

WILTSHIRE AND SWINDON STRUCTURE PLAN 2016: DEPOSIT DRAFT ALTERATION - PROPOSED MODIFICATIONS

Proposed Modification Ref.	Ref	Draft Alteration Policies	Strategic Planning Authorities' Proposed Modification and Reasons																																																												
PM 1	Alteration No. 1: Policy DP3	<p>IN THE PLAN AREA PROVISION SHOULD BE MADE FOR 60,000 NET ADDITIONAL DWELLINGS AND 720 HECTARES OF ADDITIONAL STRATEGIC EMPLOYMENT LAND BETWEEN 1996 AND 2016, DISTRIBUTED AS FOLLOWS:</p> <table><thead><tr><th></th><th>DWELLINGS</th><th>EMPLOYMENT LAND (HA.)</th></tr></thead><tbody><tr><td>KENNET DISTRICT</td><td>5,250</td><td>60</td></tr><tr><td>NORTH WILTSHIRE DISTRICT</td><td>9,000</td><td>160</td></tr><tr><td>SALISBURY DISTRICT</td><td>8,000</td><td>80</td></tr><tr><td>WEST WILTSHIRE DISTRICT</td><td>11,750</td><td>140</td></tr><tr><td>SWINDON BOROUGH</td><td>26,000</td><td>280</td></tr></tbody></table> <p>LOCAL PLANS SHOULD PROVIDE MECHANISMS TO MANAGE AND REVIEW THE RELEASE OF SITES AND PHASING OF DEVELOPMENT OVER THE PLAN PERIOD.</p>		DWELLINGS	EMPLOYMENT LAND (HA.)	KENNET DISTRICT	5,250	60	NORTH WILTSHIRE DISTRICT	9,000	160	SALISBURY DISTRICT	8,000	80	WEST WILTSHIRE DISTRICT	11,750	140	SWINDON BOROUGH	26,000	280	<p>Renumber as Policy DP4 and reword as follows:</p> <p>IN THE PLAN AREA PROVISION SHOULD BE MADE FOR 60,000 NET ADDITIONAL DWELLINGS AND 725 HECTARES OF ADDITIONAL STRATEGIC EMPLOYMENT LAND BETWEEN 1996 AND 2016, DISTRIBUTED AS FOLLOWS:</p> <table><thead><tr><th></th><th>DWELLINGS</th><th>EMPLOYMENT LAND (HA.)</th></tr></thead><tbody><tr><td>KENNET DISTRICT</td><td>5,250</td><td>55</td></tr><tr><td>NORTH WILTSHIRE DISTRICT:</td><td></td><td></td></tr><tr><td>• CHIPPENHAM</td><td>3,000</td><td>45</td></tr><tr><td>• REST OF DISTRICT</td><td>6,000</td><td>115</td></tr><tr><td>SALISBURY DISTRICT</td><td></td><td></td></tr><tr><td>• SALISBURY</td><td>3,900</td><td>35</td></tr><tr><td>• REST OF DISTRICT</td><td>4,100</td><td>45</td></tr><tr><td>WEST WILTSHIRE DISTRICT</td><td></td><td></td></tr><tr><td>• TROWBRIDGE</td><td>5,000</td><td>35</td></tr><tr><td>• REST OF DISTRICT</td><td>6,750</td><td>115</td></tr><tr><td>SWINDON BOROUGH</td><td></td><td></td></tr><tr><td>• SWINDON PRINCIPAL URBAN AREA</td><td>24,000</td><td>280</td></tr><tr><td>• REST OF BOROUGH</td><td>1,000</td><td>0</td></tr></tbody></table> <p>PROVISION SHOULD ALSO BE MADE FOR 1,000 DWELLINGS AT THE PRINCIPAL URBAN AREA AT THE WESTERN SIDE OF SWINDON IN ACCORDANCE WITH POLICY DP10B.