III) THERE IS AN EXCESS OF SPORTS PITCH PROVISION AND PUBLIC OPEN SPACE IN THE AREA, TAKING ACCOUNT OF THE RECREATION AND AMENITY VALUE OF SUCH PROVISION.
- R7 THE DISTRICT COUNCIL WILL ENCOURAGE THE DUAL USE OF EDUCATION FACILITIES FOR RECREATION PURPOSES WHEREVER POSSIBLE.
- TR1 THE LOCAL PLANNING AUTHORITY, IN CONJUNCTION WITH THE LOCAL HIGHWAY AUTHORITY, WILL IMPLEMENT A SUSTAINABLE LAND USE AND TRANSPORTATION STRATEGY FOR THE SALISBURY URBAN AREA. THE COMPONENTS OF THIS STRATEGY WILL INCLUDE:
- (I) SUPPORT FOR BUS SERVICES THROUGH FINANCIAL SUBSIDIES, BUS PRIORITY MEASURES AND INFRASTRUCTURE PROVISION;
 - (II) SUPPORT FOR DEMAND MEASURES INITIATIVES IN CO-OPERATION WITH LOCAL EMPLOYMENT, SCHOOLS AND OTHER LARGE TRAFFIC GENERATORS;

- (III) THE CREATION OF A COMPREHENSIVE CYCLING AND WALKING NETWORK;
- (IV) CITY CENTRE ENVIRONMENTAL ENHANCEMENT AND TRAFFIC MANAGEMENT MEASURES;
- (V) SUPPORT FOR ALL RAIL SERVICES;
- (VI) THE LIMITATION OF TRAFFIC GROWTH THROUGH THE PROVISION OF PARK AND RIDE SITES SUPPORTED BY CENTRAL CAR PARKING MANAGEMENT MEASURES INCLUDING RESTRICTIONS ON LONG-TERM CAR PARKING WITHIN THE CITY CENTRE;
- (VII) THE PROMOTION OF A SUSTAINABLE PATTERN OF DEVELOPMENT THAT REDUCES THE NEED TO TRAVEL BY PRIVATE CAR AND ENCOURAGES INCREASED USE OF PUBLIC TRANSPORT, WALKING AND CYCLING.

TR14 SECURE BICYCLE PARKING SPACES WILL BE SOUGHT IN NEW DEVELOPMENTS IN A MANNER ACCEPTABLE TO THE LOCAL PLANNING AUTHORITY AND IN ACCORDANCE WITH THE GUIDELINES GIVEN IN APPENDIX VI.