

**RELEVANT PLANNING POLICIES**

**REGIONAL PLANNING GUIDANCE FOR THE SOUTH WEST (RPG 10)**

**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 RE 1: WATER RESOURCES AND WATER QUALITY**

TO ACHIEVE THE LONG TERM SUSTAINABLE USE OF WATER, WATER RESOURCES NEED TO BE USED MORE EFFICIENTLY. AT THE SAME TIME, WATER RESOURCES AND WATER TREATMENT INFRASTRUCTURE MUST BE MADE AVAILABLE IN THE RIGHT LOCATION AND AT THE RIGHT TIME TO SUPPORT DEVELOPMENT PLANNED FOR THE PERIOD COVERED BY THE REGIONAL GUIDANCE. THE QUALITY OF INLAND AND COASTAL WATER ENVIRONMENTS MUST BE CONSERVED AND ENHANCED. LOCAL AUTHORITIES, THE ENVIRONMENT AGENCY, WATER COMPANIES AND OTHER AGENCIES SHOULD SEEK TO:

- PLAN THEIR WATER INFRASTRUCTURE AND WATER TREATMENT INVESTMENT PROGRAMMES IN ACCORDANCE WITH THE REGIONAL SPATIAL STRATEGY;

- AIM TO CONSERVE WATER THROUGH DEMAND MANAGEMENT AND EFFICIENT DISTRIBUTION;
- PROTECT GROUNDWATER RESOURCES;
- PROTECT AND ENHANCE RIVER AND COASTAL WATER QUALITY.

IN PARTICULAR, DEVELOPMENT PLANS AND OTHER PLANS AND PROGRAMMES OF BODIES AND AGENCIES ASSOCIATED WITH FUTURE DEVELOPMENT AND WATER ISSUES, WILL NEED TO:

- TAKE WATER RELATED ISSUES INTO ACCOUNT FROM AN EARLY STAGE IN THE PROCESS OF IDENTIFYING LAND FOR DEVELOPMENT AND RE-DEVELOPMENT AND SHOULD CO-ORDINATE THE TIMING OF NEW DEVELOPMENT WITH THE PROVISION OF SUSTAINABLE WATER SUPPLIES, SEWAGE TREATMENT AND DISCHARGE SYSTEMS IN ACCORDANCE WITH ADVICE IN PPG12 (DEVELOPMENT PLANS);
- SEEK TO AVOID SITES WHERE WATER SUPPLY AND/OR DRAINAGE PROVISION IS LIKELY TO BE UNSUSTAINABLE;
- ENCOURAGE USE OF SITES WHERE PAST PROBLEMS CAN BE SOLVED;
- PROMOTE THE USE OF SUSTAINABLE URBAN DRAINAGE SOLUTIONS AND THE PRODUCTION OF DETAILED SUPPLEMENTARY PLANNING GUIDANCE TO FACILITATE THEIR ADOPTION.

## **POLICY RE 2: FLOOD RISK**

FLOODING CAUSES RISK TO BOTH PROPERTY AND LIFE AND PROTECTING PROPERTY AND PEOPLE IN AREAS OF FLOOD RISK IS EXPENSIVE. LOCAL AUTHORITIES, THE ENVIRONMENT AGENCY, OTHER AGENCIES AND DEVELOPERS SHOULD SEEK TO:

- PROTECT LAND LIABLE TO RIVER AND COASTAL FLOODING FROM NEW DEVELOPMENT, BY DIRECTING DEVELOPMENT AWAY FROM RIVER AND COASTAL FLOODPLAINS;
- PROMOTE, RECOGNISE AND ADOPT THE USE OF SUSTAINABLE DRAINAGE SYSTEMS FOR SURFACE WATER DRAINAGE;
- ADOPT A SEQUENTIAL APPROACH TO THE ALLOCATION AND DEVELOPMENT OF SITES, HAVING REGARD TO THEIR FLOOD RISK POTENTIAL IN ACCORDANCE WITH ADVICE IN PPG25 (DEVELOPMENT AND FLOOD RISK).

