

# A303 Amesbury to Berwick Down

TR010025

**Deadline 2**

**8.10.1 General and cross-topic questions (G.1)**

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

May 2019



# Infrastructure Planning

Planning Act 2008

## The Infrastructure Planning (Examination Procedure)

Rules 2010

### A303 Amesbury to Berwick Down

Development Consent Order 2019

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#### General and cross-topic questions (G.1)

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010025
<b>Application Document Reference</b>	8.10.1
<b>Author:</b>	A303 Amesbury to Berwick Down Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	03.05.2019	Deadline 2 Issue

## List of Chapters

General and cross-topic questions (G.1) .....	1
Agriculture (Ag.1) .....	2
Air quality and emissions (AQ.1) .....	3
Alternatives (AL.1) .....	4
Cultural Heritage (CH.1) .....	5
Design (De.1) .....	6
Biodiversity, ecology and biodiversity (Ec.1) .....	7
Climate Change (CC.1).....	8
Compulsory Acquisition, Temporary Possession and Other Land or Rights Considerations (CA.1) .....	9
Draft Development Consent Order (dDCO) (DCO.1) .....	10
Flood risk, groundwater protection, geology and land contamination (Fg.1) .....	11
Health & Wellbeing (HW.1) .....	12
Landscape and Visual (LV.1) .....	13
Noise and Vibration Effects (Ns.1) .....	14
Socio-economic effects (Se.1) .....	15
Traffic and Transport (Tr.1) .....	16
Waste and Materials Management (WM.1).....	17

# 1 General and cross topic questions (G.1)

## Question G.1.1

**Document 7.1** - Case for the scheme and National Policy Statement (NPS) accordance, paragraph 7.1.1, recognises that under section 104(3) of the Planning Act 2008 (PA2008) the Secretary of State must decide the application in accordance with the relevant NPS, except where the Secretary of State is satisfied, amongst other things, that to do so would lead to the United Kingdom (UK) being in breach of its international obligations. The Relevant Representation (RR) from Mark Bush [RR-2209] questions whether to grant consent for the scheme would place the UK in breach of Articles 4, 5 and 6 of the World Heritage Convention 1972.

Please provide a further and detailed explanation to justify the Applicant's assertion that the scheme would not have that consequence.

## Response

1. A decision to grant consent for the scheme in accordance with the National Policy Statement for National Networks (NPSNN) would not lead to the United Kingdom (UK) being in breach of its international obligations pursuant to the United Nations Scientific and Cultural Organisation Convention concerning the protection of World Cultural and Natural Heritage 1972 (known as the World Heritage Convention or "WHC").

### The key requirements of the World Heritage Convention

Article 4 of the WHC places a duty on each State Party as follows:

*"Each State Party to this Convention recognises that the duty of ensuring the identification, protection, conservation, presentation and transmission to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory, belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."*

2. Like any legal instrument, the WHC has to be read as a whole and Article 4 must be read alongside the wording of Article 5.<sup>1</sup> Article 5 sets out the specific steps a State Party must take pursuant to the duty in Article 4. Article 5 of the Convention provides:

*"To ensure that effective and active measures are taken for the protection, conservation and presentation of the cultural and natural heritage situated on*

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<sup>1</sup> See *Australian Conservation Foundation Incorporated v Minister for the Environment (2016)*, a decision of the Federal Court of Australia, following *The Commonwealth of Australia v. Tasmania* [1983] HCA 21; (1983) 158 CLR 1, a previous decision of the High Court considering Articles 4 and 5 of the WHC (the High Court being the highest appellate court in Australia).

*its territory, each State Party to this Convention shall endeavour, in so far as possible, and as appropriate for each country:*

*(a) to adopt a general policy which aims to give the cultural and natural heritage a function in the life of the community and to integrate the protection of that heritage into comprehensive planning programmes;*

*(b) to set up within its territories, where such services do not exist, one or more services for the protection, conservation and presentation of the cultural and natural heritage with an appropriate staff and possessing the means to discharge their functions;*

*(c) to develop scientific and technical studies and research and to work out such operating methods as will make the State capable of counteracting the dangers that threaten its cultural or natural heritage;*

*(d) to take the appropriate legal, scientific, technical, administrative and financial measures necessary for the identification, protection, conservation, presentation and rehabilitation of this heritage; and*

*(e) to foster the establishment or development of national or regional centres for training in the protection, conservation and presentation of the cultural and natural heritage and to encourage scientific research in this field."*

3. Article 5 therefore establishes that how Article 4 is implemented in practice is up to each State Party. Each State Party must "endeavour", "in so far as possible", "and as appropriate for [the State Party's] country" to take the steps set out in Article 5. Article 4 does not impose any specific action or binding commitment on a State Party. It is left to the State Party to determine the extent of the obligations and the mode of their performance. There is discretion as to what steps the State Party takes and "considerable latitude" as to their precise actions.<sup>2</sup>
4. Article 6 of the WHC places obligations on State Parties with respect to world heritage sites situated in the territories of other State Parties, and so is not directly relevant to the circumstances of the proposed Scheme:

*1. Whilst fully respecting the sovereignty of the States on whose territory the cultural and natural heritage mentioned in Articles 1 and 2 is situated, and without prejudice to property right provided by national legislation, the States Parties to this Convention recognize that such heritage constitutes a world heritage for whose protection it is the duty of the international community as a whole to co-operate.*

*2. The States Parties undertake, in accordance with the provisions of this Convention, to give their help in the identification, protection, conservation and*

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<sup>2</sup> Ibid.

*presentation of the cultural and natural heritage referred to in paragraphs 2 and 4 of Article 11 if the States on whose territory it is situated so request.*

*3. Each State Party to this Convention undertakes not to take any deliberate measures which might damage directly or indirectly the cultural and natural heritage referred to in Articles 1 and 2 situated on the territory of other States Parties to this Convention."*

5. Given its application to sites in other territories, Article 6 is not further discussed in this response, and it is not considered that the UK's actions within its own territory engage its terms. The remainder of this response therefore considers Articles 4 and 5.

### **The UK's compliance with Articles 4 and 5 of the WHC**

6. The UK has taken the steps required by Articles 4 and 5 (in particular Article 5) by putting in place the UK legal and policy framework in connection with the assessment and consideration of harm to heritage assets – namely, the UK's national policy statements, NPPF, Planning Act 2008 provision, and established approach to assessment of impacts on heritage generally and the balancing of factors in decision making. The protection and conservation of world heritage sites is integrated into the comprehensive planning programme in the UK for nationally significant infrastructure projects (as required by the Article 5(a)), and the appropriate measures taken by the UK in legislation and policy surrounding planning decisions including the NPSNN for the protection, conservation, presentation and rehabilitation of world heritage sites (required by Article 5(d)) place great weight on their harm. It follows that the application of the planning balance envisaged in the NPSNN, by the Secretary of State, would be in accordance with Articles 4 and 5. The NPSNN accordance table in Appendix A of the Case for the Scheme and NPS Accordance [APP-294] demonstrates that the Scheme complies with the requirements of the NPSNN with respect to the WHS.
7. With respect to the specific impact of the scheme on the WHS, the Heritage Impact Assessment (HIA) submitted with the application [APP-195] assesses the impact of the proposed scheme on the attributes of the OUV, integrity and authenticity of the WHS. It also considers the alignment of the Scheme with the vision, aims and policies of the 2015 WHS Management Plan and the criteria for the site's inscription as a WHS. The scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. This takes into account that of the seven attributes of OUV for the WHS, whilst the scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained, and it is clear that, in line with Articles 4 and 5 of the WHC, the Scheme – and any decision to grant consent for it - would not put the UK in

breach of the duty to protect and conserve the cultural and natural heritage of the WHS.

8. In terms of the requirements of Articles 4 and 5(d) to present and transmit to future generations the cultural heritage of the WHS, the Scheme will create opportunities for greater public access, and appreciation and enjoyment of the WHS through increased connectivity of key monuments and monument groups north and south of the existing A303. The scheme will enable beneficial opportunities for transmission of OUV and for increasing the public's awareness, understanding and perception of the OUV of the WHS in a local, regional, national and international context. The Detailed Archaeological Mitigation Strategy (DAMS) submitted at Deadline 2 (secured by paragraph 5 of Schedule 2 of the draft Development Consent Order [APP-020]) requires that a comprehensive publication and dissemination programme be developed in parallel with the strategy for Public Archaeology and Community Engagement, to deliver a lasting legacy from the archaeological investigation and recording works undertaken for the Scheme. The publication and dissemination programme will be developed in consultation with the Heritage Monitoring and Advisory Group (HMAG) and the public archaeology strategy will link to the work of Highways England's A303 Benefits and Legacy Forum and Benefits Steering Group, which will look to work with partner organisations to develop the Scheme legacy and benefits as the Scheme develops, tying in to the priorities set out within the 2015 WHS Management Plan (see section 8.2, Outline Publication and Dissemination Proposals, and Appendix F, Public Archaeology and Community Engagement Strategy of the DAMS).
9. Finally, regarding the requirement in Article 5(c) that State Parties develop scientific and technical studies and research regarding their cultural heritage, the development consent application for the Scheme is accompanied by an unprecedented level of detail of investigation of the area of the WHS covered by the Scheme in accordance with an archaeological evaluation strategy developed in consultation with HMAG and with input from the Scientific Committee. This has comprised up-to-date geophysical survey of the full red line boundary, ploughzone artefact sampling across all areas evaluated, and trial trenching of up to 10% by area, building on and augmenting the results of more than 25 years of previous investigations in connection with the A303, and taking into account the emerging results of academic research programmes undertaken over the last decade. Indeed, the DAMS requires that scientific and technical studies and research into the results of those investigations will continue for years to come (see section 8.2, Outline Publication and Dissemination Proposals of the DAMS).
10. It follows from this, and from the Scheme's compliance with the NPSNN policies relevant to the provisions of the WHC, that deciding in favour of the Scheme would not lead the UK to a breach of its international obligations, including specifically Articles 4, 5 and 6 of the WHC.

## Question G.1.2

Document 7.1 - Case for the scheme and NPS accordancy, paragraph 7.2.5, states that the Applicant is not aware of any respect in which deciding the application in accordance with the National Policy Statement for National Networks (NPSNN) would be unlawful. The RR of the Stonehenge Alliance [RR-1898] submits that the approval of the scheme would be contrary to The Environmental Impact Assessment Directive (85/337/EEC); The Habitats Directive (Council Directive 92/43/EEC); The Conservation of Habitats and Species Regulations 2017 (Habitats Regulations) in respect of the Salisbury Plain SPA and River Avon SAC; The Bern Convention on the Conservation of European Wildlife and Habitats; The Birds Directive (2009/147/EC) in respect of Annex I species; The Aarhus Convention, in respect of genuine public participation in environmental decision-making; The European Convention on the protection of the Archaeological Heritage; The European Landscape Convention; The SEA Directive (European Directive 2001/42/EC); The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004, no. 1633) on the environmental impacts of the planned A303/A358 corridor improvements programme alone and in combination; and the World Heritage Convention.

Please respond to the specific points raised in relation to the potential breach of these directions, regulations and conventions.

## Response

1. A decision to grant consent for the scheme in accordance with the National Policy Statement for National Networks (NPSNN) would not lead to the United Kingdom (UK) being in breach of its national or international obligations pursuant to the EU Directives and international conventions listed in the question. Each instrument referred to in the question is addressed below:
2. The Environmental Impact Assessment Directive (85/337/EEC) - The Environmental Impact Assessment Directive (now 2011/92/EU, as amended) has been transposed in England via the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application for the Scheme, and in particular the environmental impact assessment of the Scheme, as reported in the Environmental Statement, is fully compliant with the 2017 Regulations and therefore the EU environmental directives.
3. The Habitats Directive (Council Directive 92/43/EEC) – The principal means by which this directive is transposed in England is the Conservation of Habitats and Species Regulations 2017. The consideration of the Scheme's impact on habitats and species is set out in Environmental Statement Chapter 8, Biodiversity [APP-046], and in particular for the purposes of this directive, in the Environmental Statement Appendix 8.24 - Habitat Regulations Assessment (HRA) Likely Significant Effects Report [APP-265] and Environmental Statement Appendix 8.25 - Habitat Regulations Assessment (HRA) [APP-266]. Highways England has provided sufficient information in the two HRA reports to enable the



Examining Authority and Secretary of State to undertake an appropriate assessment, as required by the Regulations. Highways England does not consider that the Scheme will have an adverse effect on the integrity of European Sites protected by the Directive.

4. The Conservation of Habitats and Species Regulations 2017 (Habitats Regulations) in respect of the Salisbury Plain SPA and River Avon SAC – As referred to immediately above with respect to the Habitats Directive, the Environmental Statement Appendix 8.24 - Habitat Regulations Assessment (HRA) Likely Significant Effects Report [APP-265] and Environmental Statement Appendix 8.25 - Habitat Regulations Assessment (HRA) [APP-266] provide sufficient information to enable the Examining Authority and Secretary of State to undertake an appropriate assessment, as required by the Regulations (including with respect to the Salisbury Plain SPA and the River Avon SAC). Highways England does not consider that the Scheme will have an adverse effect on the integrity of protected European Sites.
5. The Bern Convention on the Conservation of European Wildlife and Habitats – This directive is transposed in England by the Wildlife and Countryside Act 1981, to which regard has been had in the assessment undertaken in Environmental Statement Chapter 8, Biodiversity [APP-046]. The Scheme is not considered to be in breach of this convention.
6. The Birds Directive (2009/147/EC) in respect of Annex I species – Elements of the Directive are transposed in England through the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017, compliance with both of which has been addressed above. With respect to Annex I species in particular, the relevant Special Protection Areas (SPAs) with respect to those species have been considered in line with the Habitats Regulations, as set out in the Environmental Statement Appendix 8.24 - Habitat Regulations Assessment (HRA) Likely Significant Effects Report [APP-265] and Environmental Statement Appendix 8.25 - Habitat Regulations Assessment (HRA) [APP-266].
7. The Aarhus Convention, in respect of genuine public participation in environmental decision-making - There has been extensive public consultation (including access to information) on the Scheme in accordance with the provisions of the Planning Act 2008, Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as set out in the Consultation Report [APP-026]. The Examination process allows the public to participate in the consideration of the Scheme and to access and comment on information about the Scheme. All actions undertaken to date and procedures for the Examination going forward are considered to be in line with the Aarhus Convention.
8. The European Convention on the protection of the Archaeological Heritage – This convention relates to the conservation and enhancement of archaeological

heritage, setting out guidelines for the funding of excavation and research work. The terms of the convention have been taken into account for the purposes of the Heritage Impact Assessment [APP-195] and the Detailed Archaeological Mitigation Strategy (DAMS).

9. The European Landscape Convention - The Scheme is consistent with the aims of the European Landscape Convention. Please see the response to LV.1.17 for further detail.
10. The SEA Directive (European Directive 2001/42/EC) - In relation to the SEA Directive and its implementing regulations, the Environmental Assessment of Plans and Programmes Regulations 2004, the applicant notes that the consenting framework for strategic road improvements is set mainly by the National Networks NPS (NNNPS). The 'south-west corridor' proposal, although called a programme in some literature, is not a plan or programme within the meaning of the SEA Directive. In the context of the DCO, the plan or programme which constrains the decision making (and requires a SEA) is the NNNPS. Therefore, Highways England does not consider that a SEA is required for the corridor approach and such an assessment has not been undertaken.
11. The World Heritage Convention - Granting consent for the scheme in accordance with the NPSNN would not lead to a breach of the United Nations Scientific and Cultural Organisation Convention concerning the protection of World Cultural and Natural Heritage 1972. Further detail is provided in response to G.1.1.

## Question G.1.3

Document 7.1 - Case for the scheme and NPS accordance, Appendix A, explains that the scheme forms part of a package of proposals for the A303/A30/A358 corridor.

- i To what degree has the assessment of need and economic benefits relied upon the different schemes within the overall package coming to fruition?
- ii How does the Environmental Statement (ES) economic assessment distinguish between the economic benefits that would directly result from this scheme and the package as a whole?
- iii What reliance can be placed upon all eight identified improvement schemes proceeding and what is the current position as regards the inclusion of all these schemes within a Road Investment Strategy (RIS)?

## Response

- i To what degree has the assessment of need and economic benefits relied upon the different schemes within the overall package coming to fruition?**
  1. The need for the scheme is explained in Section 2.1 of the Case for the Scheme [APP-294], which explains that at busy times the A303 suffers from acute congestion on the single carriageway section between Amesbury and Berwick Down and that the close proximity of the A303 to the iconic Stonehenge has adverse impacts on the Outstanding Universal Value of the World Heritage Site. While the scheme objectives (set out in Section 2.8 [APP-294]) also reflect the opportunity to maximise value delivered by complementary schemes along the A303, the need for the scheme reflects the current problems on the Amesbury to Berwick Down section of the A303 and is not reliant on other schemes along the A303 / A358 corridor coming to fruition.
  2. The Case for the Scheme Appendix A [APP-294] notes that the A303 Amesbury to Berwick Down scheme is one of eight proposed upgrade schemes on the A303 / A358 corridor. Specifically, section 2.24 notes that:

*“The Government’s aim, announced in the Road Investment Strategy for the 2015/16 to 2020 Road Period (“RIS1”) is to upgrade all remaining single carriageway sections of the A303 between the M3 and the A358 to create a high quality dual carriageway route to the South West on which mile-a-minute journeys are the norm, and to tackle specific issues on this section of the SRN. In pursuit of this aim, eight improvement schemes have been identified. It is proposed that these will form a staged programme of improvement. Three of the schemes, including A303 Amesbury to Berwick Down, are included in the current (2015/16 to 2020/21) Road Period.”*
  3. The National Policy Statement for National Networks (NPSNN) paragraph 4.6 and 4.7 notes that it is expected that the “national methodology” is followed in development of the local transport model. This is the guidance provided in the

Department for Transport's (DfT) Web-based Transport Analysis Guidance (WebTAG). Traffic forecasts have been prepared in accordance with guidance given in WebTAG unit M4 'Forecasting and Uncertainty'.

4. The impacts of the scheme are assessed by comparing without-scheme and with-scheme cases, referred to as the 'Do Minimum' and 'Do Something' respectively. These have been developed as per guidance in WebTAG unit A1-2 sections 2.2.1 and 2.2.2. Both future development and infrastructure that are considered to be 'near certain' and 'more than likely' have been included in both cases. These are captured in the Uncertainty Log as recommended in WebTAG unit M4, and presented in Appendix A of the Combined Modelling and Appraisal (ComMA) report Appendix C – the Transport Forecasting Package [APP-301].
5. Three of the schemes on the A303 / A358 corridor are categorised as either 'near certain' or 'more than likely' by virtue of being part of the first Road Investment Strategy (RIS1) programme: these are the A303 Sparkford to Ilchester (currently at DCO examination), the A358 Taunton to Southfields (which has completed options consultation) and the A303 Amesbury to Berwick Down. Both the A303 Sparkford to Ilchester and A358 Taunton to Southfields schemes therefore form part of the without-scheme or 'Do Minimum' network.