</p> <p>LOCAL PLANS SHOULD PROVIDE MECHANISMS TO MANAGE AND REVIEW THE RELEASE OF SITES AND PHASING OF DEVELOPMENT OVER THE PLAN PERIOD.</p> <p>Modifications made in response to Panel Recommendations 2.1(ii), 3.1(iii), 3.2(i), 3.2(ii) and 5.1.</p>		DWELLINGS	EMPLOYMENT LAND (HA.)	KENNET DISTRICT	5,250	55	NORTH WILTSHIRE DISTRICT:			• CHIPPENHAM	3,000	45	• REST OF DISTRICT	6,000	115	SALISBURY DISTRICT			• SALISBURY	3,900	35	• REST OF DISTRICT	4,100	45	WEST WILTSHIRE DISTRICT			• TROWBRIDGE	5,000	35	• REST OF DISTRICT	6,750	115	SWINDON BOROUGH			• SWINDON PRINCIPAL URBAN AREA	24,000	280	• REST OF BOROUGH	1,000	0
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PM 2	Alteration No.2: Policy DP4	<p>DEVELOPMENT SHOULD PRIMARILY BE FOCUSED AT THE SWINDON PRINCIPAL URBAN AREA TO SUPPORT AND ENHANCE ITS ROLE AND FUNCTION.</p> <p>LOCAL PLANS SHOULD IDENTIFY SALISBURY, CHIPPENHAM, TROWBRIDGE AND OTHER SETTLEMENTS THAT ARE WELL LOCATED TO FUNCTION AS CENTRES TO SERVE THE NEEDS OF THE RURAL AREA BEYOND THE HINTERLAND OF THE PRINCIPAL URBAN AREAS FOR SMALLER SCALE GROWTH. PROVISION SHOULD ONLY BE MADE FOR DEVELOPMENT THAT SUSTAINS THEIR SERVICE CENTRE ROLE AND IMPROVES THE BALANCE OF LAND USES WITHOUT ENCOURAGING CAR-BORNE COMMUTING TO THE PRINCIPAL URBAN AREAS. SUCH SETTLEMENTS SHOULD:</p> <ul style="list-style-type: none"> • BE ACCESSIBLE TO THE COMMUNITIES THEY SERVE, PARTICULARLY BY PUBLIC TRANSPORT. • BE OF A SIZE TO SUPPORT A GOOD RANGE OF SERVICES AND FACILITIES. <p>IN DEFINING THESE CENTRES, ACCOUNT SHOULD ALSO BE TAKEN OF THEIR LOCATION IN RELATION TO OTHER TOWNS INCLUDING THOSE IN ADJOINING ADMINISTRATIVE AREAS.</p> <p>ELSEWHERE, LOCAL PLANS SHOULD IDENTIFY OTHER SETTLEMENTS TO PROVIDE FOR MORE LOCAL SOCIAL AND ECONOMIC NEEDS. 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.</p>	<p>Renumber as Policy DP3 and reword as follows:</p> <p>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.</p> <p>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.</p> <p>ELSEWHERE, LOCAL DEVELOPMENT DOCUMENTS SHOULD:</p> <ol style="list-style-type: none"> 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. <p>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.</p>

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		ALL DEVELOPMENT WILL BE OF A HIGH STANDARD OF DESIGN AND PROTECT OR ENHANCE LANDSCAPE AND BIODIVERSITY. IN LOCATING DEVELOPMENT, HIGHEST PRIORITY WILL BE AFFORDED TO MAKING PROVISION ON PREVIOUSLY DEVELOPED LAND.	<p>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.</p> <p>Modifications made in response to Panel Recommendations 2.1(i), 2.1(ii), 2.3, 2.4, 2.5(i) and 2.6(i).</p>										