DEVELOPMENT PLANS SHOULD:

- IDENTIFY INLAND AND COASTAL AREAS AT RISK FROM FLOODING BASED ON THE ENVIRONMENT AGENCY'S INDICATIVE MAPS AND, SUPPLEMENTED WHERE NECESSARY BY HISTORICAL AND MODELLED FLOOD DATA AND INDICATIONS AS TO OTHER AREAS WHICH COULD BE AT RISK IN FUTURE;

- PROVIDE CRITERIA FOR REDEVELOPMENT PROPOSALS IN FLOOD PLAINS, IN ORDER TO MINIMISE THEIR CUMULATIVE ADVERSE IMPACT AND SECURE ENHANCEMENT OF THE FLOODWATER STORAGE AND ECOLOGICAL ROLE OF FLOOD PLAINS.

## **POLICY RE 6: ENERGY GENERATION AND USE**

LOCAL AUTHORITIES, ENERGY SUPPLIERS AND OTHER AGENCIES SHOULD:

- SUPPORT AND ENCOURAGE THE REGION TO MEET THE NATIONAL TARGETS FOR:
  - A 12.5% REDUCTION IN GREENHOUSE GAS EMISSIONS BELOW 1990 LEVELS BY 2008-2012 AND A 20% REDUCTION (FROM 1990 LEVELS) IN CARBON DIOXIDE EMISSIONS BY 2010;
  - A MINIMUM OF 11-15% OF ELECTRICITY PRODUCTION TO BE FROM RENEWABLE ENERGY SOURCES BY 2010.
- ENCOURAGE AND PROMOTE THE GREATER USE OF RENEWABLE ENERGY SOURCES, INCLUDING COMMUNITY-BASED PROJECTS, SUCH AS COMBINED HEAT AND POWER AND COMMUNITY HEATING AND THEIR INTEGRATION INTO MORE ENERGY EFFICIENT NEW BUILD OR REDEVELOPMENT PROPOSALS;
- HAVE FULL REGARD TO THE RECOMMENDATIONS AND DETAILED BACKGROUND INFORMATION CONTAINED IN THE REPORT "RENEWABLE ENERGY ASSESSMENTS AND TARGETS FOR THE SOUTH WEST" (GOSW APRIL 2001).

DEVELOPMENT PLANS SHOULD:

- SPECIFY THE CRITERIA AGAINST WHICH PROPOSALS FOR RENEWABLE ENERGY PROJECTS WILL BE ASSESSED, BALANCING THE BENEFITS OF DEVELOPING MORE SUSTAINABLE FORMS OF ENERGY GENERATION AGAINST THE ENVIRONMENTAL IMPACTS, IN PARTICULAR ON NATIONAL AND INTERNATIONAL DESIGNATED SITES;
- PROMOTE ENERGY CONSERVATION MEASURES THROUGH POLICIES GUIDING THE DESIGN, LAYOUT AND CONSTRUCTION TECHNIQUES OF NEW DEVELOPMENT PROPOSALS.

## **POLICY TCS2: CULTURE, LEISURE AND SPORT**

LOCAL AUTHORITIES AND OTHER AGENCIES IN THEIR PLANS, POLICIES AND PROPOSALS SHOULD:

- IDENTIFY AND PROTECT RECREATIONAL OPEN SPACES AND PLAYING FIELDS;