**ii How does the Environmental Statement (ES) economic assessment distinguish between the economic benefits that would directly result from this scheme and the package as a whole?**

6. Assessment of the scheme impacts and economic benefits follows the guidance given in WebTAG unit A1-2 section 2.2.3 which states that "in most cases there should also be no difference in the transport network, other than the scheme being assessed, between the without- and with-scheme cases". Therefore, the assessment of the need for the scheme, its impacts and economic benefits presented in the Development Consent Order (DCO) application considers the Amesbury to Berwick Down scheme in isolation.
7. The DCO application considers the case for the scheme in isolation and does not set out evidence from which to judge the merits of the Government's aim to upgrade all remaining single carriageway sections of the A303 between the M3 and the A358 to create a high quality dual carriageway route. However, the forecast and assessments allow for the developments and schemes planned along the corridor that are sufficiently likely to come forward.

**iii What reliance can be placed upon all eight identified improvement schemes proceeding and what is the current position as regards the inclusion of all these schemes within a Road Investment Strategy (RIS)?**

8. As explained above, three of the schemes on the A303 / A358 corridor are categorised as either 'near certain' or 'more than likely' by virtue of being part of the first Road Investment Strategy (RIS1) programme: these are the A303 Sparkford to Ilchester (currently at DCO examination), the A358 Taunton to

Southfields (which has completed options consultation) and the A303 Amesbury to Berwick Down.

9. The five remaining schemes along the A303/A358 corridor are not sufficiently developed, are not part of the current RIS programme and do not have sufficient certainty to be included in the assessment. These schemes are therefore excluded from the assessment. These schemes are all on the A303 west of the Amesbury to Berwick Down scheme, being: A303 Wylve to Stockton Wood; A303 Chicklade Bottom to Mere; A303 Podimore Roundabout; A303 Cartgate Roundabout; and A303 South Petherton to Southfields. These RIS schemes may form part of RIS period 2 (RIS2) or a future RIS programme. Page 9 of the DfT report 'Draft Road Investment Strategy 2: Government objectives'<sup>1</sup> notes an objective as being the "continued upgrade of the A303" in combination with other schemes to "ensure regions are better connected".

## Question G.1.6

Document 7.1 - Case for the scheme and NPS accordance, Appendix B.1, states that the National Planning Policy Framework (NPPF) was revised in 2018, but that the specific requirements which are relevant to major project infrastructures are addressed within the NPSNN.

- i Please confirm that the ES has taken account of the 2018 NPPF revision.  
What is the Applicant's view as to the relevance of the NPPF to the consideration of this project?
- ii Explain further with reference to relevant NPPF paragraphs why the project can be regarded as sustainable development?

## Response

1. The Applicant can confirm that the 2018 NPPF revision was taken into account in the Environmental Statement as stated in paragraph 1.3.16 [APP-039].
2. As stated in paragraph 1.17 to 1.20 of the National Networks National Policy Statement (NN NPS, December 2014), the NPPF and the NN NPS are intended to complement each other to seek to achieve sustainable development. This is relevant in the context of this Project. However, the Applicant notes that, pursuant to section 104(2)(a) of the Planning Act 2008, the NPS has primacy in relation to the determination of NSIPs, and that the NPPF would be a 'important and relevant' consideration, pursuant to section 104(2)(d).
3. Paragraph 7.3.8 of the Case for the Scheme and NPS Accordance [APP-294] notes that the presumption in favour of sustainable development in the NPPF (paragraph 10) is at the heart of the planning process and applies to Nationally Significant Infrastructure Projects (NSIPs).
4. As explained in paragraph 7.3.10 of the Case for the Scheme and NPS Accordance [APP-294], sustainable development is an inherent element of the Scheme. Particular reference is made to paragraphs 170, 174 and 175 of the NPPF with the Scheme including measurable net benefits for biodiversity as set out in Chapter 8: Biodiversity of the Environmental Statement [APP-046].
5. The Design and Access Statement [APP-295] provides an overview of the rationale for the design of the Scheme in Chapter 6. In particular, paragraph 6.2.9 to 13 describe the principles of sustainable design applied to the Scheme design.
6. Please also see the response to HW1.20 on this point.

## Question G.1.7

Document 7.1 - Case for the scheme and NPS accordancy, Appendix B.2 - 7, considers conformity of the scheme with local planning policies.

Please provide complete copies of the various plans that comprise the development plan.

## Response

1. The development plan for the area comprises: the Wiltshire Core Strategy incorporating saved policies from district local plans; and Minerals and Waste Plans. There are no made Neighbourhood Plans covering the area within the Order limits of the Scheme (see paragraph B.6.1.2, Appendix B, Case for the Scheme and NPS Accordancy, document reference [APP-294]). Pdf copies of the various plans that comprise the development plan have been obtained and are attached.

## Question G.1.8

There has been concern raised by Interested Parties in relation to the risk of radon gas contamination from the phosphatic chalk spoil that would be excavated from the proposed tunnel and portals, affecting the environment and bio-diversity of the WHS and potentially the River Avon (see RRs of John Callow and Mark Bush).

Please indicate where this matter has been considered by the ES and respond to these concerns.

## Response

1. Highways England has acknowledged and responded to the concerns of John Callow [RR-1258] and Mark Bush [RR-2209] in its response to their relevant representations in the Relevant Representations Report [AS-026].
2. The study area does not lie within a radon Affected Area, as identified by Public Health England, and as reported in ES Chapter 10 [APP-048], paragraph 10.6.26. However, it is acknowledged that excavated phosphatic chalk could give rise to emissions of radon gas, though in an outside environment this would disperse rapidly, posing no risk to health (paragraph 10.6.73 of ES Chapter 10 [APP-048]). Radon gas does not represent an impact pathway for biodiversity receptors and so is not considered as part of a biodiversity assessment.
3. As part of the geology and soils assessment, as reported in Chapter 10 of the ES [APP-048], phosphatic chalk cores were screened for radiation to quantify the radon potential and level of potential risk to human health. Each of the readings taken was recorded to be below the threshold for determining the presence of measurable radioactivity, and therefore below the threshold for posing a potential risk to human health, as concluded in paragraph 10.6.80-10.6.81 of ES Chapter 10 [APP-048].
4. Further, in considering the potential for impacts from phosphatic chalk, chemical testing and assessment of the solubility and leachate potential of the phosphatic chalk that the tunnel will bore through shows that the material does not pose a risk to controlled waters, as set out in ES Chapter 10 [APP-048], paragraph 10.6.66. For the purpose of this assessment, controlled waters include the River Avon SAC, as well as the River Till SSSI (paragraph 10.6.79) of ES Chapter 10 [APP-048].
5. The Applicant has engaged with Public Health England (PHE) to undertake independent testing in relation to potential human health impacts, the results of which confirm the phosphatic chalk would pose little radiological risk to people and as such do not change the conclusions of the ES as set out above. The report from PHE is appended to this document.



## Question G.1.9

The ES Chapter 15: Assessment of cumulative effects, paragraph 15.2.12, makes reference to consultation with Wiltshire Council as regards the compilation of the long list of identified development, followed by the circulation of a short list and the final check.

- i. Please confirm that the Applicant's methodology and identification of other development for the purposes of the cumulative assessment is agreed?
- ii. Please confirm that the list of nine developments set out in paragraph 15.2.20 is agreed?
- iii. Are there any other proposed developments relevant to the consideration of cumulative impact?

## Response

Noting this question is directed to Wiltshire Council, the Applicant notes:

- i. Please confirm that the Applicant's methodology and identification of other development for the purposes of the cumulative assessment is agreed?**
  1. As stated within paragraphs 15.2.12-15.2.14 of Chapter 15 of the ES, Assessment of Cumulative Effects (APP-053), a meeting was held with Wiltshire Council to discuss the methodology and preparation of the initial long list in January 2018. Wiltshire Council was consulted during preparation of the list of committed or planned developments, and responded with minor updates on 14 February 2018 following a review of the draft list;
- ii. Please confirm that the list of nine developments set out in paragraph 15.2.20 is agreed?**
  2. To keep the list up to date Wiltshire Council was consulted further and responded again on 16 August 2018 to confirm additional developments for consideration within the assessments;
- iii. Are there any other proposed developments relevant to the consideration of cumulative impact?**
  3. These agreed and confirmed developments have all been considered and taken into account as part of the assessment process and reported in the ES.

## Question G.1.10

The ES Chapter 15: Assessment of cumulative effects, paragraphs 15.2.20 and 15.4.4, makes reference to the Experimental Traffic Regulation Order (ETRO) on Byways AMES 11 and 12.

Please explain further the position as regards the ETRO and the reliance placed upon it in the cumulative assessment.

## Response

1. As stated within ES Appendix 15.2 [APP-291], the Experimental Traffic Regulation Order (ETRO) involves the temporary prohibition by Wiltshire Council of the use of Byways AMES 11 and 12 by motorised vehicles. As this is a temporary prohibition, the assessment reported within ES Chapter 13, People and Communities [APP-051], assumed a worst-case scenario which is that the current ETRO would not be in place once the proposed Scheme is constructed and operational, resulting in a slight adverse and not significant effect for motorised users of the byways. However, for the cumulative effects assessment, consideration is given to the scenario in which byways AMES 11 and 12 would be permanently prohibited. In this scenario, the impact of this change in combination with the Scheme would be the removal of the identified slight adverse effect, as there would be no relevant users to be impacted by the Scheme not providing a connection for motorised vehicles between the byways.

## Appendix G.1

## Appendix G.1

### Question G.1.7

G.1.7

# Adopted Local Plan - Introduction

## Introduction

### 1.1

In an attractive area like Salisbury District it is important to balance the need for new development against the desire to conserve the natural environment and historic fabric of the area. This Local Plan has been produced in order to achieve a balance between these pressures and to provide detailed guidance concerning the use and development of land up to the end of the year 2011. Accordingly it embraces the concept of sustainable development, in terms of endeavouring to reconcile the need for growth with the protection of the natural and built environment, for the benefit of future generations.

### 1.2

The Planning and Compensation Act 1991 places a duty upon local authorities to prepare such Local Plans and once adopted this replacement Salisbury District Local Plan will have full statutory status.

### 1.3

This Local Plan covers the whole District. The total area is 388 square miles and the estimated population in 1996 was approximately 111,000. The focus of the District is the historic city of Salisbury itself (population approx. 39,400) which provides many of the services for the surrounding area and is therefore an important commercial centre. Amesbury is the second largest settlement in the District and offers a range of services and facilities. A number of smaller settlements provide local services. The majority of the District is however, rural, varying in character from the New Forest in the south-east to the extensive, sparsely populated area of Salisbury Plain in the north and the remote rolling countryside of Cranborne Chase to the south west, all linked by lush valleys of the River Avon and its tributaries. There are many attractive villages and these, together with the countryside, historic towns, sites of exceptional nature conservation importance and archaeological remains of international significance (including Stonehenge) form a District of exceptional environmental quality. Part of the District is a Rural Development Area.

## Relationship with the Structure Plan

### 1.4

The policies of the Local Plan must conform with the policies of the Wiltshire Structure Plan. The current version of the Structure Plan, adopted in 2001, contains strategic policies for development in the County to 2011 and forms the basis for development proposals in this Local Plan.

### 1.5

The Structure Plan and the Local Plan together form the development plan. The documents set out the Local Planning Authority's policies and proposals for the area, having regard to national policies and regional guidance issued by the Secretary of State. The Planning and Compensation Act 1991 requires decisions on planning applications to be made in accordance with the development plan unless material considerations indicate otherwise.

## **Aims of the Local Plan**

### **1.6**

The aims of this Local Plan are:

- To promote the principles and practice of sustainable development.
- To promote a healthy economy that provides standards of living at least equal to that currently enjoyed by the people of the District.
- To protect and enhance the natural and built environment.
- To promote a high quality of life for the people of this District without compromising the quality of life for others.
- To provide a level of certainty to all interested parties about where development is to take place, and what kind of development it is to be.

### **1.7**

The achievement of these aims is dependent on a variety of factors, of which the availability of land is the most fundamental as it provides the space for development (of whatever kind) to take place and through its natural features contributes greatly to the quality of life.

### **1.8**

Land is a finite resource. The use that the land is put to should contribute to achieving sustainable development. Salisbury District Council supports the concept of sustainability. There are various definitions of sustainability and sustainable development but all centre around the concept that the resources of the earth should be used and managed in such a way that they meet the needs of the present but provide for future generations to enjoy. This plan, through its policies and proposals, seeks to ensure that the use of the land is undertaken in a sustainable manner.

### **1.9**

The strategy for development in this Local Plan, taking into account the above aims, seeks to promote a sustainable strategy for Salisbury District. The strategy comprises three main elements:

1. Concentration of the majority of development in Salisbury and Amesbury;

2. Medium/large scale development allocations and alterations to Housing Policy Boundaries in a limited number of other main settlements which have a good range of facilities; and
3. Minor alterations to Housing Policy Boundaries in settlements which have a reasonable range of facilities, but less than the range of facilities in group (2).

#### 1.10

This strategy will assist in the provision of a sustainable pattern of development by concentrating development in the larger settlements, but providing some scope for limited development in villages in order to assist in supporting and sustaining rural communities.

#### 1.11

In taking forward this strategy, the Local Plan identifies a number of settlements for housing and employment development. Salisbury provides the main focus for development, being the major shopping, employment and cultural centre in the District. The City's historic character and high quality environment, together with its rail and road links to London, the south coast, the west of England and South Wales, offer the opportunity to provide development where public transport can be promoted and reliance on the use of the private car reduced.

#### 1.12

Amesbury also acts as a focus for development within the Local Plan. It is the second largest settlement in the District and, together with Durrington the two settlements have a combined estimated population of approximately 15,000. In addition the town serves a wider population providing for many of the service needs of the communities on the southern edge of Salisbury Plain. The town's proximity to Stonehenge and the A303 (a main route to the west country) generates a significant number of visitors from the UK and abroad. The presence of Boscombe Down airfield and other military establishments in the area have provided much of the local employment opportunities. However, recent Governmental reviews of the nation's defence requirements have resulted in significant job losses in the area and one of the aims of the Local Plan is to assist in promoting economic growth in the town by the provision of substantial land for new employment opportunities. The promotion of the town for both major housing, employment, retail and leisure growth has two main advantages. Firstly, it will help make the town a self-supporting community, thereby reducing the need to travel to larger urban centres such as Salisbury and Andover, and secondly, it will help relieve

development pressure on Salisbury which has a number of environmental constraints.

#### **1.13**

It is therefore proposed that the 2 main settlements in the District will accommodate about 80% of the proposed housing development in the District to 2011 and will act as a focus for employment and social activities. The District Council acknowledges that significant housing development has already taken place on the eastern edge of Amesbury without the creation of a satisfactory infrastructure to promote the high quality of life which is an aim of this Local Plan. In view of these concerns and the promotion of the town for future development, it is intended to ensure that such issues are addressed in the form of vision statement for Amesbury on the way forward. It is therefore important to ensure that the infrastructure and facilities which are needed to achieve this aim are taken into account in the master planning and timing of the proposed development sites.

#### **1.14**

In addition to Salisbury and Amesbury, 5 other of the larger settlements in the District have a role to fulfil in meeting housing needs whilst taking into account the opportunity to use and/or improve public transport.

#### **1.15**

In the previous Local Plan, land for both housing and employment was provided in Mere with the intention that the development would help support the general level of services in the western part of the District. Not all this development land has been taken up and this plan therefore carries forward two previous housing allocations and the employment allocation. Similarly, land previously allocated for housing in Durrington is also carried forward into this Local Plan.

#### **1.16**

Wilton has the advantage of being close to Salisbury and already well served by public transport. With local employment opportunities and a range of shops Wilton offers a good location for new development. However a range of constraints effectively limit opportunities for development and only limited new housing is proposed.

#### **1.17**

Downton which acts as a local centre for the villages to the south of Salisbury and provides a number of job opportunities, secondary schooling, shops and a sports centre, has a role to fill in providing for a limited amount of housing and employment growth.



## **Environmental Appraisal**

### **1.18**

To measure, as far as possible, that the policies and proposals contained within the Local Plan are in accordance with the sustainable strategy for development, the Local Planning Authority has undertaken an environmental appraisal of the plan's policies and proposals. The Department of the Environment has produced a Good Practice Guide on this to ensure that all Local Plans are appraised to an equal standard or bench mark set of criteria. This has been used by the Local Planning Authority to guide the above appraisal. A policy or proposal may have a positive, negative or neutral result in terms of sustainability. Many will have a mixture of all three. To be acceptable, however, the policy/proposal's negative effects must be outweighed by the positive or neutral effects. The complete appraisal is published in a technical supplement.

## **Monitoring, Review and Enforcement**

### **1.19**

It is imperative that the policies and proposals put forward by the Local Plan are monitored to ensure their continued appropriateness, effectiveness and relevance in the light of changing circumstances. The Local Planning Authority will monitor the performance of the Local Plan against a range of indicators and, where necessary, will seek to review and amend it.

### **1.20**

The District Council considers it important to ensure that development is in accordance with the plan's policies unless material considerations indicate otherwise. As such the Local Plan policies will be a major consideration in assessing whether enforcement action is required in connection with unauthorised use or development. The District Council will generally try to resolve breaches of planning control by negotiation. However, where negotiations are unsuccessful or unduly protracted, enforcement action will be vigorously pursued and appropriate enforcement action taken. Further details of the Council's procedure on enforcement matters are available in supplementary guidance from the Planning Office.

# Adopted Local Plan - General principles

## General Principles for Development

### 2.1

In considering the pattern of future development within the District the Council supports a sustainable form of land-use. The District Council wishes to enhance the quality of life for existing and future residents, and seeks to achieve a pattern of development which reduces the need to travel by private car and encourages increased use of public transport, cycling and walking. It must however be recognised that Salisbury District is a large rural area with a number of small communities. It is important to ensure that the vitality and viability of these communities are maintained, or if possible enhanced, within the overall context of conserving the natural environment and cultural heritage of the District. The re-use of previously developed sites in urban areas can help reduce the need to release greenfield land and make more effective use of land. However, with the high quality of the environment in Salisbury and a lack of derelict land within the urban areas, the amount of urban land which is likely to be available for redevelopment is extremely limited.

#### *Policy G1*

### 2.2

The Local Plan contains a range of policies, both general and specific, which are designed to meet the aims listed in paragraph 1.6. These policies do not stand in isolation and are intended to be read together. It is important that in considering applications for new development account is taken of all relevant policies. The plan is set out by topic area with the policies laid out at the end of each chapter. Reference to the relevant policy is included within the supporting text.

## General Criteria for Development

### 2.3

The high environmental quality to be found in both the countryside and settlements of Salisbury District is mentioned in the introduction to this Local Plan. The operation of the Local Plan's policies is intended to secure the maintenance of this quality, whilst allowing for necessary development. The Local Planning Authority is aware that failure to guide the detailed aspects of development proposals can lead to incremental erosion of the current environmental standard. For this reason, the Local Planning Authority believes it is justified in putting forward policy G2 as a checklist of the factors routinely taken into account in the determination of

planning applications in the District. In addition, emphasis on the design of new development has been incorporated into this Local Plan in Chapter 3.

## 2.4

Highway issues are material considerations in the determination of a planning application. Factors such as the effect new development will have on the local road network, off-street car parking, the suitability of the proposed access and where appropriate turning space within the site are all issues which will need to be addressed.

## 2.5

In accordance with Government guidance, the Local Planning Authority will take into account such factors as the need to protect landscape, wildlife habitats and historic features and the best and most versatile agricultural land. Open areas and features, such as hedges and walls, should be retained where they contribute to the character of the area.