PM 3	Alteration No. 3: Policy DP10A	THE GEOGRAPHIC EXTENT OF THE SWINDON PRINCIPAL URBAN AREA IS INDICATED ON THE SWINDON AREA INSET KEY DIAGRAM. THE PRINCIPAL URBAN AREA IS DEFINED AS THE CONTINUOUS BUILT UP URBAN AREA OF SWINDON PLUS THE EASTERN DEVELOPMENT AREA, THE UNIVERSITY CAMPUS SITE AT COATE, AND COMMITMENTS AND ALLOCATIONS IN LOCAL PLANS, WHICH FORM EXTENSIONS TO THE URBAN AREA.	<p>Delete Policy DP10A.</p> <p>Modifications made in response to Panel Recommendation 5.8.</p>										
PM 4		New Policy	<p>Insert new Policy DP10A as follows:</p> <p>WITHIN THE SWINDON PRINCIPAL URBAN AREA, NEW HOUSING WILL BE PROVIDED BETWEEN APRIL 2003 AND APRIL 2016 AT :</p> <table><tr><td colspan="2">DWELLINGS</td></tr><tr><td>A) THE NORTHERN DEVELOPMENT AREA</td><td>5,260</td></tr><tr><td>B) THE SOUTHERN DEVELOPMENT AREA</td><td>4,100</td></tr><tr><td>C) CENTRAL AREA</td><td>3,000</td></tr><tr><td>D) REMAINDER OF URBAN AREA</td><td>4,400</td></tr></table> <p>Modification made in response to Panel Recommendation 5.2(ii).</p>	DWELLINGS		A) THE NORTHERN DEVELOPMENT AREA	5,260	B) THE SOUTHERN DEVELOPMENT AREA	4,100	C) CENTRAL AREA	3,000	D) REMAINDER OF URBAN AREA	4,400
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PM 8		New Policy	<p>Insert new policy as Policy DP10D</p> <p>SWINDON CENTRAL AREA WILL BE THE PRIME LOCATION FOR OFFICE DEVELOPMENT WHICH IS NOT ANCILLARY TO OTHER COMMERCIAL USES, AND WILL BE THE PREFERRED LOCATION FOR MAJOR SHOPPING AND OTHER COMMERCIAL USES, HEALTH, EDUCATION, LEISURE, RECREATION, ENTERTAINMENT, CULTURAL AND PUBLIC SERVICES AND ANY OTHER HIGH TRIP-GENERATING USES.</p> <p>PROPOSALS FOR NON-ANCILLARY OFFICE DEVELOPMENT AND MAJOR SERVICE SECTOR USES WILL ONLY BE CONSIDERED AT OTHER PRINCIPAL URBAN AREA LOCATIONS IF IT CAN BE SHOWN THAT THEY WILL NOT HARM THE STRATEGY SET OUT IN THE SWINDON REGENERATION FRAMEWORK.</p> <p>Modification made in response to Panel Recommendation 5.4.</p>
	Alteration No. 6: Policy T2	<p>AN APPROPRIATE LEVEL OF ACCESSIBLE, SAFE AND EFFICIENT PUBLIC TRANSPORT SERVICES SHOULD BE SECURED TO:</p> <ul style="list-style-type: none"> • MEET THE NEEDS OF PEOPLE WITHOUT ACCESS TO PRIVATE TRANSPORT; • REDUCE RELIANCE UPON THE CAR; • SERVE THE IDENTIFIED NEEDS ARISING FROM EXISTING AND PROPOSED MAJOR DEVELOPMENTS; AND • CONTRIBUTE TO ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT 	No change.