- IDENTIFY SITES AND OPPORTUNITIES FOR THE PROVISION OF NEW CULTURAL, LEISURE AND COMMUNITY SPORTS FACILITIES, PARTICULARLY IN AREAS OF IDENTIFIED UNDERPROVISION, OR MAJOR NEW DEVELOPMENT (INCLUDING THE UK SPORTS INSTITUTE NATIONAL NETWORK CENTRE AND THE PROPOSED NEW NATIONAL SAILING FACILITY AT PORTLAND) AND ENSURE THAT NEW FACILITIES ARE READILY ACCESSIBLE BY SUSTAINABLE MODES OF TRANSPORT;
- MAXIMISE THE USE OF HIGHLY MANAGED AREAS SUCH AS COUNTRY PARKS, NATIONAL TRAILS, CULTURAL ATTRACTIONS AND SPORTS FACILITIES;
- ENCOURAGE LESS INTENSIVE RECREATION IN OTHER AREAS SUCH AS RIVER VALLEYS AND COASTAL AREAS BY PROVIDING ESSENTIAL FACILITIES, SUCH AS TOILETS, BUS STOPS, FOOTPATHS AND CYCLEWAYS IN APPROPRIATE SUSTAINABLE LOCATIONS;
- MAXIMISE THE POSITIVE BENEFITS OF SPORT, LEISURE, RECREATION AND CULTURAL DEVELOPMENT FOR THE ENVIRONMENT, LOCAL COMMUNITIES, LOCAL ECONOMIES AND VISITORS;
- REFLECT PLANNING POLICY GUIDANCE INCLUDING THAT CONTAINED IN PPG7 (THE COUNTRYSIDE – ENVIRONMENTAL QUALITY AND ECONOMIC AND SOCIAL DEVELOPMENT), PPG13 (TRANSPORT), PPG17 (SPORT AND RECREATION), PPG20 (COASTAL PLANNING) AND PPG21 (TOURISM);
- PREPARE MANAGEMENT STRATEGIES FOR INLAND AND COASTAL WATERS OF MAJOR RECREATIONAL SIGNIFICANCE, TAKING INTO ACCOUNT RECREATIONAL DEMANDS AND THE NEED FOR ENVIRONMENTAL PROTECTION.

#### **POLICY TRAN 10: WALKING, CYCLING AND PUBLIC TRANSPORT**

LOCAL AUTHORITIES, TRANSPORT OPERATORS AND OTHER AGENCIES SHOULD HAVE REGARD TO THE SUSTAINABLE TRANSPORT HIERARCHY, GIVING PRIORITY TO WALKING, CYCLING AND PUBLIC TRANSPORT. THEY SHOULD AIM TO INCREASE THE SHARE OF TOTAL TRAVEL BY THESE MODES AND ENSURE THAT THEY PROVIDE ATTRACTIVE AND RELIABLE ALTERNATIVES TO THE PRIVATE CAR BY:

- DEVELOPING ATTRACTIVE, SAFE AND CONVENIENT PEDESTRIAN AND CYCLE NETWORKS LINKING RESIDENTIAL AREAS, EMPLOYMENT CENTRES, TOWN CENTRES, SCHOOLS, COLLEGES AND UNIVERSITIES AND OTHER KEY DESTINATIONS AND LINKING SMALLER SETTLEMENTS AND DISTRICT CENTRES TO MAIN TOWN CENTRES;
- DEVELOPING BUS NETWORKS IN ACCORDANCE WITH REGIONAL ACCESSIBILITY CRITERIA WHICH PROVIDE ACCESS TO ALL MAJOR EMPLOYMENT, RETAIL, TOURISM AND LEISURE SITES AND AIM TO PROVIDE ADEQUATE ACCESS TO MOST RESIDENTIAL AREAS;
- ENCOURAGING THE EFFICIENCY OF PUBLIC TRANSPORT AND REDUCING THE IMPACT OF TRAFFIC CONGESTION ON BUS AND COACH SERVICES BY PROMOTING BUS PRIORITY MEASURES, RAIL SERVICES INTO URBAN AREAS AND PARK AND RIDE FACILITIES IN APPROPRIATE LOCATIONS;