## 2.6

A number of existing forms of development can create environmental problems, for example, accommodation for livestock. In order to minimise the potential for future conflicts between neighbouring land uses, care will be taken to ensure that new development is not situated where such problems could arise. Environmental concerns are becoming increasingly important planning considerations and new proposals should not lead to pollution of the environment by, for example, excessive light or noise levels, or have a detrimental effect on public health.

## 2.7

It is hoped the policy will assist both developers and members of the public. The policy is intended to have a general applicability and all other policies in the Local Plan should be read in conjunction with it. Sufficient information will be requested with an application to enable an assessment to be made of whether the criteria listed in Policy G2 have been fully taken into account.

*Policy G2*

## **The Water Environment**

### 2.8

The supply of water to a new development is a critical factor. Development in locations where water resources are scarce may result in detriment to the amenity, water quality and nature conservation interests of watercourses. Development will not therefore be permitted unless existing water supplies are adequate or they can be augmented to serve

the development without adversely affecting the water environment and groundwater systems.

*Policy G3*

**2.9**

New development, redevelopment and land raising can have significant implications for flood risk. This may be either due to the site's location in a floodplain or an area at risk from flash flooding due to underground springs and a high water table. In addition, development on a floodplain may reduce the amount of land available for floodwater storage thereby increasing upstream and downstream flood risks. Information on some areas liable to flood is included in Section 105 Maps produced by the Environment Agency and will be taken into account in the determination of planning applications. There are however areas not included on these maps which may be subject to flood risk and to which policy G4 will equally apply.

*Policy G4*

**2.10**

The provision of water supply and drainage on the plan area is currently the responsibility of Wessex Water, Southern Water, the West Hampshire Water Co. and the Cholderton Water Co. The provision of mains drainage for rural areas has been a main aim of the District Council for many years. Where mains drainage is available it would be a retrograde step to allow private forms of drainage in any new development. Developers will thus be expected to connect to the sewerage system and to construct sewers to a standard adoptable by the sewage undertaker.

*Policy G5*

**2.11**

In some parts of the area problems associated with water services (i.e. water supply, foul and surface water disposal and sewage treatment) provide a serious constraint to the location of additional development. Examples are the problems associated with the combined sewer at Wilton, restrictions on the level of surface water discharge to the River Bourne, and sewage treatment works which each have only limited capacity to absorb further development. Developers must therefore ensure that adequate services are available for any proposed development. The Water Industry Act 1991 enables a water or sewerage undertaker to require developers to make a contribution towards providing

the necessary infrastructure to meet the increased demands imposed by development.

## 2.12

Careful consideration needs to be given to surface water disposal when considering development proposals as it is important to ensure that additional surface water run off does not create or exacerbate flooding problems, or adversely affect the flora and fauna of the watercourse. With the transfer of the former water authorities land drainage powers and responsibilities to the Environment Agency, there is an even greater need for liaison between all parties concerned when considering how surface water run off from new developments, direct to water courses, should be dealt with.

## 2.13

Where ground conditions permit, clean surface water disposal should be to soakaways. However, in some areas ground conditions will be unsuitable for soakaway disposal and, in these circumstances, new development should employ source control techniques also known as Sustainable Drainage Systems (SuDS) to alleviate the effects of increased run off, the risk of pollution and reduced groundwater discharge. The Local Planning Authority, in conjunction with the Environment Agency, will assess the surface water run off implications of development proposals.

### *Policy G6*

## 2.14

Development in close proximity to sewage treatment works is liable to suffer occasional odour nuisance as a result of the processes carried out at the sewage works. In order to minimise the risk of environmental problems an area of Development Restraint around each of the sewage treatment works has been defined by the relevant Water Company. Within these areas, development likely to result in the regular occupation of premises, including office and commercial developments as well as housing, will not be permitted. Where existing development is already in place within a 400m radius of a sewage treatment facility, such properties will remain subject to occasional odour.

### *Policy G7*

## 2.15

During the plan period, Wessex Water and Southern Water, the statutory sewage undertakers in the district, will be developing improved modeling techniques to define site specific odour dispersion areas as defined under

policy G7. When this modeling exercise has been completed the District Council will seek to adopt these boundaries as Supplementary Planning Guidance.

## 2.16

Groundwater resources are an invaluable source of water for public supply, industry and agriculture as well as sustaining the base flow of rivers. In order to protect water resources in the area, the Environment Agency has identified a number of Groundwater Source Protection Areas. The Local Planning Authority is concerned that within these areas there shall be no demonstrable risk of pollution to watercourses and groundwater or indeed elsewhere where water resources could be at risk. In some areas, for example Mere, the percolation rate of surface water is likely to place a severe restriction on further development. The Environment Agency is the statutory body which has the responsibility for ensuring that no such pollution occurs, and it is the Local Planning Authority's intention, therefore, to refer all planning applications within Groundwater Source Protection Areas (and elsewhere where it is considered likely that a proposal would give rise to a risk of pollution) to the Environment Agency for their advice, guidance and recommendations. Developers with sites in these areas are recommended to contact the Environment Agency at the earliest stage. Developers' attention is also drawn to the Environment Agency's policy document "Policy and Practice for the Protection of Groundwater" copies of which are available from the regional offices of the Environment Agency. It should also be noted that the boundaries of Groundwater Source Protection Areas are updated on a biennial basis meaning that the shown boundaries are subject to occasional change. The Environment Agency and the Planning Department will keep updated maps available for inspection.

*Policy G8*

## **Planning Obligations**

### 2.17

Planning obligations have a role to play in the planning system and, in addition to overcoming problems, can help to ensure a higher quality development. Department of the Environment Circular 1/97 provides guidance on the proper use of planning obligations made under Section 106 of the Town and Country Planning Act 1990. Policy G9 reflects the advice contained in the Circular and seeks to ensure that development proposals provide the infrastructure and facilities, such as education, recreation and public transport which are needed for the development to go ahead, or will meet or contribute towards the cost of providing such

facilities in the near future. Planning permission will normally be refused for any development that does not make adequate provision for such matters.

## 2.18

In negotiating with developers, the Local Planning Authority will be guided by the provisions of Circular 1/97 and related advice. In no circumstances will the Local Planning Authority be prepared to set aside the policies and standards incorporated in this Local Plan simply in order to avail itself of the offer of a locally needed facility or service.

*Policy G9*

## Enabling Development

### 2.19

The Local Planning Authority is occasionally requested to entertain proposals involving so called “enabling development”. In proposals of this sort it is suggested that in order to maintain nationally important listed buildings, or other “heritage” resources such as historic parklands, the Local Planning Authority may consider granting planning permission for commercial development, the profit of which will be used to fund major repair work to the resource which is important to preserve or restore. The commercial development would generally not be permitted, for example, because the site is outside a Housing Policy Boundary or in the open countryside where new build is contrary to Government guidance and other Local Plan policies. An example would be the restoration of an important listed building in the countryside (i.e. Grade I or II\*) using capital derived from the construction of houses in the grounds.

### 2.20

The Local Planning Authority is prepared to consider such proposals only in very exceptional circumstances, where they can be fully justified. The applicant will be expected to submit a viability analysis to demonstrate that the benefit to be derived is significant and worthwhile in the national interest, and that the scale of the proposed development does not exceed, both in monetary and planning terms, that needed to fund the necessary repairs. The Local Planning Authority will normally employ specialist consultants when considering development proposals of this type. Where listed buildings are involved, it must also be shown that the proposed enabling development does not detract from their fabric or setting. Since it is possible for planning permissions to be only partially implemented, the Local Planning Authority will seek an agreement under Section 106 of the Town and Country Planning Act 1990 to ensure that the proposal to be subsidised by the enabling development is carried out within an acceptable period following the implementation of the whole or part (as appropriate) of the enabling development itself.

*Policy G10*

## Advertisements

## 2.21

Outdoor advertising plays an important role in the economy, promoting businesses, communicating information and providing directions to the public. Policy G11 sets out the factors against which an advertisement's impact on the locality will be considered. The size, colour and materials of a sign can either add interest to an area or lead to a proliferation of unattractive clutter. Particular care will be taken in assessing applications within the countryside, in Conservation Areas and on listed buildings to ensure that there is no unacceptable impact on the area or local landscape.

*Policy G11*

## Ministry of Defence Land

### 2.22

Within the Local Plan area there are military establishments under the control of the Ministry of Defence. It is accepted that there will be continuing need for further essential military developments within these establishments. Such proposals are governed by separate procedures under the Town and Country Planning Act 1990 and described in Circular 18/84, and are not subject to normal planning controls. The Ministry of Defence does however consult the Local Planning Authority about proposed developments.

### 2.23

Although it is accepted that there will be continuing need for further essential military developments, land outside built up areas which becomes surplus to defence requirements will be expected to remain undeveloped. Proposals for development, whether within or outside built-up areas, will be considered against the policies of this Local Plan, particularly any special designations such as a Site of Special Scientific Interest, a Conservation Area or the Stonehenge World Heritage Site. Where surplus land is to be disposed of, a formal application may be submitted by the Ministry or by a potential purchaser.

*Policies G12 & G13*



# Adopted Local Plan - Design

## Design

**Objective:** To encourage excellence, innovation and creativity in design, in all development proposals, to ensure that schemes are compatible with the scale and character of the local environment in order to enhance the overall quality of the built environment, the attractiveness of the area for investment, economic regeneration and to reinforce civic pride and sense of place for the overall benefit of residents.

## Introduction

### 3.1

The ultimate aim of the Local Planning Authority is to ensure that development respects the built and natural environment of the District, that its quality and character is conserved and achieved in successive development. Excellence, innovation and creativity in design will be encouraged, whilst poor and mediocre proposals will be discouraged.

### 3.2

The following design policies are not sufficient in themselves to ensure design quality. They provide a strategic framework and act as an integrating device for all forms of supplementary, more detailed, design guidance, such as development briefs and village design statements, to which reference should be made where appropriate. They are intended to be comprehensive without being prescriptive.

### 3.3

Notwithstanding the fact that the District of Salisbury is diverse in terms of its character the following design considerations, and the thought processes that lie behind them, are as relevant to the control of development in villages and the countryside as to development in the towns and city of Salisbury itself, albeit that aspects of the natural environment will be given more emphasis in the rural context.

## Good Design

### 3.4

Good design is not easy to define, because it is subjective and it depends upon whose values are being applied. What is of particular importance is that good design is not just a matter of attention to elevational design of individual buildings. Local character and quality consist of more than just individual buildings and one-off landmark buildings, they derive from the complex relationships between many elements that make up the built environment.

### 3.5

In recognition of this Central Government, through its Urban Design Campaign, has placed a renewed emphasis on the importance of good urban design in helping to secure quality in the built environment. Planning Policy Guidance Note 1 - General Policies and Principles (1997), provides a clear framework for the handling of design consideration in the planning process. Urban Design is defined as:-

*"the relationships between different buildings; the relationship between buildings and the streets, squares, parks, waterways and other open spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of the village, town or city with other parts; and the patterns of movement and activity which are thereby established; in short, the complex relationships between all elements of built and unbuilt space."*

### 3.6

It is clear that the ultimate aim must be to create buildings and spaces which combine to form an attractive public realm - that is places which can be seen and enjoyed by the public. In order to achieve this there are a number of fundamental considerations to be addressed, essentially these are townscape and public realm considerations.

## **Townscape**

### 3.7

Townscape may be best described as the urban equivalent of landscape, and relates to all settlements, regardless of their size. It focuses on what is perceived by the observer and has been defined as the "art of the ensemble" or the "art of relationship", weaving the elements together, the elements being essentially the street patterns, spaces, built scale, building character, skylines and views.

### 3.8

In order to successfully integrate new development into the environment it is necessary to have a knowledge and understanding of its local context. Context should be taken to mean the setting of the building and/or site. As well as including the usual aspects of development such as traffic activities and land use, it should embrace other issues such as the landscape and built form issues; the visual relationship of the development with the wider setting; the character of the neighbourhood in which it is located; its role within the townscape; its relationship to public space either existing or created. Such issues may include understanding the social, economic and functional role of the site as well as its visual role.

### 3.9

The local context can only be properly understood if it is considered in relation to its wider context. The factors that have shaped the character of the settlement or landscape of the area, such as its geographical setting, origins, its subsequent fortunes and activities, need to be recognised.

### 3.10

Obviously the importance of contextual characteristics depends on the scale of development and the intended level of integration required. More extensive proposals need to have regard to local context in a different way than a single infill development for example. Notwithstanding this there are a number of basic elements that are considered important in establishing context.

### 3.11

**Landscape** – consideration should be given to safeguarding existing important landscape features, for example hedges trees and walls. It is also important for developments, where appropriate, to incorporate structural landscaping within and around sites to screen and augment the built form.

### 3.12

**Street patterns** - existing route alignments and widths of the existing street patterns should be retained and preserved or, where appropriate, extended. As in all towns, (except those that have been deliberately planned) street patterns have grown and evolved over time, thereby altering the townscape. A knowledge and recognition of the importance of street patterns will ensure a greater sensitivity to change.

### 3.13

**Spaces** - consideration should be given to the contribution of the development to the formation of useable space whether on public or private land and, as importantly, how this space is linked into the surrounding open space network. Space should not be provided as an afterthought or composed of spare pieces of land.

### 3.14

Spaces form an important component of our townscape, whether they are formal or informal, large or small. Their functions vary and they provide different uses, i.e. for relaxation, congregating, public meetings, shopping, markets etc. They may also form part of a network for pedestrians quite separate from traffic routes. Whilst there may be less scope for the creation of new spaces it is important that, large or small, they are linked into the existing local network.

### 3.15

**Built Scale and Density** - consideration should be given to the built scale of a town/village which is determined by the size of buildings (i.e. their height per se); their average storey heights and the size of plot. Abrupt changes in plot widths and building heights, in particular, are only generally acceptable when there is a recognisable reason for it and/or

some benefit to the townscape results. In considering plot size, due consideration should be given also to the density of existing development in the immediate locality

### 3.16

**Building Character** - part of the richness of the architecture found in the District springs from the variations in character between one area and another and one town and another, reflecting the District's varied geology and socio-economic history. Local building materials, local skills, types of buildings (domestic, agricultural, religious etc.) have all had their influence.

### 3.17

With regard to traditional building materials, the District can broadly be divided into two parts; the heathland and chalk downs of the east, where the buildings are generally of brick, timber-frame and brick, or brick and flint, and the hills and valleys of the west where the buildings are mostly of local limestone, sometimes in combination with flint and brick. Throughout the District roofs of clay tile or thatch are common although stone slates are present in the stone areas of the west.

### 3.18

Any new development should seek to respect the building character of each locality, which is not to stifle or discourage diversity, but to contain it within reasonable limits. Attention to a combination of the above elements, i.e. plot widths, height and scale may help development to 'hang together' where materials and design may allow more diversity.

### 3.19

The Local Planning Authority recognises that high quality modern design can contribute to and enhance the built form by, for example creating new compositions and points of interest in the street. It wishes to encourage such development in appropriate locations where it can be demonstrated that due regard to the local context has been given and the schemes would be successfully integrated.

### 3.20

**Mix of Uses** - having regard to all other policies in the Local Plan a mix/variety of uses will be pursued where appropriate particularly in the more urban areas of the District. In general terms the most successful urban areas offer a mixture of uses which lead to a variety of activities and experiences. Living, working, shopping and playing all gain from being linked as opposed to being separate. A mixture of uses will result in the ability of an area to possess an intricate sequence of uses and users adding to its vibrancy and vitality.

### 3.21

**Skylines** - skylines evoke a sense of place and provide an identifiable image of a place. Traditionally they celebrate landmark buildings of communal, civic importance, or links with political power. The skyline of the Salisbury is protected by a height limitation upon all new development. But elsewhere it is important to protect the skyline from other interests which are not synonymous with those of the community.

### 3.22

**Views** - new development should consider how the site and the existing buildings contribute to the local scene and what opportunities there may be for enhancement. Consideration should be given to what views are gained from within the site and from outside looking in.

### 3.23

**Legibility** - an important consideration in any development is the ease with which pedestrians and/or drivers can orientate themselves and 'read' an area in order to understand how, for example, the town centre, housing estate or industrial estate is arranged and which way to go for different places, amenities and facilities.

### 3.24

A number of physical features can play a key role in achieving greater legibility, (i.e. linked sequences of spaces together with landmarks, to act as points of reference and visual and physical linkages along the way), such as public works of art, or landmark buildings; design continuity through paving materials, street furniture; special or enhanced street lighting or floodlighting of buildings; green or landscaped linkages. New development should retain such features to promote integration with existing development. Where large scale development is proposed, new features will also be required within the development to establish or improve the areas legibility.

### 3.25

**Human Scale** - in order that new development is successful, it must be mindful of how it will be perceived at eye level. A comfortable pedestrian environment is one that is firstly related to the scale and pace of pedestrians, not to fast moving vehicles. Development should be interesting at eye level, and pedestrian friendly frontages should be encouraged. Consideration should be given to locating activity generating uses on the ground floor of new development that fronts such space, particularly at focal points of pedestrian movement. Frontages to public spaces should incorporate doors and windows to provide physical and visual links between the building and the public space. In facilitating this,

building lines should be re-established to define the streets, squares and all public spaces. Any gaps in the building line should be intentional, well contained and well defined by the buildings that surround it.

### 3.26

The scale, use and landscaping of public spaces should combine to create attractive and welcoming usable areas, particularly in terms of their visual appearance.

### 3.27

In further achieving a more comfortable, human scaled environment, development should give due consideration to the division of public and private space and, as importantly, what happens at the interface between the two. As a general rule public space directly adjoining private space should be avoided as this can have a deadening effect. Generally all buildings should have clear fronts and backs, with the totally private space at the back and a front onto public space. The use of semi-private space such as forecourts, front gardens with low boundary walls etc. can provide a useful transition from private to public space. The adoption of these basic design principles, particularly in terms of layout, can assist in crime prevention, creating natural surveillance/informal control of public space. Also, the position of lighting within a development should create a secure environment. Landscaping and trees should form an integral part of the development with planting appropriate to the area.

### 3.28

**Accessibility** - good access is an integral part of the design and planning of existing and new buildings and development. Development of land should provide the opportunity to secure a more accessible environment for everyone, including those with disabilities and parents with young children

*Policies D1, D2 and D3*

## Salisbury City

### 3.29

Salisbury is perhaps the best surviving example of a medieval planned town in England. The Cathedral and Close, the historic chequer pattern and the architectural quality, variety and coherence of the buildings combine to make this a city of outstanding historic interest. At the same time Salisbury is a busy market town and an international tourist attraction that has been fortunate in surviving modern development pressures relatively unscathed. In the centre of the city, it is the essentially human scale of the buildings, together with variety of architectural styles and

natural building materials which combine to produce Salisbury's unique and historic character. It is the combination and balance of landscape setting and built environment that gives Salisbury its special character, sense of place, and unique quality as one of England's more important historic towns.

### 3.30

**Street Pattern** - the City's Chequer street pattern, originally laid out in the 13th century, is characterised by continuous lines of buildings set at the back of the pavement, producing a tightly knit, dense streetscape, without front gardens or breaks in the frontage. The street picture is unified by its continuity and, broadly speaking, a common eaves height. Generally, individual buildings are narrow, domestic in scale and respectful of the scale and proportions of neighbouring buildings providing compatibility rather than being competitive. Modern developments often require vehicular access to the rear of sites, thus introducing an uncommon feature in the Chequers. Where such breaks in the frontage are proposed, they should be suitably designed and detailed to contribute to the street scene.