PM 9	Alteration No. 7: Policy T5	<p>IN URBAN AREAS, DEMAND MANAGEMENT MEASURES WILL BE PROMOTED WHERE APPROPRIATE TO REDUCE RELIANCE UPON THE CAR AND TO ENCOURAGE THE USE OF SUSTAINABLE TRANSPORT MODES. THESE MEASURES INCLUDE:</p> <ul style="list-style-type: none"> • MAXIMUM CAR PARKING STANDARDS - THE PROVISION OF PARKING ASSOCIATED WITH NEW DEVELOPMENT WILL BE LIMITED TO MAXIMUM PARKING STANDARDS. THESE MAXIMUM STANDARDS, AND EXISTING PARKING STOCK, WILL BE MANAGED OR REDUCED TO REFLECT LOCAL CIRCUMSTANCES AND THE RELATIVE ACCESSIBILITY BY 	<p>Redraft Policy T5 as follows:</p> <p>Delete IN URBAN AREAS from the first sentence.</p> <p>Modification made in response to comments received on Deposit Draft Alteration.</p>

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		<p>OTHER MODES, IN ACCORDANCE WITH AN ACCESSIBILITY FRAMEWORK AND CRITERIA;</p> <ul style="list-style-type: none"> • PUBLIC CAR PARKING CHARGES - TO AVOID WASTEFUL COMPETITION BETWEEN ADJACENT AREAS WITHIN WILTSHIRE AND OUTSIDE, PARKING CHARGES SHOULD BE SET TO REFLECT THE AVAILABILITY OF PARKING SPACES, LOCAL TRAVEL PATTERNS AND THE AVAILABILITY OF ALTERNATIVE TRAVEL MODES; • TRAFFIC MANAGEMENT MEASURES - WHERE THERE ARE IDENTIFIED SUSTAINABLE TRANSPORT DEMANDS, TRAFFIC CONGESTION, ROAD SAFETY OR AIR QUALITY ISSUES, TRAFFIC MANAGEMENT MEASURES WILL BE DEVELOPED TO PROMOTE WALKING, CYCLING AND PUBLIC TRANSPORT, REDUCE RELIANCE ON THE CAR, REDUCE THE RISK OF ACCIDENTS AND IMPROVE THE ENVIRONMENT; AND • CHARGING MEASURES - OPPORTUNITIES FOR CHARGING MEASURES, SUCH AS ROAD USER CHARGING AND THE WORKPLACE LEVY, WILL BE KEPT UNDER REVIEW. 																	
Alteration No. 8: Policy T10		<p>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:</p> <p>(1) THE NATIONAL PRIMARY ROUTE NETWORK: ROUTES OF NATIONAL AND REGIONAL SIGNIFICANCE FOR THROUGH AND LONG DISTANCE TRAFFIC</p> <table border="1"> <tbody> <tr> <td>M4</td> <td>MOTORWAY</td> <td>A4</td> <td>(West of Chippenham)</td> </tr> <tr> <td>A303</td> <td>TRUNK ROAD</td> <td>A30</td> <td>(St. Thomas's Bridge to Salisbury)</td> </tr> <tr> <td>A419</td> <td>TRUNK ROAD</td> <td>A338</td> <td>(South of Burbage)</td> </tr> <tr> <td>A36</td> <td>PROPOSED DETRUNKED ROAD</td> <td>A346</td> <td>(M4 Junction 15 to Burbage)</td> </tr> </tbody> </table>	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)	No change.
M4	MOTORWAY	A4	(West of Chippenham)																
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		<p>A420 (East of A419) A350 A354 A361 (West of Semington) A429</p> <p>(2) RAIL NETWORK BERKS & HANTS LINE GREAT WESTERN MAIN LINE HEART OF WESSEX LINE WATERLOO-EXETER LINE WESSEX MAIN LINE</p> <p>(3) THE WILTSHIRE KEY BUS NETWORK</p>	