- DEVELOPING PASSENGER INFORMATION AND FARE SYSTEMS AND ENHANCED INTERCHANGE FACILITIES AND TAKING INTO ACCOUNT THE NEEDS OF DISADVANTAGED GROUPS;
- SEEKING TRANSPORT ASSESSMENTS AND TRAVEL PLANS FOR ALL NEW MAJOR DEVELOPMENTS AND ENCOURAGING MAJOR ORGANISATIONS TO PREPARE AND IMPLEMENT SUCH PLANS, HAVING REGARD TO SUSTAINABLE TRANSPORT OBJECTIVES SET BY LOCAL AUTHORITIES IN THE LOCAL TRANSPORT PLAN;
- ENSURING THAT MAJOR NEW DEVELOPMENT DELIVERS (OR SETS OUT A CLEAR AND REALISTIC STRATEGY TO DELIVER) A REALISTIC CHOICE OF ACCESS BY PUBLIC TRANSPORT, WALKING AND CYCLING;
- DEVELOPING IMPROVED PUBLIC TRANSPORT SERVICES THROUGH QUALITY PARTNERSHIPS AND ENCOURAGE RAIL AND COACH OPERATIVES TO PROVIDE RURAL TOWNS WITH A TRANSPORT SYSTEM THAT MEETS THE COMMUNITIES' NEEDS;
- SUPPORTING COMMUNITY TRANSPORT, ESPECIALLY IN REMOTE AREAS AND TO SERVE DISADVANTAGED GROUPS.

#### **WILTSHIRE AND SWINDON STRUCTURE PLAN 2016 (ADOPTED 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.
- DP1** IN PURSUIT OF SUSTAINABLE DEVELOPMENT, PARTICULAR PRIORITY SHOULD BE GIVEN TO:
1. MEETING LOCAL NEEDS FOR JOBS, SERVICES AND AFFORDABLE AND SPECIAL NEEDS HOUSING IN ALL SETTLEMENTS
  2. MEETING THE NEEDS OF PEOPLE WITH DISABILITIES
  3. 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

4. MAXIMISING THE POTENTIAL FOR ENERGY CONSERVATION AND ACCOMMODATING PROPOSALS FOR RENEWABLE ENERGY
5. IMPROVING THE AMENITY OF SETTLEMENTS
6. MINIMISING THE LOSS OF COUNTRYSIDE AND PROTECTING AND ENHANCING THE PLAN AREA'S ENVIRONMENTAL ASSETS

**DP3** DEVELOPMENT SHOULD PRIMARILY BE FOCUSED AT THE SWINDON PRINCIPAL URBAN AREA TO SUPPORT AND ENHANCE ITS ROLE AND FUNCTION AND THE REGENERATION OF THE CENTRAL AREA.

LOCAL DEVELOPMENT DOCUMENTS SHOULD IDENTIFY SALISBURY, CHIPPENHAM AND TROWBRIDGE AS STRATEGIC SERVICE CENTRES FOR SMALLER SCALE GROWTH TO SERVE THE NEEDS OF THE RURAL AREA BEYOND THE HINTERLAND OF THE PRINCIPAL URBAN AREAS. PROVISION SHOULD ONLY BE MADE FOR DEVELOPMENT THAT SUSTAINS THEIR STRATEGIC SERVICE CENTRE ROLE AND IMPROVES THE BALANCE OF LAND USES WITHOUT ENCOURAGING CAR-BORNE COMMUTING TO THE PRINCIPAL URBAN AREAS. PARTICULAR EMPHASIS SHOULD BE PLACED ON THE PROVISION OF EMPLOYMENT LAND TO ATTRACT NEW ECONOMIC ACTIVITY AND MEET THE NEEDS OF EXISTING EMPLOYERS, AND ALSO AT TROWBRIDGE, THE REGENERATION OF THE TOWN CENTRE.

ELSEWHERE, LOCAL DEVELOPMENT DOCUMENTS SHOULD:

1. IDENTIFY TOWNS AS LOCAL SERVICE CENTRES TO ACCOMMODATE SMALLER SCALE DEVELOPMENT TO MEET LOCAL NEEDS AND TO MAKE SERVICES AVAILABLE TO THE WIDER RURAL AREAS; AND
2. IDENTIFY SMALL TOWNS AND VILLAGES TO MEET LOCAL NEEDS ONLY.

DEVELOPMENT SHOULD BE LIMITED IN SCALE AND WELL INTEGRATED WITH THE EXISTING FORM OF THE SETTLEMENT. HOUSING DEVELOPMENT SHOULD BE LIMITED TO SETTLEMENTS THAT HAVE EMPLOYMENT OPPORTUNITIES SATISFYING LOCAL NEED, FACILITIES AND SERVICES, AND ACCESS BY PUBLIC TRANSPORT.