### 3.31

The Eastern Chequers contains the major part of the tight medieval grid-iron street pattern and is predominantly residential. The streets are narrow with much kerbside car parking and have tight junctions that are difficult for service vehicles to negotiate. The area contains several notable historic buildings.

#### *Policy D4*

### 3.32

Due to the character of the Chequers, breaks in the street frontages are not common. Modern developments often require vehicular access to the rear of sites and where these are proposed, they should be suitably designed and detailed to contribute to the street scene.

### 3.33

**Spaces** - the urban open space network in the centre of Salisbury consists of streets, squares and parks. The public enjoys a right of entry to these spaces, for example Poultry Cross, Butchers Row, the Market Place and the Guildhall Square, which connect to provide a variety of forms, in turn contributing to the essential character of the city. The Market Place contains a fine collection of historic buildings, most notably The Guildhall, and its character differs from the tightly knit fabric of the

Chequers especially with regard to the wider and taller views afforded of the buildings.

### 3.34

The central area's green open spaces are to be found in the north east of the Chequers at The Greencroft, the grounds of St. Edmund's Church, Bourne Hill, and the recreation ground adjacent to the old swimming pool. Queen Elizabeth Gardens and Churchill Gardens are on the verge of the city marking the space where the watermeadows meet the built environment.

#### *Policy D5*

### 3.35

Roofscape and Skyline - the Cathedral spire is a dominant feature of the skyline. Views of Salisbury are dominated by the Cathedral spire rising above the roofscape of the city. The shape, scale, variety of construction, materials, colouring and weathering of roofs in the city contribute to a roofscape that is a vital part of the area's character and appearance. The spire's dominance has been maintained by the implementation of policies in both Structure and Local Plans. Policy D6 seeks to continue this dominance by restricting new development to the traditional form of low rise buildings with pitches roofs within the city. The Council recognises, however, that there may be instances where new roofscape features can add variety to the skyline and will consider proposals for individual high quality architectural features which contribute to the city's silhouette. Due to the compactness of the city, its small scale and the fine detail of existing features, such as church spires, such proposals will only be permitted where they do not include useable floorspace.

#### *Policy D6*

### 3.36

In terms of more extensive development, new proposals should ensure that they are accessible to pedestrians and assist in the overall accessibility or permeability of the locality as a whole. New routes should be continuations of existing routes from as many places as possible outside of the site and follow genuine desire lines. It is important that new proposals are visually accessible as well as physically accessible (i.e. pedestrians should be able to see that they are able to walk through an area and have some visual clue as to where it will lead and be able to see that they have a number of alternative routes to choose from). New routes should be safe and convenient and be designed to include natural surveillance from surrounding buildings and public areas.



## Site Analysis

3.37

Site analysis is a fundamental part of the design process as it forms the basis of the design concept for the site and assists in the achievement of successful development. This is particularly important for larger and sensitive sites. Plans, sketches and explanatory information should be used to demonstrate the influence of the townscape and public realm considerations upon the development proposal. The Local Planning Authority will therefore expect a full site analysis to be submitted for larger and more sensitive sites which illustrates the opportunities and constraints of the site and demonstrates that full consideration has been given, in the wider context, to the following:

- (i) legibility, permeability, views and vistas;
- (ii) layout, form, scale and character of townscape;
- (iii) the social, economic and functional role of the site;
- (iv) public open space; and,
- (v) significant landscape, environmental and ecological features.

*Policy D7*

## Public Art

3.38

Public Art, such as fine art, crafts, signage, street furniture and decorative materials on buildings, can play an important role in improving the legibility of the public realm and also the general visual quality of the environment as a whole. The Local Planning Authority will seek its provision in appropriate development schemes, particularly where it would enhance public spaces or buildings which surround these spaces.

*Policy D8*

# Adopted Local Plan - Housing

## Housing

**Objective: To provide sufficient land for new housing development in the District to meet housing needs in the District and Structure Plan requirements in a manner which seeks to ensure a sustainable pattern of development by concentrating development in Salisbury, Amesbury and a limited number of the larger settlements, whilst providing scope for limited development in other villages within an overall context of protecting the natural environment and historic fabric of the area.**

### 4.1

This Local Plan specifies those areas where housing development will, in principle, be acceptable and those where it will not, up to 2011. The volume of new housing to be permitted in the Local Plan period is derived from the Wiltshire Structure Plan which sets the level of additional provision in Salisbury District at about 9,500 dwellings for the period 1991 - 2011. The amount of development proposed in the Structure Plan for the District has been derived taking into account a number of factors including population trends and household formation. In Salisbury District, the figures are based on a reduction in development rates per annum from 500 dwellings per year between 1978-1991 to 475 dwellings per year between 1991-2011. It is the responsibility of the Local Plan to set out detailed policies and proposals for the development of land which are in general conformity with the Structure Plan.

### 4.2

#### **Housing Stock/Tenure**

In 1991 there were about 41,250 dwellings in the District, of which almost 63% were owner-occupied. Variations occur in this proportion within different parts of the District, with some of the villages having the highest number of owner occupiers; for example, Firsdown (97%), Ansty (81%) and Redlynch (79%). About 19% of the total housing stock in the District in 1991 was Council housing or owned by housing associations. The amount of Council housing is expected to decline, but new housing association developments will be promoted through Local Plan policies. Private rented accommodation, including tied accommodation, accounted for about 19% of the total stock in 1991. This fairly high proportion is mainly accounted for by the tied accommodation owned by the large estates in what is essentially a rural district.

### 4.3

#### **Past Trends in House Building**

In past years a high proportion of development has taken place on unidentified small and medium scale sites within settlements, and through infill development. However, the effect of restricting new residential

development to land within defined housing policy areas over recent years means that the number of potential infill sites available is declining. This will limit the amount of development which will continue to come forward on unidentified sites within the plan period.

4.4

### **Population & Future Demand**

During the 1980s the District's population grew at nearly twice the national average due to a high level of inward migration, mostly from south-east England. Despite this overall increase in population, the number of children under 15 fell by some 13% in Wiltshire between 1971-1991. As a consequence, average household size fell from about 3 persons per household in 1971 to under 2.6 in 1991. Projections indicate that average household size will continue to decline, albeit at a slower rate, reaching about 2.3 persons per household by 2011.

## **Future House Building**

4.5

The Adpted Wiltshire Structure Plan proposes that provision should be made for about 9500 additional dwellings within the District between 1991 and 2011. This gross figure conceals a high degree of commitment and there is only limited scope for further land releases if the provisions of the Structure Plan are not to be substantially exceeded.

<b>Wiltshire Structure Plan Housing Requirement (1991-2011)</b>	about 9,500
<b>Less Housing Completions between April 1991- March 1999</b>	4,319
<b>Residual Housing Requirement (1999-2011)</b>	5,181

4.6

The planned level and distribution of housing provision will be monitored annually to assess whether there are any signs of either under or over-provision of housing land. This will enable the Council to determine whether there is a need to review the Plan and assist in phasing the implementation of sites to provide an appropriately balanced supply of housing in terms of its anticipated source, location, type and mix.

4.7

In providing sufficient land for new development to meet the requirements of the Structure Plan, the District Council is very mindful of the word "about" and the need to take into account the flexibility which this is intended to provide. The Council made significant over-provision of housing allocations in the last Local Plan to introduce some flexibility and to take account of non-implementation of planning permissions. However

this led to an accelerated building rate resulting in the mid-term housing target figure for the District being exceeded. Monitoring suggests that an over-provision of about 300 dwellings would ensure the Plan is capable of meeting the strategic housing requirement.

*Policy H1*

4.8

Of the total of about 5500 dwellings required in this plan period, it is estimated that about 40% can be accommodated on unidentified sites within housing policy areas. The majority of these will be on brownfield sites within the seven larger settlements of the District which are identified in paragraphs 1.11-1.17, with at least 70% being in Salisbury and Amesbury, although there is scope for some limited infill development within other settlements. The remaining dwellings will be accommodated on sites specifically identified for development in this Local Plan, the majority being in Salisbury and Amesbury with some smaller scale allocations principally in other identified main settlements. The identification of sites is based on the plan's strategy set out in Chapter 1.

**Table 2: Local Plan Housing Provision**

<b>Units under construction March 1999</b>	182
<b>Permissions not commenced 31 March 1999</b>	702
<b>Windfall / small sites (estimate)</b>	2,200
<b>Local Plan Allocations</b>	2,416
<b>Total Local Plan Provision</b>	5,500

**Table 3: Local Plan Housing Allocations**

<b>Policy</b>	<b>Site Location</b>	<b>Site Area (Hectares)</b>	<b>No. of Dwellings (Estimated)</b>	<b>Local Plan Phase</b>	<b>Brownfield Land</b>
H2A	Downton Road, Salisbury	6.1	138	1	No
H2B	Bishopdown Triangle, Salisbury	6	139	1	No
H2C	Netherhampton Road, Salisbury	3.8	125	1	Yes
H2D	Old Sarum, Salisbury	39	630	1 & 2	Partially
H2E	Odstock Hospital, Salisbury	1.6	45	1	Yes
H2F	Downton Road Extension	4	120	1 & 2	No

Policy	Site Location	Site Area (Hectares)	No. of Dwellings (Estimated)	Local Plan Phase	Brownfield Land
H2G	Duck Lane, Laverstock	4	120	1 & 2	No
H3	Old Manor Hospital, Salisbury	-	80	1 & 2	Yes
H9	Amesbury	61	550	1 & 2	No
H10	Dinton	1	30	1	Yes
H11A	Wick Lane, Downton	1.8	50	2	No
H11B	Downton Tannery, Downton	1.3	50	1	Yes
H12	Netheravon Road, Durrington	4	120	1 & 2	Partially
H13A	White Road, Mere	1.9	50	1	No
H13B	Clements Lane, Mere	1.7	49	1 & 2	No
H14	Hindon Lane, Tisbury	2.7	75	2	No
H15	Bulbridge, Wilton	2.7	45	2	No
Total			2,416		

#### 4.9

In order to assist in monitoring the release of housing allocations, the Local Plan has been divided into two phases:

Phase 1 – to 2006; and Phase 2 – 2006 to 2011.

The penultimate column of Table 3 gives an indication, based on guidance set out in PPG3, as to which of these phases sites are anticipated to come forward for development. The phase indicated for each site takes account of the need to bring forward brownfield/previously developed sites before greenfield sites whenever possible and also acknowledges that as of 1st April, 1999 a number of the sites were already in the process of being developed. In addition, the phasing is intended to ensure that a choice and range of sites are available and that development takes place first in the most sustainable locations of Salisbury City and Amesbury.

#### 4.10

The phasing policy will also enable the plan to be more responsive to the results of monitoring, in particular by keeping second phase greenfield allocations under review. For example, a settlement may currently be the

subject of a second phase greenfield housing allocation which was made in the absence of suitable brownfield alternatives. Should the monitoring of the plan (whether through the assessment of existing permissions or further Urban Capacity work) reveal the existence of an alternative brownfield site which is suitable in planning policy terms, and is able to bring forward a similar number of houses in the relevant timescale, then the District Council will take the opportunity to amend the allocation outlined in the Local Plan.

## **Salisbury**

### **4.11**

#### **H2A Land at Downton Road**

The developable area extends to about 6.1 hectares (15 acres) which might accommodate about 150 dwellings, although this figure is for guidance only. A road link between Downton Road and Odstock Road will be sought as an integral part of the proposed scheme. The Local Planning Authority will seek the provision of affordable housing on this site in accordance with Policy H24. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development. The site has archaeological interest and development of the land will be conditional on the two round barrows being preserved in situ. A development brief has been prepared. Initially allocated in the previous Salisbury District Local Plan, the District Council has resolved to grant planning permission for this site subject to the completion of a legal agreement.

*Policy H2A*

### **4.12**

#### **H2B Land at Bishopdown Farm**

The site has an area of approximately 6 hectares (15 acres) and lies between the existing edge of Hampton Park and Pearce Way. Higher land towards the middle of the site will be used as public open space. In addition to seeking a mix of housing types and size on the site, the Local Planning Authority will seek a minimum of 25% affordable housing on this site based on identified need in Salisbury. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development.

*Policy H2B*

### **4.13**

## **H2C Land at Netherhampton Road**

A 3.8ha site is allocated for residential development on the site of a former factory at Netherhampton Road. This brownfield site is expected to come forward early in the Local Plan period and its redevelopment will need to address issues of contamination. Additionally, this site is prominent on this access into the City and a high standard of design and landscaping will be required.

*Policy H2C*

4.14

## **H2D Land at Old Sarum**

Land to the north and south of The Portway is released for mixed development including new residential development. The total area available for future development is about 39 hectares (gross), but only part of the site will be released for development. In bringing forward this site for development, the Council is taking a longer term view than this plan period alone by planning for a sustainable development which will incorporate a range of uses including residential, employment, and community, recreation, leisure and shopping facilities. Within the lifetime of this Local Plan the first phase of development will be limited to 630 houses, 6 hectares of employment land and associated facilities. A master plan will be prepared for the site which will incorporate issues such as phasing, landscaping (including the retention of existing features), design and the provision of facilities. The authority will expect parts of the development to be at a higher residential density, for example in the centre of the development, around the proposed community facilities and along the major routes. A mix of uses within buildings will also be encouraged within these parts of the site. The former MOD officers' mess is in the process of being converted into residential accommodation. The site has archaeological interest and an archaeological evaluation will be required by the County Archaeologist. Initial investigations have indicated that there will be a requirement for some features to be preserved in situ, for example, Barrow Cemetery. This area will not be available for development, but may serve as an amenity site for the development. In addition to seeking a mix of housing types and sizes on the site, the Local Planning Authority will seek a minimum of 25% affordable housing on this site based on an identified need in Salisbury. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development, including public transport. The release of further phases will be addressed in future reviews of the Local Plan.

## **H2E Land at Odstock Hospital**

A site of 1.6ha, as identified on the proposals map, has been identified at Salisbury District Hospital (Odstock) which is expected to become surplus to the NHS Trust's acute care requirements during the plan period. The site is capable of providing about 45 units of accommodation, however it is recognised that a hospital campus is not suitable for general or family housing. The site does have the potential to house selected groups, as outlined below in order of preference, who would benefit from being located close to hospital facilities.

1. Key workers such as nurses, trainee doctors and other health service staff who are perceived to be less able to compete in the local housing market and would benefit service provision by being located on the hospital site. Accommodation envisaged for this group would typically consist of a mixture of communal and discrete units designed to accommodate households of no more than one or two persons.
2. Patients requiring ongoing non-critical care involving the need to remain on the hospital site. Such 'secondary care' accommodation might again provide communal or discrete units of accommodation for those undergoing medium or longer term periods of rehabilitation – in effect acting as a stepping stone for recovering patients between hospital and normal life.
3. Elderly persons requiring long term permanent residential care/support. Accommodation would typically take the form of a nursing/convalescent home whereby nursing staff were available to meet residents needs.
4. Sheltered housing may be considered an alternative form of accommodation for elderly persons requiring some level of support. Given that residents of such schemes often have a greater degree of independence, specific conditions of occupation would need to be agreed to regulate, in particular, demands for private vehicle movements to and from the site.

In considering schemes for approval under this policy, applications will need to demonstrate that there is a need for accommodation meeting the needs of one or more of the groups outlined above. In addition the District Council will require that an appropriate section 106 obligation or other legal arrangement (such as the transfer of the units to a Social Landlord)



is entered into by the Healthcare Trust, or other developer, to limit occupancy of the units, ensuring that they remain available for the groups of persons identified in perpetuity. The purpose of these requirements is to ensure that development is not undertaken in a speculative manner which might later leave units vacant, subsequently creating pressure for their release as open market housing which is not acceptable in this location. It is recognised that the hospital campus is a significant visual intrusion into the landscape to the south of Salisbury, however proposals for this site should seek to minimise additional cumulative impacts on landscape quality. Development of any of the types outlined above should be mainly single storey and use designs, materials and complimentary landscaping which improve and enhance the visual appearance of the campus, particularly from vantage points outside of the site.

*Policy H2E*

4.16

### **H2F Land off the Downton Road**

Land off the Downton Road, Salisbury is allocated for new residential development. This site has a developable area of about 4.0 hectares, which is to include landscaping. The Local Planning Authority will seek a minimum of 25% affordable housing on this site, based on an identified need in Salisbury. A development brief will be prepared for the site, which will incorporate issues such as design, the community facilities including a shop and a surgery, affordable housing, education provision and highway improvements including a bus lane. Any proposals submitted should accord with the development brief. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities, which are necessary as a direct result of the development.

*Policy H2F*

4.17

### **H2G Land off Duck Lane, Laverstock.**

Land at Duck Lane, Laverstock is allocated for residential development. This site has a developable area of 4.05 hectares, which is to include landscaping. The Local Planning Authority will seek a minimum of 25% affordable housing on this site, based on an identified need in Salisbury. A development brief will be prepared for the site, which will incorporate issues such as design and layout, affordable housing, off site highway improvements and education provision. Development proposals will need to accord with the development brief. In accordance with Circular 1/97,

planning obligations will be sought for improvements to any infrastructure or facilities, which are necessary as a direct result of the development.

*Policy H2G*

## **Salisbury - General**

4.18

In addition to the above sites, redevelopment opportunities exist within the Salisbury urban area. Many such proposals will be unpredictable and will arise out of the need for commercial premises to rationalise, relocate or realise development value. In some cases, there will be distinct environmental or conservation benefits associated with such redevelopment. To take a lead in this process, the Local Plan identifies 4 areas in Salisbury, listed in policies H3-H6, where redevelopment for residential purposes will be encouraged. These sites are not included in the housing allocation calculations as the pace of their redevelopment cannot be accurately predicted at this time and the acceptability in principle of other uses on some of the sites, such as office or retail development as part of a mixed scheme makes it difficult to accurately predict the level of housing growth which may arise.

4.19

### **The Old Manor Hospital.**

Currently in two locations to the north and south of Wilton Road, the Health Authority have indicated that part of the site will be released for redevelopment during the Plan period, although the exact extent has yet to be finalised. The site is considered suitable for residential development, but also offers potential for office development as part of a mixed scheme. A development brief will be prepared for the site.

*Policy H3*

4.20

### **The Eastern Chequers.**

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 streets are narrow with much kerbside parking, and have tight junctions that are difficult for service vehicles to negotiate. A reduction in commercial activity and its replacement with residential development would also help to minimise traffic flows within the centre of Salisbury.

*Policy H4*

4.21

### **Salt Lane Car Park.**

This car park is in the ownership of the District Council. The provision of short-stay car parking within the City Centre is an important consideration in maintaining and enhancing the vitality and viability of Salisbury City. Proposals for redevelopment on the site will therefore be subject to the implementation of Park and Ride. In its present condition however, it is an unsightly gap in the built fabric of the City which considerably reduces its townscape quality. Residential development to an appropriate scale and design would significantly improve this situation. The implications of the new housing upon the existing residents' parking scheme will be assessed. The site has archaeological interest and an archaeological excavation will be required by the County Archaeologist. Any dwellings that come forward as a result of this site being developed will not count towards the strategic allocation of the district, but as windfall or small site infilling. A development brief will be prepared for the site.