PM 10	Alteration No. 9: Policy T11	<p>IMPROVEMENTS TO THE STRATEGIC NETWORK WILL BE PROGRESSED TO SUPPORT OTHER POLICIES IN THE STRUCTURE PLAN AND THE LOCAL TRANSPORT PLANS.</p> <p>(1) THE FOLLOWING TRUNK ROAD SCHEMES ARE PROPOSED FOR CONSTRUCTION:</p> <p>A303 STONEHENGE (TO INCLUDE THE WINTERBOURNE STOKE BYPASS AND A FLYOVER AT COUNTESS ROUNDABOUT)</p> <p>A419 COMMONHEAD ROUNDABOUT OVERPASS</p> <p>A419 BLUNSDON BYPASS</p> <p>(2) THE FOLLOWING PROPOSALS TO IMPROVE THE NON-TRUNK ROAD NATIONAL PRIMARY ROUTE NETWORK ARE INCLUDED IN THE LOCAL TRANSPORT PLAN:</p> <p>A350 WESTBURY BYPASS</p> <p>A36 CODFORD-HEYTESBURY IMPROVEMENT</p> <p>A36 WYLYE VALLEY RELIEF ROAD</p> <p>(3) A ROUTE FOR THE FOLLOWING PROPOSAL TO IMPROVE THE NON-TRUNK ROAD NATIONAL PRIMARY ROUTE NETWORK SHOULD BE SAFEGUARDED:</p>	<p>Reword Policy T11 as follows:</p> <p>Delete A36 CODFORD-HEYTESBURY IMPROVEMENT Delete A36 WYLYE VALLEY RELIEF ROAD</p> <p>Delete A ROUTE FOR THE FOLLOWING PROPOSAL TO IMPROVE</p>

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		<p>A350 MELKSHAM BYPASS</p> <p>(4) THE FOLLOWING ROAD PROPOSALS WILL BE SUPPORTED:</p> <p>SALISBURY: HARNHAM RELIEF ROAD AND BRUNEL LINK</p> <p>SWINDON: CROFT ROAD TO HAY LANE LINK</p> <p>SWINDON: NORTHERN ORBITAL ROAD (PURTON ROAD TO GREAT WESTERN WAY)</p> <p>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.</p> <p>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.</p> <p>(5) THE CONSTRUCTION OF THE FOLLOWING NEW RAIL STATIONS WILL BE PROMOTED AND ENCOURAGED:</p> <p>CORSHAM RAIL STATION</p> <p>RELOCATION OF MELKSHAM STATION</p> <p>PORTON RAIL STATION</p> <p>WILTON RAIL STATION</p> <p>WOOTTON BASSETT RAIL STATION</p> <p>THE LAND REQUIRED FOR THE ABOVE RAIL PROPOSALS SHOULD BE SAFEGUARDED FROM INAPPROPRIATE DEVELOPMENT.</p> <p>(6) THE FOLLOWING TRACK AND SIGNALLING WORKS TO PROVIDE CAPACITY IMPROVEMENTS WILL BE PROMOTED AND ENCOURAGED:</p> <p>WOOTTON BASSETT JUNCTION</p>	<p>THE NON-TRUNK ROAD NATIONAL PRIMARY ROUTE NETWORK SHOULD BE SAFEGUARDED: A350 MELKSHAM BYPASS and replace with:</p> <p>THE A350 NATIONAL PRIMARY ROUTE AT YARNBROOK/WEST ASHTON AND MELKSHAM WILL BE IMPROVED. THE IMPROVEMENT WORKS NECESSARY WILL BE IDENTIFIED THROUGH FURTHER STUDY WORK.</p> <p>Modification to delete Codford-Heytesbury Improvement is in response to the rejection of the bid for funding in the 2005/06 Local Transport Capital Settlement for Wiltshire County Council by the Government.</p> <p>Other Modifications made in response to Panel Recommendations 4.2 and 4.3.</p>

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PM 12	Alteration No. 11: Policy 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 ENHANCED WHEREVER POSSIBLE.	<p>Reword Policy C3 as follows:</p> <p>Replace AND ENHANCED WHEREVER POSSIBLE. With: AND, WHERE POSSIBLE, ENHANCED. WHERE IT IS DEMONSTRATED THAT SUCH AREAS CANNOT BE PROTECTED, THEN APPROPRIATE MITIGATION SHOULD BE PUT IN PLACE.</p> <p>Modification made in response to comments received on Deposit Draft Alteration.</p>
	Alteration No. 12: Policy C5	THE WATER ENVIRONMENT, INCLUDING SURFACE WATERS, FLOOD PLAINS 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.	No change.
PM 13	Alteration No. 13	SWINDON AREA INSET TO KEY DIAGRAM	<p>Amend as follows:</p> <ul style="list-style-type: none"> Remove PUA boundary. Remove Eastern Development Area symbol and references. Change DP10B to DP10A on Northern and Southern Development Areas. Change symbol for 'Development at Commonhead'. Amend key to reflect changes to policies. <p>Modification made in response to Panel Recommendations 2.2(ii), 5.2(ii), 5.8(i) and 5.8(ii).</p>