IN LOCATING DEVELOPMENT IN ACCORDANCE WITH THIS STRATEGY PRIORITY WILL BE AFFORDED TO MAKING PROVISION ON PREVIOUSLY DEVELOPED LAND. THE DEVELOPMENT OF SUCH LAND IN SUSTAINABLE LOCATIONS SHOULD NOT BE INHIBITED SOLELY ON THE GROUNDS THAT THE HOUSING LAND REQUIREMENT IS MET ON OTHER SITES. LOCAL DEVELOPMENT DOCUMENTS SHOULD SET OUT THE TESTS OF SUSTAINABILITY WHICH WILL BE APPLIED TO SUCH PROPOSALS INCLUDING THE NEED TO RETAIN AN APPROPRIATE BALANCE OF LAND USES AT SETTLEMENTS. DEVELOPMENT WILL BE OF A HIGH STANDARD OF DESIGN AND PROTECT OR ENHANCE LANDSCAPE AND BIODIVERSITY.

**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.

- 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.

### **KENNET LOCAL PLAN 2011 (Adopted 2004)**

#### **POLICY PD1 - DEVELOPMENT AND DESIGN**

##### **A. GENERAL APPLICATION**

A HIGH STANDARD OF DESIGN WILL BE EXPECTED IN NEW DEVELOPMENTS, EXTENSIONS OR ALTERATIONS TO EXISTING BUILDINGS, CHANGES OF USE AND IN PROPOSALS AFFECTING THE LANDSCAPE AND ENVIRONMENT, TO ENSURE THAT THE CHARACTER, APPEARANCE AND ENVIRONMENTAL QUALITY OF THE KENNET AREA IS MAINTAINED OR ENHANCED, AND TO PROMOTE SAFETY AND COMPATIBILITY BETWEEN ADJOINING LAND USES.

##### **B. CONSIDERATIONS**

IN ORDER TO ACHIEVE HIGH STANDARDS OF DESIGN, ALL DEVELOPMENT PROPOSALS SHOULD ADEQUATELY ADDRESS THE FACTORS LISTED BELOW, WHERE THEY ARE RELEVANT TO THE DEVELOPMENT UNDER CONSIDERATION:

1. SUSTAINABLE DESIGN PRINCIPLES;
2. SCALE, HEIGHT, MASSING AND DENSITY OF DEVELOPMENT;
3. RELATIONSHIP TO TOWNSCAPE AND LANDSCAPE CONTEXT AND RELATED ECOLOGY;
4. LAYOUT, SERVICING AND ACCESS ARRANGEMENTS, AND ROAD SAFETY;
5. HOW THE DEVELOPMENT CONTRIBUTES TO THE CREATION OF A WELL USED, ATTRACTIVE AND SAFE PUBLIC REALM;
6. LANDSCAPE PROPOSALS;
7. RELATIONSHIP TO HISTORIC FEATURES;
8. ELEVATIONAL TREATMENT;
9. BUILDING MATERIALS, COLOUR AND DETAILING; AND
10. THE IMPACT ON RESIDENTIAL AMENITY, INCLUDING THAT CAUSED BY REASON OF NOISE AND DISTURBANCE.

## **POLICY AT1 - TRANSPORT APPRAISAL PROCESS**

ALL DEVELOPMENT PROPOSALS SHOULD ADEQUATELY ADDRESS THE ISSUES LISTED BELOW, WHERE THEY ARE RELEVANT TO THE DEVELOPMENT UNDER CONSIDERATION:

- (A) MINIMISE TRAVEL THROUGH CAREFUL SITING AND DESIGN;
- (B) THE PROVISION OF ALTERNATIVE ACCESS TO THE DEVELOPMENT OTHER THAN BY THE PRIVATE CAR INCLUDING BY PUBLIC TRANSPORT, CYCLING AND WALKING (WITH PROPER PROVISION FOR PEOPLE WITH DISABILITIES AND CAREFUL ATTENTION TO CYCLIST AND PEDESTRIAN SAFETY);
- (C) THE INCORPORATION OF FACILITIES SUCH AS SECURE CYCLE PARKING, BUS STOPS OR TAXI PICK UP/DROP OFF POINTS TO ENCOURAGE A CHOICE OF TRAVEL MODE;
- (D) THE PROVISION OF TRAFFIC CALMING MEASURES INCLUDING USING IMAGINATIVE DESIGN AND LAYOUT WHEREVER APPROPRIATE;
- (E) THE PROVISION OF OFF-SITE HIGHWAY OR PUBLIC TRANSPORT IMPROVEMENTS IN THE LOCALITY WHERE EXTRA TRAFFIC GENERATED BY THE DEVELOPMENT WOULD HAVE IDENTIFIABLE ADVERSE EFFECTS ON HIGHWAY SAFETY OR CONVENIENCE;
- (F) THE PROVISION OF CAR PARKING SPACES IN ACCORDANCE WITH THE COUNCIL'S ADOPTED MAXIMUM CAR PARKING STANDARDS; AND
- (G) THE PROVISION OF CYCLE PARKING SPACES IN ACCORDANCE WITH THE COUNCIL'S ADOPTED MINIMUM CYCLE PARKING STANDARDS

## **POLICY AT9 - MOTOR VEHICLE PARKING STANDARDS**

- (A) SUBJECT TO THEIR AGREEMENT BY EACH OF THE LOCAL AUTHORITIES IN WILTSHIRE ALL NEW DEVELOPMENT WILL MAKE PROVISION FOR THE PARKING OF MOTORISED VEHICLES IN ACCORDANCE WITH THE PROPOSED MAXIMUM STANDARDS, SET OUT IN APPENDIX AT2.
- (B) PARKING FOR EMPLOYMENT AND RETAIL USES IN SETTLEMENT AREAS SHOULD SERVE THE CENTRE AS A WHOLE AND NOT BE RESERVED SOLELY FOR USE IN CONNECTION WITH THE PROPOSED DEVELOPMENT.

## **POLICY NR4 - NATURE CONSERVATION OUTSIDE DESIGNATED SITES**

WHERE A PROPOSAL FOR DEVELOPMENT WOULD ADVERSELY AFFECT A FEATURE WHICH HAS LOCAL ECOLOGICAL IMPORTANCE AS A WILDLIFE HABITAT, OR ACTS AS A LINEAR ROUTE OR NETWORK OF HABITATS, DEVELOPMENT WILL ONLY BE PERMITTED WHERE PROVISION IS MADE FOR THE PROTECTION OF THE HABITAT WITHIN THE DEVELOPMENT SITE (AND FOR THE MANAGEMENT OF THE HABITAT WHERE THAT CAN BE SHOWN TO BE NECESSARY TO MAINTAIN ITS PREVIOUS VALUE AS A HABITAT). WHERE THAT IS NOT POSSIBLE, THE DEVELOPMENT WILL ONLY BE PERMITTED WHERE PROVISION IS MADE FOR THE REPLACEMENT OF THE HABITAT LOST WITH A SIMILAR AREA WITH SIMILAR WILDLIFE HABITAT CHARACTERISTICS (AND FOR THE MANAGEMENT OF THAT AREA WHERE THAT CAN BE SHOWN TO BE NECESSARY TO MAINTAIN ITS VALUE AS A REPLACEMENT HABITAT).



## **POLICY NR6 - SUSTAINABILITY AND PROTECTION OF THE COUNTRYSIDE**

IN THE INTERESTS OF PROMOTING SUSTAINABLE DEVELOPMENT AND THE PROTECTION OF THE COUNTRYSIDE, DEVELOPMENT WILL BE RESTRICTED TO LOCATIONS WITHIN THE LIMITS OF DEVELOPMENT DEFINED FOR THE TOWNS AND VILLAGES AS IDENTIFIED ON THE PROPOSALS AND INSET MAPS UNLESS:

- (A) THE DEVELOPMENT IS DEMONSTRATED TO BE OF BENEFIT EITHER TO THE RURAL ECONOMY IN THE LOCALITY OR TO THE SOCIAL WELL-BEING OF THE RURAL COMMUNITY IN THE LOCALITY. (ANY SUCH DEVELOPMENT MUST COMPLY WITH OTHER RELEVANT POLICIES INCLUDING PD1 AND NR7); OR
- (B) THE DEVELOPMENT IS PERMITTED BY OTHER POLICIES OF THE LOCAL PLAN.