#### *Policy H5*

4.22

As with Salt Lane, this car park is in the ownership of the District Council and the same considerations in respect of loss of car parking provision will also apply. In view of the close relationship of this site to existing office and retail development it is considered that any redevelopment of the site should be a mix of development which could incorporate a residential element at first floor level or above. The site has archaeological interest and an archaeological excavation will be required by the County Archaeologist. A development brief will be prepared for the site.

#### *Policy H6*

4.23

In the Salisbury Central Area, opportunities exist for additional units of living accommodation to be provided, either through redevelopment, or the conversion or extension of premises currently in other uses. In a number of instances these premises will be vacant rooms over shops and other businesses. Financial assistance may be available to encourage such conversions and further information can be obtained from the District Council's Housing Department. The reintroduction of residential use in the Central Area would be beneficial since it would potentially serve three objectives.

- the maintenance of a vibrant city centre outside normal business hours;
- the maintenance and preservation of the building fabric;

- the provision of residential accommodation, whilst minimising the need to build on greenfield sites.

#### 4.24

The encouragement of residential use in the City Centre does however need to be balanced with the recognition of the importance local businesses make to the vitality of the City Centre. The loss of residential accommodation on the ground floor to commercial uses will therefore be allowed provided that an element of residential use is retained at 1st floor level or above.

#### *Policy H7*

#### 4.25

A Housing Policy Boundary is drawn around the built-up area of Salisbury to indicate the area within which new residential development will generally be permitted. In view of the different types of development which have taken place in the City in recent years and the potential for further development, it is not considered appropriate to place a restriction on the size of developments/redevelopments which could take place within the boundary. Each application will therefore be assessed in the context of the individual site.

#### *Policy H8*

## **Amesbury**

#### 4.26

Amesbury is very tightly constrained with the Avon Valley to the north and east, Boscombe Down Airfield to the south-east and rolling open countryside to the south and east. The previous Salisbury District Local Plan allocated about 9.5 hectares of land to the south of Boscombe Road for residential development and indicated that this was the first phase of a longer term development. This plan proposes the continued development of the site. The total area available for future development is about 61 hectares (gross). In continuing the development of this area, the Council is taking a longer term view than this plan period alone by planning for a sustainable development which will incorporate a range of uses including residential, a primary school, community facilities, a neighbourhood centre and recreation facilities. Within the lifetime of this Local Plan the first phase of development will be limited to 550 houses and associated facilities. The site has archaeological interest and the County Archaeologist will require an archaeological evaluation. The construction of that part of the Amesbury link road which falls within the site will be sought. (See policy TR19).

#### 4.27

A master plan will be prepared for the site which will incorporate issues such as phasing, landscaping, design and the provision of facilities. In addition, although an existing tree belt defines the western boundary of the site, there is no such defined boundary on the southern side. The master plan will address this issue taking into account noise contour levels radiating from Boscombe Down airfield, impact on the landscape and the maintenance of an open area between the site and Salisbury Road for informal/formal recreation facilities. In addition to seeking a mix of housing types and size on the site, the Local Planning Authority will seek a minimum of 25% affordable housing on this site. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities, which are necessary as a direct result of the development. Policy E8 of this Local Plan identifies new land in Amesbury for additional employment development. In order to ensure that future development in Amesbury is undertaken in a sustainable manner, it is important to ensure that the employment development and infrastructure needed to serve the new residential development are taken into account in the timing of the new housing development.

#### 4.28

The land between the proposed development site and the A345 and Stockport Road is designated for public open space, both formal and informal, including one hectare for use as a new cemetery, which will ensure the long-term protection of its open status and provide the opportunity to create new areas for recreation and nature conservation interest. The precise configuration of these land uses will be addressed as part of the preparation of a master plan for the site.

*Policy H9*

## **Dinton**

#### 4.29

The former RAF Baverstock site, to the north of the railway line at Dinton, represents an example of a brownfield site which, according to Government guidance, should be redeveloped as part of a sustainable development policy – particularly in reducing the need for development on new greenfield sites. Whilst it is Government policy to encourage the re-use of brownfield land in urban areas, it also requires that such sites are in sustainable locations in accordance with the advice set out in Planning Policy Guidance. Thus, whilst the extent of the whole site amounts to over 15 hectares, redevelopment opportunities are limited, particularly as a result of the site's location in a rural part of the District, which would

encourage an increase in private travel demands. It is also the case that the site is located adjacent to a small village which lies within the Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty. Access to the site and to the local road network also places restriction on the level of development which might be acceptable.

#### 4.30

Since the initial allocation of the site for a mixed use purpose in 1998 the site has been sold and the buildings brought back into use for storage purposes. It remains however that the area previously allocated for housing is poorly utilised and the District Council in conjunction with the landowner will continue to seek the use of this site for limited housing development as well as the redevelopment of some land for other employment purposes as outlined in Policy E10.

#### 4.31

In view of the difficulties outlined in paragraph 4.29, the Local Planning Authority is of the view that redevelopment of the site should include a limited amount of housing, which in the current plan period should amount to no more than 30 dwellings, and in line with PPG3 should be limited to a net site area of 1 hectare. The area on the relevant inset map provides for flexibility in where this development takes place which will be formalised in a development brief that will also address issues such as access, design, affordable housing, open space and the potential for a new station, as well as matters relating to the employment allocation set out in Policy E10.

*Policy H10*

## Downton

#### 4.32

Land to the south of Wick Lane is identified for new residential development. The site extends to 1.8 hectares and is located between existing residential development to the south and east, and the Brian Whitehead Sports Centre to the west. The Local Planning Authority will seek a minimum of 25% affordable housing on this site based on identified need in Downton. A development brief will be prepared for the site which will incorporate issues such as design and highway improvements. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development. The site will not be released for development until the allotments currently located on the site have been relocated to the proposed new site to the north of Wick Lane.

*Policy H11A*

#### 4.33

The Downton Tannery site in the centre of the village measures about 1.3ha and occupies an important location within the Conservation Area adjacent to the River Avon. The former use has ceased and the building is empty and semi-derelict and offers the potential to use a brownfield site for new residential development in the heart of the settlement.

Redevelopment proposals should generally be two-storey (plus attic) or three-storey buildings, to reflect the prevailing character of the village. The 4 storey building currently fronting the High Street is an important element in the street scene and could potentially be retained and converted.

However, if it should be necessary for the building to be replaced, there will be a requirement for the new development to form a landmark building, with favourable consideration being given to an element being 3 storeys plus attic in height. The Avon Mill Race is a candidate Special Area for Conservation (cSAC) and the strip of land between it and the currently open Barford Carrier on the north-west of the site will be expected to remain undeveloped and be extensively landscaped. In view of the site's location in one of the main shopping areas of the village, the potential for the provision of a library and new retail units at ground floor level will be explored. An element of affordable housing will be sought on the site based on the identified need in Downton. In accordance with Circular 1/97, planning obligations will be sought for the provision of, and improvements to any infrastructure or facilities that are necessary as a direct result of development. A development brief has been prepared for the site.

*Policy H11B*

## **Durrington**

#### 4.34

Land to the east of Netheravon Road at Durrington is released for new residential development. The site comprises a total of about 4.0 hectares. The part of the site nearest the village centre comprises an MOD works yard. In order to ensure that the site is developed in a comprehensive manner, well related to the existing settlement, the site will only be released for development when the works yard is released from MOD use. A development brief will be prepared for the site, to include details of on-site infrastructure and facilities and off-site highway works. The main vehicular access will be from the A345, although access to the High Street will also be required. The layout will need to ensure that a "rat run" is not created and that an unacceptable additional volume of traffic is not generated onto High Street having regard to its narrow carriageway and

lack of footpaths. The requirement to preserve or enhance the character and appearance of the Conservation Area, and to safeguard the setting of the Listed Red House, will also need to be addressed. In addition to seeking a mix of housing types and size on the site, the Local Planning Authority will seek a minimum of 25% affordable housing on this site. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development.

*Policy H12*

## **Mere**

### **4.35**

The Local Plan proposes about 90 new dwellings on allocated sites in Mere. The village acts as a local service centre for surrounding areas, with employment opportunities and a limited range of shopping opportunities. It is intended that the level of provision proposed will help support the general level of services in the western part of the District. This level of development will generate a need for an extension to the primary school, which will be the subject of a planning obligation. It is important that the sites are developed in a manner and at a density that is in sympathy with the existing character of Mere, particularly in respect of site H13A which abuts the Conservation Area. More detailed requirements for design and layout are set out in development briefs which have been prepared for the sites.

### **4.36**

#### **Land at White Road**

The total area of this site extends to 1.9 hectares (4.7 acres) and was last used as allotments. A single access is required from White Road and the provision of off-street parking for houses in "The Fields" will be sought. This is a large and visually significant area and development will be required to reflect the local vernacular.

*Policy H13A*

### **4.37**

#### **Land to rear of Council Houses, Clements Lane**

The total area of this site extends to about 1.7 hectares (4.2 acres). Due to the road network in the area, only limited development in the order of about forty dwellings will be acceptable on the site and the provision of a continuous footpath linkage to the village centre avoiding Pettridge Lane will be sought.



*Policy H13B*

## **Tisbury**

4.38

Land between Hindon Lane and Weaveland Road is allocated for new residential development. This site has a developable area of 2.7 hectares, which is to include a site for a swimming pool. The Local Planning Authority will seek a minimum of 25% affordable housing on this site, based on identified need in Tisbury. A development brief will be prepared for the site, which will incorporate issues such as design, the allocated employment land to the west, badgers, affordable housing and highway improvements. Development proposals will need to accord with the development brief. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities, which are necessary as a direct result of the development. The site will not be released for development until the necessary highway improvements onto Hindon Lane have been implemented.

*Policy H14*

## **Wilton**

4.39

Land to the south-west of the Bulbridge Estate in Wilton is allocated for new residential development. The site extends to about 2.7 hectares. In view of the sensitivity of the landscape and the nature of existing development in the area, extensive landscaping will be required on the south and west boundaries and low density development only will be acceptable. The Local Planning Authority will seek a minimum of 25% affordable housing on this site based on identified need in Wilton. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development. A development brief will be prepared for the site.

*Policy H15*

## **Housing Restraint Areas**

4.40

In addition to the settlements listed in the above paragraphs, opportunities exist within the built up area of a number of settlements in the plan area for infilling, small-scale development or redevelopment. For all these settlements a Housing Policy Boundary, indicating the area within which development will, in principle, be acceptable, is shown on the Inset Maps.

Development will take place on unidentified sites within these settlements through conversions, infill development, small development sites and redevelopment.

*Policy H16*

**4.41**

A small-scale site will normally contain in the region of 9-10 dwellings, although this figure is only for guidance and will vary depending on the size and character of the settlements, the nature of the site and the type of housing proposed. For example, in a small village such as Figcheldean, a small group is likely to consist of 3-4 dwellings, whereas in a larger settlement such as Amesbury, a larger development may be acceptable. Similarly, if the proposed development is for sheltered housing the density will be higher than if the proposal is for large detached houses. Each application for small-scale development/redevelopment within a Housing Policy Boundary will therefore be assessed in the context of the individual site and settlement. Even though a site falls within a Housing Policy Boundary it does not necessarily follow that it will receive planning permission. All development must conform to the general criteria of policy G2 set out earlier in this document and other Local Plan policies, in particular those relating to design.

**4.42**

Proposals within front and back gardens will not be considered favourably where they would result in tandem or unacceptable backland development. Proposals for such development will only be allowed where there is a proper means of access which is convenient and safe for both drivers and pedestrians, there is adequate space for car parking, and adequate space between old and new buildings to avoid spoiling the amenity of neighbouring houses. It is important to ensure that new development is carefully assimilated into existing settlements. For many years Wilton has suffered from inadequate drainage capacity due to infiltration into the sewerage system. Remedial works have been carried out by Wessex Water but the extent of infiltration into the system remains a concern. Any significant new development could exacerbate the capacity problem but limited development will be acceptable subject to the provision of separate foul and surface water drainage systems. The provision of satisfactory drainage will be a material consideration and it will be necessary for the Local Planning Authority to ensure that there is no deterioration in the existing situation in Wilton during the Plan period.

**4.43**

Proposals to intensify the residential use of a dwelling, for example by conversion to flats, will normally be permitted within the Housing Policy Boundaries of this Local Plan. In considering such proposals, the Local Planning Authority will have regard to the impact on the building concerned and upon the surrounding area, particularly where they have some conservation importance.

#### 4.44

Within Housing Policy Boundaries, there are some open areas which are particularly important features within the settlements. It is considered extremely important that these areas should remain open and development will therefore not be permitted if it would erode the visual quality of any area which is identified as being an Important Open Space. Similarly areas within housing estates which are formally laid out as amenity open space will be protected from other forms of development due to the contribution they make to the character of the estate.

#### *Policies H17 & H18*

#### 4.45

In addition, there may be other individual areas of open land or gardens with the Housing Policy Boundaries which contribute to the character of a settlement. Development which would result in the loss of these areas will not normally be permitted. Open areas within Conservation Areas are particularly important. In order to be acceptable, development proposals must conform with the Conservation policies of the Local Plan and enhance the Conservation Area concerned.

#### 4.46

The Housing Policy Boundaries do not necessarily extend to the physical limits of each village. As described above, the Housing Policy Boundary is intended to indicate the area within which new housing development may be acceptable. In a number of settlements, there are areas where, for a variety of reasons, further new housing development is likely to be unacceptable. These are designated as Housing Restraint Areas. A number of the settlements in the District contain both Housing Policy Boundary and Housing Restraint Area Designations.

## **Housing Restrain Areas**

#### 4.47

The character of a Housing Restraint Area is derived from its open, informal, irregular or loose knit pattern of development. Some Housing Restraint Areas are characterised by areas of buildings set in large gardens, possibly containing mature trees, which give the area a "green"

appearance and where it is considered that the intensification of development would be detrimental to the established character, for example, the Harnham Hill area in Salisbury. In other instances, there are large open areas between dwellings which allow the countryside to enter the settlement and which contribute significantly to the attractive rural character of the settlement. It is considered that additional development in these gaps would adversely change the character of the settlement.

*Policy H19*

**4.48**

For any development to be acceptable within these Housing Restraint Areas, it will need to be demonstrated to the satisfaction of the Local Planning Authority that there will be no adverse impact on the character of the settlement, there will be no loss of important open areas which contribute to the character of the area such as small fields or large gardens, and that the proposal is in keeping with immediately neighbouring properties in terms of plot size, dwelling size and design. In view of these considerations although, in the main development is likely to be limited to a single dwelling only, there may be occasions where more than one dwelling will be acceptable, dependent on the size of the plot. In order for these factors to be evaluated by the Local Planning Authority, it may be necessary to invoke Article 7(2), of the Town and Country Planning General Development Order 1988 (as amended), requiring details of the proposed development to be submitted. Under Article 7(2) if the Local Planning Authority is of the opinion that the application ought not to be considered separately from the "siting or the design or external appearance of the building, or the means of access thereto or the landscaping of the site", it is empowered to notify the applicant that it is unable to determine the application in the absence of the specified details.

**4.49**

Extensions to existing dwellings could also have a significant impact on the particular character of a Housing Restraint Area and any applications for extensions in these areas will therefore be carefully considered. Proposals to create additional separate living units within existing dwellings are unlikely to be permitted as these are likely to lead to an unacceptable intensification of development.

**Special Restraint Areas**

**4.50**

In addition to the areas contained within Housing Policy Boundaries or designated as Housing Restraint Areas, there are six villages within the

Local Plan area which, because of their outstanding and unspoilt nature, are designated as Special Restraint Areas. These are Ablington, Ansty, Bodenham, Fisherton de la Mere, Stourton and Teffont Evias. Within these Special Restraint Areas, it is extremely unlikely that new residential development will be permitted as, in the opinion of the Local Planning Authority, it would alter the village scene detrimentally. Similarly, because of their visual impact, proposals for the conversion of buildings to residential use, the extension of existing buildings and the construction of new buildings or structures within the curtilage of existing buildings will be very carefully considered and may not be acceptable.

*Policies H20 & H21*

## **Application of Housing Policy Boundaries**

### **4.51**

Although only limited opportunities exist within the District for residential development on already developed sites, in accordance the Government's aim to re-use as much previously developed land as possible, policy H22 allows for residential development on urban sites outside Housing Policy Boundaries subject to criteria. In the context of the District the settlements which are considered to be "urban" are the larger settlements of Salisbury, Amesbury, Downton, Durrington, Mere, Tisbury and Wilton. Within Salisbury, the District Council considers that in view of existing transport problems with accessing Churchfields Industrial Estate, in the long term, the site could have potential for mixed use development, including residential. In considering any proposals for residential development under this policy it is however important to ensure that existing employment opportunities are maintained. As such, proposals will not be allowed if they would result in the loss of jobs in a settlement.

*Policy H22*

### **4.52**

Housing Policy Boundaries, Housing Restraint Areas, Special Restraint Areas and New Forest Housing Policy Areas are all designations to which particular housing policies apply. They are not intended to indicate the overall extent of a particular settlement. Outside the areas defined in policies H2-H21 and HA2 new housing development will only be permitted if it would be in accordance with the relevant policies of the Development Plan. Policies for the conversion of buildings in the countryside to residential use are contained within the Rural and Natural Environment Chapter.

*Policy H23*

## Housing for the Elderly

4.53

Within the built-up areas of the settlements there may be opportunities for new housing designed to meet the needs of the elderly (sheltered housing). This type of accommodation, providing specialised facilities such as a warden on site, communal meeting rooms and shared gardens, meets a particular demand within the housing market. In view of the special requirements of the elderly, such schemes should be well located in relation to local services and amenities and provide adequate amenity space on site.

*Policy H24*

## Affordable Housing

4.54

The Local Planning Authority recognises that lower income groups find it difficult to buy or rent homes in the District, particularly in the villages. The Local Plan therefore includes policies which aim to increase the provision of affordable housing. Guidance in Circular 6/98 refers to affordable housing encompassing both subsidised and low cost market housing.

4.55

A housing needs survey undertaken in 2001, which will be published later this year provides a detailed analysis of housing needs issues in the District. The survey followed the Basic Need Assessment Model suggested in DTLR guidance (Local Housing Needs Assessment: A Guide to Good Practice, July 2000). The report indicates that by 2006 – part way through the current plan period - housing needs in the District will increase to a total of 9,586. Of this total, an need of 5,601 will be derived from private sector sources – representing those who are (or will be) occupying unsuitable dwellings – whilst the remaining 3,985 represents the number of households who will be unable to afford to purchase a dwelling. In terms of those in immediate need of affordable housing, there are an estimated 1,793 households. To tackle this growing problem, the Council's Housing Strategy Statement (2001) identifies an annual target of 150 affordable units. Work has been undertaken in respect of the different types of affordable housing tenure appropriate to the District. This work indicates that there is insufficient justification for low cost market housing as only a few persons identified as being in need would be able to afford to purchase such properties. The highest need is for social rented housing, although there is also limited need for shared equity schemes. In order to meet housing need in the District, the Local Planning Authority will therefore be seeking the majority of affordable housing associated

with new developments to be social rented. It is also recognised that there is a significant shortfall in the supply of smaller dwelling units serving the needs of 1 or 2 person households. PPG3 states that the majority of growth will come from these smaller sized households and thus densities should be increased to overcome the inefficient use of land.