## **POLICY NR7 - PROTECTION OF THE LANDSCAPE**

WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE, THROUGH OTHER POLICIES OF THE PLAN, OUTSIDE THE LIMITS OF DEVELOPMENT, THE COUNCIL WILL SEEK TO PROTECT AND ENHANCE THE CHARACTER AND QUALITY OF THE ENVIRONMENT AND WILL NOT PERMIT DEVELOPMENT WHICH IS LIKELY TO HAVE A SIGNIFICANT ADVERSE EFFECT UPON THE LANDSCAPE. IN PARTICULAR, DEVELOPMENT PROPOSALS WILL BE CONSIDERED AGAINST THEIR POTENTIAL EFFECTS UPON:

- (A) LANDSCAPE CHARACTER, QUALITY AND DISTINCTIVE FEATURES; AND
- (B) VIEWS AND VISUAL AMENITY.

## **POLICY HH1 - PROTECTION OF ARCHAEOLOGICAL REMAINS**

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD HAVE AN ADVERSE IMPACT ON THE ARCHAEOLOGICAL DEPOSITS OR REMAINS ON OR UNDER A SITE OF NATIONAL IMPORTANCE (WHETHER SCHEDULED OR NOT) OR ITS CHARACTER OR SETTING. SITES OF SIGNIFICANT REGIONAL OR LOCAL IMPORTANCE, ESPECIALLY THOSE WHICH MAKE A POSITIVE CONTRIBUTION TO THE HISTORIC LANDSCAPE, WILL ALSO BE PROTECTED FROM INAPPROPRIATE DEVELOPMENT.

## **POLICY TR17 - EXISTING OUTDOOR SPORT AND RECREATION SITES**

DEVELOPMENT OF EXISTING OUTDOOR SPORT AND RECREATIONAL SPACE FOR OTHER USES WITHIN THE LIMITS OF DEVELOPMENT OF TOWNS AND VILLAGES, AS IDENTIFIED ON THE INSET MAPS, WILL ONLY BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT:

- (A) THE DEVELOPMENT OF A SMALL PART OF THE EXISTING FACILITY PROVIDES IMPROVEMENTS TO THE REMAINING FACILITIES AND PROVIDES FOR THEIR GREATER USE; OR
- (B) A SUITABLE ALTERNATIVE SITE, OF COMPARABLE SIZE AND FACILITIES, IS PROVIDED IN AN ACCEPTABLE LOCATION; OR

- (C) THE PROPOSAL IS FOR AN ALTERNATIVE RECREATIONAL OR COMMUNITY USE OF BENEFIT TO LOCAL RESIDENTS. IN THIS CASE THE OVERALL RECREATIONAL VALUE OF THE OPEN SPACE AVAILABLE TO LOCAL RESIDENTS MUST BE MAINTAINED.

**INTERIM POLICY ONE:**

RENEWABLE ENERGY AND NEW DEVELOPMENT LARGER-SCALE DEVELOPMENTS WILL BE EXPECTED TO PROVIDE, AS A MINIMUM, SUFFICIENT ON-SITE RENEWABLE ENERGY TO REDUCE CO<sub>2</sub> EMISSIONS FROM ENERGY USE BY USERS OF THE BUILDINGS CONSTRUCTED ON SITE BY 10%. DEVELOPERS WILL BE EXPECTED TO DEMONSTRATE THAT THEY HAVE EXPLORED ALL RENEWABLE ENERGY OPTIONS, AND DESIGNED THEIR DEVELOPMENTS TO INCORPORATE ANY RENEWABLE ENERGY REQUIREMENTS.