#### 4.56

In accordance with Circular 6/98, this Local Plan seeks a proportion of affordable housing on sites of 1 hectare or more, or developments of 25 or more dwellings. However, the majority of the settlements in the District are small, with limited opportunities for development of this size. A proportion of affordable housing will therefore be sought on smaller sites of 0.5 hectare or 15 dwellings or more, in settlements with a population of 3000 or less, and where a local need can be demonstrated. On allocated sites, a general target of 25% is considered appropriate, although sites will be assessed individually to ensure that the figure is suitable taking into account other relevant factors. Policy H25 is intended to ensure that affordable housing is provided on sites that are capable of accommodating a reasonable mixture of types and sizes of housing. In addition, the appropriate mix of subsidised and low cost market will be negotiated with flexibility to ensure that conditions and planning obligations are able to more effectively meet housing needs in specific localities. Systems will be established to monitor the implementation of affordable housing in relation to all development schemes.

#### 4.57

Whilst Circular 6/98 accepts that a financial contribution to affordable housing on an alternative site may be made in some cases, the Local Planning Authority is of the view that there are very few instances where this is likely to be acceptable.

#### *Policy H25*

#### 4.58

Policy H26 concerns the provision of affordable housing in rural areas and, in exceptional circumstances, allows for the release of small sites within or adjoining settlements which would not otherwise be allocated for housing. The definition of a small site will vary in accordance with the size of a particular settlement, as explained in paragraph 4.41. To be acceptable, the sites should be located in villages which have adequate facilities such as a school and shop, and access to public transport. It is important that the proposed development will integrate with the surrounding landscape, which is of a high quality throughout the District, and that the style and character of the housing is in keeping with local

building styles. For planning and social reasons, development sites should be well related to an existing settlement and adjacent to existing development. Such development will not count against the Structure Plan housing allocation as it is not practical to predict at the start of the plan period how much affordable housing will be released in these exceptional circumstances. However, when the plan is rolled forward the contribution which affordable housing has made to overall housing requirements will be included in the calculation of the housing need which remains to be met.

*Policy H26*

**4.59**

The housing scheme proposed must be wholly intended to meet local requirements and it will be necessary to show that there is a need for such housing in the particular local area. The need is best established through a housing needs survey undertaken by the potential developer, the Parish Council or another responsible organisation. Guidance in this respect is contained in the NAC Rural Trust's "Practical Guide to Providing Affordable Village Housing" and advice is also available from the District Council's Housing Enabling Officer. The success of any scheme will depend upon the availability of funding, particularly that of the Housing Corporation, and the District Council's Housing Department will advise on this aspect also.

**4.60**

In dealing with proposals for local needs housing, the Local Planning Authority will expect a number of criteria to be met. The occupancy of the houses will generally be confined to first time buyers and to people seeking rented accommodation. It should be demonstrated that no alternative accommodation can be made available, and that the persons concerned are not able to compete in the existing local housing market. An assessment of affordability will require information relating to local house prices and average incomes, and to the land, building and management costs of the proposed housing development. This is important as the object is to provide homes, whether for rent or shared ownership, at a cost which is below those available on the open market. In the rural areas, "local" will normally be defined as meaning the parish in which the proposed development is located, and housing need should be established on this basis. However, in the event of there being insufficient "local" applicants once the development is constructed, "local" will be defined as meaning the parish in which the development is located, together with adjoining parishes. Where a parish abuts the District



boundary, this may include parishes from outside the District. In Salisbury, "local" will be defined as meaning within the City boundaries and adjoining parishes.

#### 4.61

It is important for schemes to ensure that the benefits of low cost provision pass not only to the initial occupants but to their successors as well. The most successful methods of achieving this to date are by means of rental or shared-equity purchase and the most usual way of ensuring this is by the involvement of a registered social landlord or other social body (e.g. a trust). The body's continuing interest in the property will ensure control over subsequent changes of ownership and occupation. Outright purchase or staircasing to full ownership will be unacceptable unless it can be demonstrated that benefits of low cost provision will be transferred to successive future occupants. A legal agreement will be sought as a pre-requisite of any planning permission being granted, and prospective developers for such schemes are strongly recommended to discuss their proposals at an early stage with the Local Planning Authority.

#### 4.62

Great care should be taken in the initial preparation of an affordable housing schemes on exception sites as, in view of the importance of ensuring that the housing is reserved for local needs in the future, the Local Planning Authority will not be prepared to terminate agreements or relax conditions in order for any units to be offered for sale for full value on the open market if a scheme is subsequently found to be unviable. To do this would be contrary to other policies of the Local Plan by breaching Housing Policy Boundaries and Housing Restraint Areas, so establishing a precedent for such development and generating hope value amongst landowners.

## **Housing for Rural Workers**

#### 4.63

The Local Planning Authority acknowledges that agriculture and forestry require an adequate workforce in order to operate efficiently, and that it may be essential for workers and managers engaged in agricultural and forestry businesses to live on or near the holding. New housing may therefore be permitted in order to meet these needs, but applicants must demonstrate why it is essential. The Local Planning Authority will need to be satisfied that it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times, and will wish to establish the extent to which any existing accommodation in the area is suitable and available for the workers concerned. In addition, it will

need to be demonstrated that the farming enterprise is economically viable. The District Council will seek specialist advice in assessing such applications. Where an existing dwelling has been sold off separately or for some other reason no longer supports the holding, this will not be regarded as sufficient justification for a new dwelling. In exceptional circumstances the Local Planning Authority may be prepared to consider exceptions to this policy for other rural enterprises if there is sufficient economic justification.

*Policy H27*

4.64

Where new agricultural dwellings are permitted they should be carefully designed and sited so as to minimise their impact on the landscape and, wherever possible, they should relate to existing buildings. The dwelling should be of a size commensurate with the established functional requirement of the holding. Dwellings which are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income the unit can sustain in the long-term, will not be permitted. It is the requirements of the enterprise, rather than of the owner or occupier, which are relevant to determining whether or not a new dwelling is justified. Any permission will be subject to an occupancy condition restricting future occupation to a person solely or mainly working, or last working, in the locality in agriculture or in forestry, or a widow or widower of such a person, and to any resident dependent. Such a condition will ensure that the dwelling is kept available to meet the needs of other farm or forestry businesses in the locality if it is no longer needed by the original business. In order to avoid potential abuse, the Local Planning Authority may impose an occupancy condition not only on the dwelling itself, but also on any existing dwellings on the unit which are under the control of the applicant and do not have occupancy conditions but, at the time of the application, are used in connection with the farm. Similarly in appropriate circumstances, the Local Planning Authority may use planning obligations to tie a farmhouse to adjacent farm buildings. This should help to protect the countryside against the risk of pressure for new houses.

4.65

In some instances, for example where an enterprise is new and its longer-term future is uncertain, planning permission may be granted for a mobile home or caravan on a temporary basis for the first three years. If at the end of this period the need for a dwelling has been demonstrated sufficiently, permission for a permanent agricultural dwelling will normally

be granted, but where the need cannot be justified the temporary permission will not be renewed and the Local Planning Authority will require the removal of the mobile home.

*Policy H28*

4.66

The removal of occupancy conditions from any agricultural or forestry worker's dwelling will not be permitted except where it can be demonstrated that there is no longer a need for such a dwelling, either on the holding with which it is connected, or in the area as a whole.

*Policy H29*

## **Replacement Dwellings and Extensions in the Countryside**

4.67

Although new residential development in the countryside is generally considered unacceptable, it is recognised that there may be cases where existing dwellings are in poor condition and could reasonably be replaced. A replacement dwelling should not be significantly larger than the one being replaced in order to maintain the overall character of the countryside. The fact that a house on a particular site would be unobtrusive is not considered sufficient justification for a substantial increase in size, as the cumulative impact of proposals, if not carefully controlled, would lead to the long-term erosion of the character of the District's countryside. In addition, the dwelling should be designed to a high standard appropriate to its rural surroundings. Proposals for replacement dwellings will only be acceptable if they relate to established buildings which have not been abandoned and which are not the result of temporary planning permission. Mobile homes are temporary in nature and will generally not be considered suitable for replacement by permanent dwellings unless required for agriculture or forestry.

*Policy H30*

4.68

The Local Plan introduces similar controls on the size of extensions to existing houses in order to prevent the creation of, in effect, large new houses in the countryside. When considering applications for extensions, particular attention will be paid to the size of the proposed extension in relation to the existing dwelling, its design, and whether the proposal will leave sufficient amenity space around the dwelling.

*Policy H31*

## Mobile Homes

4.69

Residential caravans and 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. The Local Planning Authority recognises that temporary accommodation is sometimes needed for a dependent person, or to enable the restoration or replacement of an existing dwelling. Policy H32 allows for permission to be granted on a temporary basis where the site is within the curtilage of the dwelling concerned.

*Policy H32*

## Accommodation for Dependent Persons

4.70

In some instances a separate unit of accommodation may be required for a dependent person (a "granny annexe"). In such circumstances, 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. If the accommodation is provided as an extension it will be expected to form part of the main house and not be capable of being occupied or sold off separately. In addition, it will be subject to the same criteria as set out in policy H31. If an existing building is converted, the planning permission will either be subject to a restrictive occupancy condition or, if the site is outside a housing policy area, the applicant will be expected to enter into a legal agreement with the Local Planning Authority to ensure that the ancillary accommodation is not let or sold separately from the main dwelling.

*Policy H33*

## Gypsy Sites

4.71

The District Council recognises that there is a need for accommodation consistent with gypsies' nomadic lifestyle. Policy H34 makes provision for the consideration of applications for gypsy sites subject to certain criteria. In accordance with Central Government guidance contained in Circular 1/94 and PPG7, the conservation of the natural beauty of the countryside will be given great weight in considering applications for such development in the New Forest Heritage Area and the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. Similarly,

it is important to protect the nature conservation interest of Sites of Special Scientific Interest and other Areas of High Ecological Value; and the archaeological interest of the Stonehenge World Heritage Site. New gypsy sites will not be permitted if they would detract from these areas.

#### 4.72

Although locations outside existing settlements may be acceptable, any site should be within a reasonable distance of local services and facilities and be acceptable in landscape terms. In view of the mixed uses which arise from many gypsy's desire to run their business from the site on which caravans are stationed, it is important that any proposal complies with policy G2 to ensure that there is no adverse effect on existing residents from noise, fumes or other disturbances which could arise from the business uses being undertaken on the site. It is also important that the site has a satisfactory highway access. As set out in Circular 1/94, the three main types of gypsy sites to which this policy refers are sites in settled occupation, temporary stopping places and transit sites.

*Policy H34*

# Adopted Local Plan - Employment

## Employment

**Objective:** To encourage a diverse and healthy economy by providing opportunities for a range of employment activities through concentrating major development in Salisbury and Amesbury, promoting sites in other larger settlements where new housing is proposed and providing scope for local employment in the more rural parts of the District.

### 5.1

Salisbury District Council believes the promotion of economic development in the District is important to the future well being of the local residents. The main employment area in the District is Salisbury City, which offers a range of employment opportunities. Amesbury, the second largest settlement in the District, has traditionally relied heavily on the Ministry of Defence for local employment. Recent changes in the nation's defence requirements has resulted in the rationalisation of services and changes in working structures within the MOD, with a resultant reduction in local employment opportunities. The town has good road access to major centres to the east via the A303, and is considered to offer potential for major new employment growth to support the existing local population and future planned growth. The District Council will therefore promote economic development in Amesbury through this Local Plan with the identification of significant areas of land for employment development.

### 5.2

The Adopted Wiltshire Structure Plan (2001) requires that 'about' 50 hectares of additional employment land should be provided in Salisbury District between 1991 and 2011. By April, 1999, 21.16 hectares had either been developed or was committed for development (through the granting of planning consent). The Local Plan is therefore required to identify land to meet the remainder of the Structure Plan requirement. In meeting the requirement, the District Council is mindful of both the word "about" in relation to the Structure Plan requirement (which is intended to provide some flexibility for provision across the district) and also the desire to promote economic development in Amesbury.

### 5.3

Table 4 below shows that this Local Plan allocates an additional 41.50 hectares of employment land for the current plan period which runs to 2011.

Employment Land Developed (1991-1999) and land already committed for employment use (either under development or with valid planning consent)	21.16
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[Includes allocated land at London Road, Salisbury (E2) - 1.4ha.]

## Local Plan Employment Allocations

(Sites or parts of sites carried forward from the previous Local Plan are marked \*)

E1 Old Sarum, Salisbury (component of mixed use scheme)	6.00
E8A Porton Road, Amesbury *	18.00
E8B Boscombe Down, Amesbury	7.00
E8B Porton Down	5.00
E11 Downton (Remainder) *	2.50
E12 Mere *	3.00
	41.50
Total provision (factoring in land already developed) made by this Local Plan for employment uses for the period (1991-2011)	62.66
Strategic Employment Requirement for Salisbury District (1991-2011) as set out in the Wiltshire County Council Structure Plan	(about) 50.00
Surplus of land provided	12.66

It should be noted that some of this provision (15.5 ha) consists of unused allocations carried forward from the previous plan. The remainder of this provision however, has been directed largely according to the plan's strategy of concentrating development in Salisbury and Amesbury, although specialist and rural employment needs are also addressed. It is recognised that the plan provides for a surplus of employment land, however, based on the historically low take-up rates, it is not expected that all of this land will be developed, and hence, the choice of sites, which the overprovision allows, will avoid the risk of a shortage of sites acting as a deterrent to companies seeking employment development opportunities in the area.

## Salisbury

### 5.4

The absence of significant areas of developable land in or adjoining existing employment areas in Salisbury means that the Local Plan must make new allocations of employment land. In accordance with the principles of sustainability set out in Chapter 1 of this Local Plan, it is

considered that the new employment sites should be part of a mixed use development at Old Sarum.

## 5.5

### **Old Sarum**

Land to the north and south of The Portway is released for mixed development including new employment development. The total area available for future development is about 39 hectares (gross), but only part of the site will be released for development in this Plan period. The Council is taking a longer term view than this plan period alone by planning for a sustainable development which will incorporate a range of uses including residential, employment, and community, recreation, leisure and shopping facilities. Within the lifetime of this Local Plan the first phase of development will be limited to 550 houses, 6 hectares of employment land and associated facilities. A master plan will be prepared for the site which will incorporate issues such as phasing, landscaping, design and the provision of facilities. The site has archaeological interest and an archaeological evaluation will be required by the County Archaeologist. Initial investigations have indicated that there will be a requirement for some features to be preserved in situ, for example, Barrow Cemetery. This area will not be available for development, but may serve as an amenity site for the development. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development, including public transport. The release of further phases will be addressed in future reviews of the Local Plan.

#### *Policy E1*

## 5.6

### **London Road**

An area of land of 2 hectares at London Road offers the potential for new employment and/or leisure uses in association with the proposed park and ride site adjacent. In 2000, approval was given for a mixture of business purposes within classes B1, B2 and B8 of the Use Classes Order on the southernmost 1.24ha of the site. Proposals for leisure uses would be subject to there being no adverse effect on the vitality and viability of the city centre, particularly the evening economy.

#### *Policy E2*

## 5.7



The further expansion of employment activity at Southampton Road is strongly constrained by environmental factors with the majority of undeveloped land lying to the south of the A36, within the flood plain of the River Avon and in an area of High Ecological Value. In addition, the land has an important landscape quality, both in views out from Southampton Road, and as a green foreground element in views looking in towards the city, and the Cathedral in particular. In view of these factors, and having regard also to the trunk sewer that crosses undeveloped land south of Southampton Road, en-route to the Petersfinger Sewage Works, the Local Planning Authority is of the opinion that the open land outside of the current and proposed limits of building at Southampton Road, should remain undeveloped.

*Policy E7*

## **Office development in Salisbury**

### **5.8**

There are a number of large, recently constructed office developments within the city centre. Some of these buildings are out of scale with neighbouring properties and have a design character inappropriate to the Conservation Area. They also tend to generate significant columns of traffic at peak periods and impose additional burdens on the limited stock of public, off-street parking spaces, leading to parking and congestion in residential streets. In contrast, small-scale, well-designed office schemes can, on balance, have a beneficial effect upon the Conservation Area by bringing about the re-development of gap sites or buildings of poor quality. Subject to relevant Conservation and Transport policies, the Local Plan therefore looks favourably on the development of modest office schemes within the city centre.

*Policy E3*

### **5.9**

Policy E4 lays down maximum plot ratios for office development within the Eastern Chequers with the intention of ensuring that not more than half the development site is used for building, with at least half the remainder being landscaped to a high standard. The sensitivity of the city centre in conservation terms demands that careful attention is paid to the details of building design and materials, and ensuring that the proposal is in accordance with height restrictions set out in policy D6. Vehicular accesses are permissible, but they should be in the form of an arched entrance rather than a gap in the building frontage. It is important that the size of the arch is not excessive and that it is sympathetic to the scale and

proportions of the building. Whilst the Building Regulations may require that in certain circumstances sufficient width and headroom is available to permit access by fire appliances, this is likely to result in an archway out of scale with the rest of the building. In some circumstances the problem can be overcome by the installation of dry and wet risers, and early contact with the Building Control section on this and other aspects is recommended.

*Policy E4*

**5.10**

**Brown Street Car Park.** Until the Park and Ride sites come on stream, there may be a shortage of car parking capacity in Salisbury. As a result, the redevelopment of Brown Street car park (proposed by Policies H5, H6, TR9 and S5 of this Local Plan) will be delayed. The District Council will pursue the eventual redevelopment of this car park as this is appropriate in Conservation terms. However, redevelopment of the site will not take place until alternative-parking provision has been made available through the development of Park and Ride sites. In view of the close relationship of this site to existing office and retail development it is considered that any redevelopment should be a mix of development which could incorporate a residential element at first floor level or above. The site has archaeological interest and an archaeological excavation will be required by the County Archaeologist. A development brief will be prepared for the site.

*Policy E5*

**5.11**

**The Old Manor Hospital.** Currently in two locations to the north and south of Wilton Road, the Health Authority has indicated that part of the site will be released for redevelopment during this Local Plan period, although the exact extent has yet to be finalised. The smaller area to the north is considered suitable for residential development, but the area to the south also offers potential for office development as part of a mixed scheme. A development brief will be prepared for the site.

*Policy E6*

**Amesbury**

**5.12**

Amesbury is the second largest settlement in the District and considered to have potential for significant economic growth during this Local Plan period. One of the main constraints to large scale employment

development in the town is the lack of an all-movements junction at Folly Bottom. The release of additional employment land in Amesbury will provide the opportunity for the junction to be funded through development. Two sites are proposed for employment development in Amesbury. Both sites will be subject to the construction of an all-movements junction at Folly Bottom.

### 5.13

#### **Land to east of Porton Road**

Part of this site (10 hectares gross, 6 hectares net) was allocated in the previous Local Plan for employment development subject to the construction of an all movements junction at Folly Bottom. This Local Plan continues the release of this area for employment development, but also takes a longer term view in order to provide a more comprehensive approach to the future development of the area. The total extent of the area available for long term future development is about 62 hectares (gross). The site will however require extensive structural landscaping. Within the lifetime of this Local Plan the first phase of development will be limited to 18 hectares (net) of employment land. In addition, leisure uses will be acceptable on the site subject to there being no adverse impact on the vitality and viability of Amesbury town centre. A master plan will be prepared for the site which will incorporate issues such as landscaping, phasing and design. The site has archaeological interest and an archaeological evaluation will be required by the County Archaeologist. A new all-movements junction with the A303 will be required in association with the development. Provision will be made within the site for a link road to site E8B at Boscombe Down.

*Policy E8A*

### 5.14

#### **Land at Boscombe and Porton Down**

The potential for the development of a South Wiltshire Science Park has been identified and is being promoted as the Salisbury Research Triangle (SRT) centred on the three R&D establishments at DERA Boscombe Down, DERA Porton Down, and CAMR Porton Down. The SRT initiative has received support in principle from Wiltshire County Council.

### 5.15

The site at Boscombe Down comprises about 7 hectares, although there is potential for this to be extended to the east for future development if required. The site currently contains a number of Z-block military residential units. It is within an Area of Special Archaeological Significance, and development proposals will thus need to address the

potential for new archaeological sites to be revealed. The traffic implications of any development proposed within this area will need to be assessed together with precise details of access and any off-site highway improvements proposed. The intention of linking the site with the approved Amesbury Business Park to the north and the proposed Folly Bottom junction will require the alignment of the proposed link road to be safeguarded. These and other matters will be the subject of a development brief.

#### 5.16

The site at Porton Down is about 5 hectares as a first phase, although there is a further 5 hectares of adjoining land available if required in the future. In view of the relatively remote location of Porton Down, new uses on the site will be restricted to those companies requiring the co-locational benefits of the specialist facilities and expertise available at Porton Down: biotechnology, healthcare and pharmaceuticals. The location of the Porton Down site within the designated Special Landscape Area and Area of Special Archaeological Significance, together with its close proximity to the Area of High Ecological Value (SSSI) will also give rise to issues that will need to be addressed in the development brief.

#### 5.17

Generic facilities of relevance to both sites and uses not requiring the specific co-locational benefits of Porton Down, such as a conference centre or hotel will be expected to be located at or adjacent to the Boscombe Down complex. A planning obligation will be sought in respect of the funding and phasing of public transport including the development of a Green Commuter Plan. Issues to be addressed in the Green Commuter Plan should include the potential for the reopening of Porton Station and a bus link to the Porton site, bus links between the two sites and to Salisbury, car sharing initiatives, limits to the provision of car parking and facilities for walkers and cyclists. A development brief will be prepared for the land supporting the SRT initiative, which will incorporate issues such as highway improvements, landscaping, phasing and design.

#### *Policy E8B*

#### 5.18

##### **Alderbury**

Alderbury is one of the larger settlements in the District, but has limited employment opportunities. In accordance with the plan's sustainability principles, it is considered that additional employment land should be identified in the village to help reduce the need to travel. Approximately

0.7 hectares of land are identified for employment opposite the existing business park where there is good access to the A36.

*Policy E9*

5.19

**Dinton**

Policy H10 of the plan allocates land for new residential development in Dinton on the RAF Baverstock site. The site is large and offers some scope for redevelopment for employment purposes also, although these opportunities are limited due to the site's location and physical constraints. Since, 2000 the majority of the site has been brought back into use for storage purposes, however the aim of this allocation should be to encourage local opportunities. A planning brief will be prepared for the site, which will include such details as the range of acceptable uses, landscaping, design, infrastructure provision, and the possible protection of land within the site for a future railway station. It is envisaged that small scale B1 uses, for example light industry, studios, or high tech, will locate on the site. The Local Planning Authority is aware of previous concerns expressed by County Highways which have been resolved to meet current requirements, however, access and movements to the site will be a key criteria to be considered in the brief and in subsequent proposals for the site. The Authority will also consider the employment generation of such a proposal.

*Policy E10*

5.20

**Downton**

The previous Local Plan identified approximately 4 hectares of land to the north of the existing industrial estate for new employment development. Planning permission has been granted on 1.5 hectares of the site. This Local Plan therefore retains provision for the remaining 2.5 hectares. A planning brief has been prepared for the site, which includes such details as access, infrastructure provision, acceptable Use Classes, landscaping and design. Use Classes B1 and B8 (of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended) will be acceptable. In exceptional circumstances, B2 uses will be permitted where it can be demonstrated that there would be no adverse impact on neighbouring properties.

*Policy E11*

5.21

### **Mere**

Three hectares of land are allocated for employment use to the west of the existing Dead Maid Quarry industrial estate at Mere. The release of this land will provide for new employment opportunities in the town. The land is however part of a large field and substantial landscaping will thus be required on the north and west boundaries to both define and screen the site, and also along the eastern boundary to safeguard the living conditions of residents in Norwood House. An approved development brief for the site has been published and covers these and other layout, landscaping and design matters in greater detail.

#### *Policy E12*

## **5.22**

### **South Newton**

The small industrial estate at South Newton is an important local employment resource. Poor access and internal road and car parking conditions prevent its expansion at the present time, and until these difficulties are resolved it is not considered appropriate to contemplate any further development that would add to traffic generation or car parking need. Accordingly, policy E13 seeks to resist the enlargement of existing premises, or the erection of new buildings, until positive improvements have been made. In the longer term the Council will encourage the overall upgrading of the site and, following the resolution of current vehicle related problems, its enlargement to the north. Subject to the agreement of the Highway Authority the latter development may be coupled with the creation of a new access onto the A36.

#### *Policy E13*

## **5.23**

### **Tisbury**

Tisbury has accommodated a substantial growth in housing over recent years which has not been matched by a growth in employment opportunities. The strong landscape constraints and the inability of the local road network to accommodate larger commercial vehicles prevents the allocation of land for major new employment development in the village. The Local Plan therefore seeks to encourage the development of small-scale employment opportunities in the village and to retain existing employment uses. Approximately 1.4 hectares of land is proposed for employment development immediately west of the housing allocation between Hindon Lane and Weaveland Road. This land will also include part of the link road to the housing development. A development brief will

be prepared for this site in conjunction with the adjacent housing allocation, which will incorporate issues such as design and highway improvements. In order to further encourage the viability of Tisbury as a local centre, within the settlement's central area the conversion of parts of residential properties to small-scale employment uses will be allowed provided that a residential element is retained.

*Policies E14A and E14B*

5.24

### **Wilton**

As is noted in the Housing Chapter, there are constraints on further development in Wilton because of problems relating to sewerage and access. The identification of land for new employment use is therefore considered inappropriate at the present time. However, proposals for smaller-scale employment development, redevelopment or changes of use will be treated on their merits, having particular regard to the likely impact on the sewerage system and the highway network. The implications for the landscape setting of Wilton will also be taken into account.

*Policy E15*

## **General**

5.25

One of the main aims of this Local Plan is to provide a range of employment opportunities within the District. Traditional employment patterns in Wiltshire have been changing over recent years and research by Wiltshire County Council has shown that less than half the new jobs created in the past have come from developments on strategic employment land sites. Employment in other jobs such as retailing, transport, health services, education and leisure account for a high proportion of jobs in the area. In recognition of this and the continuing demands to locate other activities within employment areas, proposals for other uses on employment sites will be considered where the alternative use is acceptable in principle and provides a similar number and range of job opportunities. Proposals involving the significant net loss of employment opportunities in a town or main settlement or the loss of an employment use that is important to the rural economy will be resisted. The Council will consider making exceptions to this only where there is clear evidence that the land or premises are no longer viable for an employment generating use and/or where redevelopment of a site for a

non-employment use would bring improvements to the local environment or conservation benefits that would outweigh the loss of local jobs.

#### *Policy E16*

5.26

In addition to and including the settlements already mentioned, policy E17 allows for the consideration of new business development within or on the edge of the majority of settlements in the District. The District-wide applicability of the policy is such that any proposals will be considered in the context of the specific settlement to which the proposal relates. This means that larger proposals which would be likely to be considered appropriate for Salisbury, Amesbury and other larger settlements are likely to be unacceptable in smaller villages where access problems created by local roads and the need to protect the local environment will be a major consideration. Whilst small or medium scale proposals will not count against Structure Plan provision and are unlikely to prejudice the development of the sites specifically identified for employment development, any proposals for large-scale development will be carefully assessed to ensure that they do not prejudice the implementation of other Local Plan policies which promote sustainability through mixed use development in Salisbury and economic development in Amesbury. Whilst B1 uses are, in principle, acceptable, proposals will be carefully scrutinised against a list of criteria laid down in Policy E17 to ensure that they are neighbourly and in keeping with their surroundings. The enlargement of existing premises will be regarded sympathetically where it can be shown that proposals meet the same criteria. The opportunity to create local employment through the change of use of existing buildings is acknowledged, and will be taken into consideration by the Local Planning Authority when dealing with planning applications proposing other uses, such as housing.

#### *Policy E17*

## **Special Restraint Areas**

5.27

The housing chapter notes that there are six villages in the Local Plan area - Ablington, Ansty, Bodenham, Fisherton de la Mere, Stourton and Teffont Evias - which, because of their outstanding and unspoilt quality, are designated Special Restraint Areas. Within Special Restraint Areas new housing development will not be permitted, as it would alter the village scene detrimentally. A similar position is taken in respect on new



employment development which will not be permitted unless it involves the sensitive conversion of buildings that are worthy of retention.

*Policy E18*

## **Countryside**

### **5.28**

In keeping with other policies concerning the countryside, policy E21 prohibits the establishment of new employment sites in rural areas. On existing sites in the countryside the enlargement or redevelopment of premises will be permitted within existing site boundaries. The expansion of existing premises onto adjacent land will be considered if the proposal would result in improved local employment opportunities, or will improve the operational efficiency of the business.

*Policies E19 & E21*

### **5.29**

As an exception to the general thrust of the Local Plan's countryside policies, and in line with Government advice, the conversion of buildings in the countryside to employment uses is considered acceptable, although the need to protect the quality of the rural environment, the vitality of nearby settlements and the character of traditional farm buildings is recognised. The intention is to put to beneficial use buildings that would otherwise fall into disrepair and be lost. Whilst the buildings should, in terms of their appearance, be worthy of retention and the proposed conversion should not perpetuate a rural eyesore, it is not necessary for the buildings to be of particular architectural or historic interest. There is no limitation upon the type of employment activity to be undertaken in such a converted building, save that the requirements of the policy are met and that the scale and type of operation is appropriate to the character of the building and compatible with the surrounding rural area. Where agricultural buildings are involved, it will not necessary to show that the buildings have become redundant except within the New Forest Heritage Area, although the Local Planning Authority will wish to be satisfied that the permitted development rights have not been abused.

*Policy E20*

# Adopted Local Plan - Conservation

## Conservation

**Objective:** To protect those features, sites and settlements of historical, architectural and archaeological interest which contribute to the District's and the nation's character, whilst ensuring that where new development occurs, it respects and, wherever possible, enhances the environment within which it is located.

### 6.1

This chapter sets out the Local Planning Authority's policies and approach to all aspects of conserving the important elements of man's influence on the environment and ensuring a good standard of new development.

## Listed buildings

### 6.2

Listed Buildings are buildings of special architectural or historic interest which are included in a statutory list of such buildings issued by the Secretary of State for the Environment. The buildings are graded in descending order of importance: I, II\* and II.

### 6.3

The Local Plan area is rich in the diversity of its buildings and other structures of historic and architectural interest which contribute to the visual quality of the built environment. These range from St. Mary's Cathedral in Salisbury, stately homes, large country houses and churches, to more modest cottages, barns, bridges and even milestones. Within the Local Plan area there are just under 3000 listed buildings. Of these, 115 are listed Grade I and therefore considered to be of exceptional national interest. These include Salisbury Cathedral; Wilton House; Wardour Castle, Tisbury; Amesbury Abbey, and Trafalgar House at Downton.

### 6.4

Listed building consent is required for the demolition of all or any part of a listed building. Consent is also required for extensions or alterations to a listed building which would in any manner affect its character. The Local Planning Authority will protect listed buildings from demolition (including re-erection elsewhere), or unsuitable alterations which would detract from their quality and interest. Consent for demolition will only be given in exceptional circumstances, and the criteria set out in PPG15 (Planning and the Historic Environment) will need to be satisfied before any application is approved. For example, every effort has to be made to continue the present use or to find a suitable alternative use for the building and documentary evidence to this effect will be required. Evidence that the freehold of the building has been offered for sale on the

open market is required, and the offer of a lease or the imposition of restrictive covenants which unreasonably limit the chances of finding a new use for the building have to be well justified. Where applications for listed building consent for demolition are due to the alleged poor condition of the building, the Local Planning Authority will normally require a structural engineer's report and costings of the necessary repair works. Proposals which result in the demolition of all but the facade of the building will normally be rejected.

*Policy CN1*

**6.5**

The dismantling of listed buildings for re-erecting elsewhere represents a net loss of the historic building stock of the District. It inevitably results in a loss of historic integrity and the supplementing of original fabric and will therefore be resisted. A supporting statement will be required demonstrating the efforts which have been undertaken to secure a suitable alternative re-use of the building prior to the submission of any application. Proposals for re-erection locally will only be considered as an alternative to demolition or where the life of the structure and its appreciation by the public would be substantially enhanced, for example where a listed building is located within a modern working farm yard.

*Policy CN2*

**6.6**

Within the curtilage of a listed building there are often attractive boundary walls, stables and other outbuildings which should be retained. Demolition will only be acceptable where such features are not of architectural or historic interest or do not contribute to the character, appearance or setting of the historic building. In any event, listed building consent is required for their demolition.

**6.7**

Applications for new works to listed buildings will be carefully assessed. Policy CN3 sets out the criteria to be satisfied by any proposal. Extensions will be required to be of an appropriate scale and design and in materials matching those of the original building. In general, a conservative approach to alterations and repair will be encouraged, so that the character and historic value of the building are not diminished by over-restoration, therefore architectural or historic features of a listed building, including internal features, should be retained unaltered as these are important to the character of the building. In some circumstances the Local Planning Authority may consider that the enlargement of the

building is inappropriate in principle, for example, in the case of a small cottage where its essential architectural character would be lost. Further information on these matters is contained in the District Council's advisory leaflet: Listed Buildings - Alterations and Extensions.

*Policy CN3*

**6.8**

Sometimes the best opportunity for retaining a building of architectural and historic interest may come from changing its use. Buildings should be structurally sound and capable of conversion without complete or substantial reconstruction, and a structural survey may be required. Care needs to be taken to ensure that the alterations required to allow that change of use do not destroy the character of the building, or do not have an adverse effect on the structure. The use itself must also be compatible with the surrounding environment and must be consistent with other policies in the Local Plan.

*Policy CN4*

**6.9**

Proposals for the change of use of listed buildings may be accompanied by applications to develop within their curtilage, for example to provide more accommodation or car parking on land which originally formed part of the yard or garden. In many cases the open areas surrounding listed buildings, which may be within or beyond the curtilage, are essential to their character. Where this is the case, development within these open areas will be resisted.

*Policy CN5*

**6.10**

The District is predominantly rural and proposals for the change of use of agricultural buildings are common. The unpartitioned interior of an agricultural building, such as a barn, usually contains long sight lines with the structural elements and fittings exposed. These, unobscured and undivided, constitute the essential historical character of such buildings and any proposed change of use should not detract from the building's original fabric and character.

*Policy CN6*

**6.11**

Residential uses for listed agricultural buildings by their very nature tend to destroy original fabric by making new openings, removing structural

elements, disrupting walls and rooflines with new doors, windows and chimney stacks, blocking interior spaces and creating enclosed residential plots which mitigate against the agricultural setting and integrity of any farmstead group. Buildings should be structurally sound and capable of conversion without complete or substantial reconstruction, and a structural survey may be required. Proposals for such changes of use will therefore only be permitted in exceptional circumstances, and the Local Planning Authority will require the applicant to submit a statement demonstrating the efforts which have been undertaken to find an alternative use for the building prior to the submission of the application. Acceptable alternative uses include employment activities such as light industry, and community uses.

*Policy CN7*

**6.12**

The Local Planning Authority is committed to the conservation of the District's heritage and has powers under the Planning Acts to take steps to secure the repair of neglected buildings, and to prosecute and enforce against unauthorised alterations, extensions and demolitions. Advice on listed building matters is freely available from the District Council's Conservation Officer, who will be pleased to discuss draft proposals. The Local Planning Authority also has powers under the Planning (Listed Buildings and Conservation Areas) Act 1990, to grant aid specialist repairs to listed buildings, and advice on possible grants may also be obtained from the Conservation Officer.

## **Conservation Areas**

**6.13**

The District is notable for the quality of its built environment and there are many areas of special architectural or historic interest whose character or appearance it is desirable to preserve or enhance. Such areas can be designated as Conservation Areas. There are now 69 Conservation Areas in the District, ranging from Salisbury City centre to villages and hamlets, with over half of these designated since 1989. A list of the Conservation Areas within the District appears as Appendix II to this document. The Local Planning Authority is currently carrying out a re-appraisal of all the Conservation Areas, and complete details on the individual areas will be available to the public in the future as the work is completed. An advisory leaflet on Conservation Areas is available from the Planning Office.

**6.14**

In order to protect the special character and appearance of these Conservation Areas, there is a need for tighter than usual control over development. Designation of a Conservation Area does not preclude the possibility of new development, but it is expected to be of a standard high enough to maintain or enhance the quality of the Conservation Area, be sensitive to its character and appearance, and be in accordance with other relevant policies in this plan.

*Policy CN8*

**6.15**

Within a Conservation Area formal approval is normally required for demolition or partial demolition of any building. Proposals involving demolition within a Conservation Area will normally be refused unless it can be shown that the features to be removed make no positive contribution to the character of the area, or are detrimental to it or that there are overriding highway, or other safety reasons. Where proposals are acceptable in principle but demolition would create a gap in the street scene, a detailed application in respect of a replacement building or structure will normally be required, to run concurrently with the application for Conservation Area Consent. No demolition will be allowed to proceed until this has been approved. The opportunity for recording details of structures prior to their demolition will be taken.

*Policy CN9*

**6.16**

Outline applications submitted for sites within Conservation Areas are usually insufficient to provide all the necessary information in respect of new development. The importance of good design and attention to detail in such sensitive areas dictates that the submission of detailed planning applications will be required for development proposals affecting Conservation Areas. Where an outline application is submitted, the Local Planning Authority will normally invoke Article 7(2), of the Town and Country Planning Development Order 1988 (as amended) and require details of the proposed development to be submitted.

**6.17**

The character of areas of high environmental quality can be eroded by unsympathetic alterations to individual properties. On unlisted buildings such alterations often do not require planning permission and normally are within the scope of "Permitted Development". Where the character of an area is threatened by such alteration, the Local Planning Authority may seek the approval of the Secretary of State for the Environment to a

direction under Article 4 of the Town and Country Planning General Development Order 1988 (as amended). This has the effect of taking away certain specified "Permitted Development" rights within a defined area, so that a planning application would have to be submitted to the Local Planning Authority in respect of the proposed alterations.

#### 6.18

Open spaces, fields, breaks between buildings and gardens also often contribute in a very marked way to the character and appearance of Conservation Areas. The development of such spaces will not be permitted. Care should be taken to ensure that views into and out of Conservation Areas remain unspoilt and opportunities should be taken to improve views that do not contribute to the character of the area.

*Policies CN10 & CN11*

#### 6.19

The Local Planning Authority has a duty to enhance Conservation Areas, and improvements to the quality of such areas through removal of unsightly elements, which may include signs, buildings, advertisements, wiring or other features, are a part of this enhancement process.

*Policy CN12*

### **Shopfronts and Signs in Conservation Areas**

#### 6.20

Shopfronts have an important impact on the street scene and influence the quality of the environment. Pressures to change shopfronts arise due to changes in occupiers, retailing methods, renovation and the application of corporate images. It is important that historic examples are retained or restored, and that new shopfronts are of a sensitive design. Plastic or gloss finishes, large size and garish colour schemes and large areas of glass should be avoided. Proposals in respect of listed buildings are assessed in relation to each building's age and special character. On unlisted buildings in Conservation Areas, the design of new shopfronts should be tailored not only to the building's characteristic features, but also to surrounding shopfront design. The Council has produced a leaflet 'Shopfront Design in Salisbury' which provides additional guidance on this topic.

*Policies CN13 & CN14*

#### 6.21

Advertising is also an important feature which can create great colour and interest, contributing to the attractiveness of the street scene. However, if

advertisements are poorly located or out of character they can detract from its appearance. It is important that the design, scale and materials of any fascias or projecting signs on commercial buildings are sympathetic to the Conservation Area. Traditional materials will be encouraged, together with traditional detailing where appropriate. Within Conservation Areas, internal illumination of fascias, projecting box or hanging signs, will usually be inappropriate. The Local Planning Authority will consider the impact of the external illumination of signs to ensure that the lighting is unobtrusive both on the building and in the wider area. Action will be taken to remove unauthorised signs. The Local Planning Authority will also consider applications for signs or advertisements against the criteria set out in policy G11 where appropriate.

*Policy CN15*

## **Shopfront Grilles**

### **6.22**

Effective security measures are often required for shops and business premises. However, inserting security shutters or grilles, complete with associated boxes and tracks, into shopfronts can detract from and irreparably alter their character, and create an undesirable precedent for neighbouring shops. Planning permission is required for the material alteration or replacement of a shopfront, or for erecting permanent security shutters on the external face of an existing shopfront.

### **6.23**

External grilles will not be allowed on listed buildings, and only in exceptional circumstances will they be allowed in Conservation Areas due to their impact on the visual amenity of the area. In cases where external grilles appear to be the only viable solution on certain shops in Conservation Areas, they should preferably be of the demountable type, padlocked into position when in use and applied directly to each window. Roller grilles should have spindle boxes recessed behind the fascia board or, if not practicable, clad or adapted to make them as unobtrusive as possible, with dark painted grilles covering the display area only, and not the pilasters or fascia. Additional information on this issue is contained in the District Council's leaflet "Shopfront Design in Salisbury". Guidance relating to shopfront design for other settlements in the District will be produced.

*Policy CN16*

## **Trees**

### **6.24**



Trees are a major contributor to the character and appearance of many parts of the Local Plan area. The felling of trees is under the general control of the Forestry Authority and, dependent upon whether or not a Tree Preservation Order is in force or trees are protected by virtue of their position in a Conservation Area, it may be necessary to apply for a licence before felling takes place. A felling licence is required for relatively low volumes of timber and can apply to trees outside of woodlands. There are exceptions to the need to apply for a felling licence which are set out in the Forestry Act 1968 and Regulations. The Forestry Authority's Regional Conservancy can supply full details. Certain trees both individually and as groups are protected by Tree Preservation Orders. Elsewhere, trees within Conservation Areas are also protected, with certain exceptions. Six weeks' notice must be given to the Local Planning Authority before trees are lopped, topped or felled. This requirement enables the authority to make a Tree Preservation Order if it considers that the trees make a significant contribution to the character or appearance of the Conservation Area.

#### 6.25

The intended felling of trees which are considered dead, dying or dangerous must still be notified. Where permission is given for the felling of a tree which is covered by a Tree Preservation Order, or is located in a Conservation Area, the approval will normally be accompanied by a requirement for the planting of at least one replacement of a species and size appropriate to the locality.

#### 6.26

The Local Planning Authority is concerned about the continuing loss of amenity trees throughout the District. For its own part, the authority will continue to plant trees as part of its environmental enhancement programme and has, in addition, established a budget specifically for the purpose of planting new trees and replacing existing trees that are nearing the end of their lives.

*Policy CN17*

## **Historic Parks and Gardens**

#### 6.27

English Heritage has compiled a Register of Parks and Gardens of Special Historic Interest in England, to draw attention to the importance of these as an essential part of the nation's heritage. Additional sites may come forward in the review process which has commenced. The gardens have been graded using the same I, II\* and II symbols as for listed

buildings, but at present, unlike historic buildings, 'listed' status does not provide any form of statutory protection. The gradings have been allocated according to the historic layout, features and architectural ornament of the park or garden. Seventeen historic parks and gardens within the Local Plan area are included within the Register and a list of these is contained in Appendix II to this document.

#### 6.28

The Local Planning Authority will encourage the conservation, restoration and maintenance of historic parks and gardens, whether listed or otherwise. Where they are associated with development proposals, developers will be required to safeguard the landscape setting, and ensure the retention, management and, where appropriate, the restoration of surrounding gardens or parkland. Developers may be requested to enter into legal agreements in this respect.

*Policy CN18*

#### 6.29

Advice on matters affecting historic parks and gardens may be obtained from English Heritage or from the Wiltshire Gardens Trust, a County-based body concerned with conserving historic parks and gardens.

## **Environmental Enhancement**

#### 6.30

The Local Planning Authority undertakes a programme of environmental enhancement both in Salisbury and in towns and villages throughout the District in association with the relevant Town or Parish Council. A leaflet giving full details of the Environmental Enhancement Scheme is available from the Planning Office. It regards its commitment to environmental enhancement as necessary and appropriate given the quality of the District as a whole and the national and international standing of Salisbury. Enhancement is also considered to be an important feature of Conservation Areas and action should be taken where possible to improve their appearance. Enhancement and Historic Buildings Grants may be available for such purposes from the Local Planning Authority. The Local Planning Authority will also seek environmental enhancement in association with development proposals where appropriate.

*Policy CN19*

## **Ancient Monuments and Archaeology**

#### 6.31

The District is rich in historical and archaeological features including barrows, hillforts, field systems and water meadows. Some of these are considered to be of national importance and are scheduled as Ancient Monuments. The Historic Buildings and Monuments Commission for England (English Heritage) is currently undertaking a major re-survey of archaeological sites with a view to increasing the number of Scheduled Ancient Monuments. Scheduled Ancient Monuments enjoy statutory protection under the Ancient Monuments and Archaeological Areas Act, 1979, and developments likely to affect them require Scheduled Monument Consent from the Department of Culture, Media and Sport. The desirability of preserving a monument and its setting is a material consideration when considering development proposals.

*Policy CN20*

**6.32**

Many historic and archaeological features do not have any form of statutory protection and are under threat from the various pressures of development, agriculture, forestry and tourism. For this reason, a number of Areas of Special Archaeological Significance have been defined in the Proposals Map. These areas of high archaeological interest are largely rural and some cover extensive tracts of countryside, and contain, for example, whole barrow groups, settlements and sub-surface features. Due to the richness of the District's historic environment, the designation covers the majority of the plan area. The purpose of the Areas of Special Archaeological Significance is to preserve for posterity these areas of high archaeological interest and their definition is the means whereby a selective approach to preservation will be achieved, using existing legislation and the voluntary co-operation of landowners and farmers. The value of these areas lies in the preservation of a segment of ancient landscape of settlement form and the resultant cluster of associated features. Development proposals, including forestry schemes, which would adversely affect these ancient landscapes will generally not be allowed.

**6.33**

Policies CN20-CN23 seek to preserve features of archaeological interest and, in appropriate circumstances, are intended to exploit opportunities which may be presented for archaeological investigation or the safeguarding of important evidence which might otherwise be destroyed without record as a result of development. The Local Planning Authority is guided in its approach to archaeology by the provisions of Planning Policy Guidance Note 16: "Archaeology and Planning", and will seek the advice

of the County Archaeologist. Prospective developers are encouraged to refer to this document and consult the County Archaeologist prior to the submission of any planning application. The County Archaeology Service is now able to provide information to prospective applicants on where there are areas of archaeological interest in the District. It should be noted that the allocations for employment, housing, infill, or other developments do not obviate the need to follow procedures laid down in PPG16. Where the fabric or setting of known archaeological monuments, whether scheduled or not, would be adversely affected by permitted development, the Local Planning Authority may use its powers to control such works by an Article 4 Direction.

#### 6.34

When considering proposals which may affect archaeological sites, the Council will ensure that a procedure is followed which both protects the site and its setting and arrives at a reasonable and informed decision. The Local Plan area contains a wealth of archaeological features, many of which have not been investigated, or are as yet undiscovered. Where such remains are thought to exist either as a result of consultation with the County Archaeologist, or through research initiated by a prospective developer, there will be a requirement for site evaluation prior to the determining of any application. In many instances a site may accrue archaeological potential by its proximity to known archaeological monuments, its setting with the landscape, or by the recorded presence of archaeological artefacts from within the site. In such instances, where the site has a clear archaeological potential, but little recorded information, an evaluation, including where necessary excavation work, would need to be undertaken to establish the presence and extent of archaeological deposits and explore the site's potential. This is usually a rapid and inexpensive operation involving ground survey and small-scale trial trenching, but it should be carried out by a professionally qualified archaeological organisation or archaeologist. Evaluations are designed to help define the character and extent of any archaeological remains that exist in the area, and thus indicate the weight which ought to be attached to their preservation. In appropriate circumstances the evaluation can comprise a desk top study. Where the results of such a study show that there is no potential for finding any archaeological remains, no fieldwork will be necessary. There will be a presumption in favour of the physical preservation in situ of nationally important archaeological remains, whether scheduled or not. However, where the preservation of remains in situ is not justified, developers should be willing to enter into a voluntary agreement to undertake the satisfactory excavation and recording of

remains including the publication of the results. In the event of developers not wishing to enter into such an agreement, planning permission, if granted, will be subject to a condition that the development should not proceed in the area of archaeological interest until required archaeological works have been implemented, as PPG16 recommends. Conditions may also be placed on developments to allow observation and recording during the early stages of development.

*Policies CN21 & CN22*

6.35

The emphasis is placed on negotiations being held at an early stage so that integrated programmes of work can be agreed. This is particularly important in the historic settlements identified in CN23 as these areas have a wealth of known archaeological interest and a high potential for the discovery of further archaeological remains. Therefore, where development proposals come forward in these settlements, the Local Planning Authority will expect the archaeological implications of the development to be established prior to the determination of the application, and the opportunity for appropriate archaeological site investigations to be provided.

*Policy CN23*

6.36

Developers should make provision for investigating and protecting new sites as yet undiscovered. The County Archaeologist will continue to be informed of planning applications submitted within the District. The Local Planning Authority is aware of the potential for new sites to be discovered, and it is hoped that the policies of the Local Plan will minimise the late discovery of important archaeological remains once development is in progress.

## **Stonehenge World Heritage Site**

6.37

Stonehenge, a World Heritage Site, lies in the north of the District, two miles to the west of Amesbury. The World Heritage Convention, originally formulated by UNESCO, has the duty to draw up a list of World Heritage Sites which member states pledge to protect and give practical support to conservation projects at threatened sites. In recognition of the outstanding importance of the Stonehenge complex of monuments, the first seven sites in the United Kingdom to be entered on the list, in 1987, included "Stonehenge, Avebury and associated sites". The defined World Heritage

Site is made on the basis of two separate sites, one based on Stonehenge, and the other on the Avebury complex within Kennet District.

**6.38**

Sites selected for inclusion in the World Heritage List are considered to be representative of historic sites and landscapes which are essential to a proper understanding of man's history in all parts of the world. They illustrate, with an international dimension, the influence of ideas, environment, economy and geography in shaping the evolution of peoples and nations. They also have worldwide relevance and importance. Stonehenge has long been regarded as the most evolved and architecturally complex stone circle of Neolithic and early Bronze Age Britain. The World Heritage Convention listing confirms and furthers the archaeological importance of the Stonehenge complex on an international scale. This is a most relevant factor to be taken account of in the Local Plan and is a material consideration within the World Heritage Site when planning and listed building consent applications are determined. The Government is to prepare a management plan for the World Heritage Site and the District Council supports the production of such a plan.

*Policy CN24*

**6.39**

There are additional restrictions on development in the vicinity of Stonehenge in order to protect the landscape setting of the monument and the archaeological importance of the surrounding land. Permitted development rights relating to agricultural and forestry operations within an area of seven and a half square miles around Stonehenge have been withdrawn since 1962 by a Direction under Article 3 of the Town and Country Planning General Development Order 1950 (now Article 4 of the 1988 Order). Consideration will be given to extending the Article 4 Direction to cover the entire World Heritage Site.

# Adopted Local Plan - Rural and Natural Environment

## The Rural and Natural Environment

**Objective:** To strike a balance between preserving and enhancing the quality and character of the countryside in terms of the landscape and nature conservation, promoting a healthy, modern and sustainable rural economy and ensuring a high quality of life for rural communities.

### 7.1

The District is essentially rural, with the City of Salisbury being the only major urban area. Even here the built-up area is relatively inextensive, and, as with many of the settlements in the District, the transition to countryside is both sudden and dramatic. The landscape therefore dominates the District, and its quality is exceptionally high and varied.

### 7.2

The countryside also includes downland, wetland and woodland habitats of great importance for wildlife, some of which are of national and international importance, and several sites of geological interest.

### 7.3

The Local Planning Authority attaches great importance to the preservation of the countryside and wishes to conserve the character, appearance and resources of the rural area whilst promoting the well-being of rural communities and the viability of agriculture.

*Policy C1*

## The Landscape of the District

### 7.4

Situated at the western end of the Hampshire Basin, the landscape of the District is dominated by geology, in particular the extensive area of chalk and the lower lying areas of greensand, clays and sands. Superimposed on to this is the drainage system which has helped to mould the landscape into distinctive areas:

- the extensive open downlands of Salisbury Plain
- the dramatic chalk downlands of the West Wiltshire Downs
- the east-west chalk escarpments
- Cranborne Chase
- the Vale of Wardour
- the river valleys
- the New Forest

### 7.5

Man's actions over the centuries have added to the diversity of the landscape in terms of historical remains, land-use patterns and settlements and, together with the rich flora and fauna, have created a countryside worthy of preservation.

## **The Rural Environment**

### **7.6**

In order to fulfil the objective of conserving the countryside, new development will not normally be permitted. Exceptions will only be made for specific uses such as affordable housing for local people, the requirements of agriculture and forestry, limited recreational and tourist developments, and the conversion of appropriate buildings. It will also be necessary to allow development essential for the provision of public utilities, such as sewerage, gas, electricity, telephone and water supply, which cannot be located within settlements. However, where such development is required, it is important that a countryside location (as opposed to one in a settlement) can be justified by the relevant service provider, that it can be demonstrated that the selected site is the most appropriate in environmental terms and that the impact of the development on the surrounding area will be minimised by taking satisfactory measures such as careful siting, effective landscaping and sensitive design. Extensive areas of countryside are under the control of the Ministry of Defence and are subject to separate procedures as described in paragraphs 2.22 and 2.23. All development proposals in the countryside will need to satisfy the criteria listed in policy G2 and it is particularly important that their impact on the environment is minimised.

*Policies C2 & C3*

## **Landscape Conservation**

### **7.7**

Much of the District is covered by special designations reflecting the regional, or in some areas national, significance of the landscape. These designations are shown on the Proposals Map. The south-east part of the District is within the New Forest, policies for which are dealt with in Chapter 8.

### **7.8**

Most of the western part of the District forms part of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB), which was designated by the Countryside Commission in 1981 and confirmed by the Government in 1983. Within the AONB particular attention will be paid to conserving the character and scenic quality of the



landscape. Development will generally be restricted to that essential to maintain the rural economy or desirable for the enjoyment of its amenities. Where development is acceptable in principle, special emphasis will be placed on scale, location and siting, and a particularly high standard of design and landscaping will be required.

*Policies C4 & C5*

**7.9**

With the exception of the urban areas of Salisbury and Wilton and the Amesbury/ Bulford/ Durrington/Larkhill area, the remaining part of the District not included in the AONB is designated in the Structure Plan as a Special Landscape Area. The landscape in this area, whilst generally not of as such high quality as within the AONB, is considered worthy of being preserved. Therefore 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 Area.

*Policy C6*

**7.10**

Salisbury and Wilton have particularly fine landscape settings, being contained in a bowl shaped formation within the chalk downlands. The high quality of the surrounding landscape is a constraint on the development of any land on the edge of, or close to, the urban areas, especially where it forms the skyline. Built development or changes of use of land will therefore only be permissible where, in addition to being fully in accordance with other relevant policies of this Local Plan, it can be demonstrated that the quality of the landscape will not be impaired. Informal outdoor pursuits which do not require many or large buildings and do not alter the character of the landscape are likely to be regarded favourably. More formal proposals, such as golf courses, will be permitted only where there will be no adverse impact on the landscape.

**7.11**

The Local Planning Authority considers the landscapes which surround and flow through Salisbury and Wilton to be intrinsic to their character. The Landscape Settings of these settlements incorporate the main contributory features and the boundaries are, of necessity, tightly drawn around each settlement.

**7.12**

The downlands which surround Salisbury conceal the extent of the city in approaches to it. They afford comprehensive views across Salisbury, highlighting its situation at the confluence of the five rivers which converge in and flow through the city. These river valleys, and their associated flood meadows, provide extensive views towards the city and the Cathedral. They also avoid the coalescence of Salisbury with surrounding settlements, and the centre with outlying parts of the city, which have managed to retain their own identity. The Landscape Setting of Salisbury encompasses the setting of the Old Sarum Ancient Monument, which was the site of the original settlement of Salisbury. Views towards the monument are available over a wide area, and the prevailing character of the surrounding area, when viewed from the monument, is one of an agricultural landscape.

#### **7.13**

The Landscape Setting of Wilton mirrors that of Salisbury, in that the settlement sits within the valleys of the River Wylye and Nadder and is surrounded by chalk downlands, which contain the town and afford views into and across Wilton and the countryside beyond.

#### **7.14**

Development within the Landscape Settings of Salisbury and Wilton should avoid encroaching on to the chalk slopes which encompass the settlements, and the river valleys should be kept open to maintain their dominance in the settlements' character.

#### **7.15**

The landscape setting designation is not intended to operate in the same way as a statutory green belt since its boundaries will not be permanently fixed, but will be subject to regular review, with possible peripheral amendment in future Local Plans. This exercise will be necessary to facilitate the allocation of development sites, and to take account of changes in the landscape resulting from development. In the case of the former, the release of additional development land will need to be weighed carefully against any resulting erosion of the landscape setting.

#### **7.16**

Policy C7 adopts a restrictive stance in order to protect the high quality of the landscape settings of Salisbury and Wilton. More positively, the Local Planning Authority will actively encourage enjoyment of the countryside surrounding the settlements through the extension of public access and the provision of interpretative facilities designed to increase public awareness of the ecological, archaeological and landscape importance of the area. Measures to protect and enhance wildlife and visual features

through the planting of native trees, shrubs and wild flowers, the fencing of sensitive sites and the management of visitors, will be particularly encouraged.

*Policy C7*

**7.17**

The Local Planning Authority will assess carefully the visual impact of proposals, as incremental growth, which by itself may appear innocuous, could, cumulatively, have a significant impact on the character of the landscape and may result in the coalescence of the city with its surrounding settlements.

**7.18**

Trees and woodland form particularly important features within the landscape and additionally may be of historic or nature conservation value. In order to prevent their loss, the Local Planning Authority will impose Tree Preservation Orders where appropriate. Felling licence applications affecting woodland will be considered carefully, and objections will be raised to proposals that would lessen the landscape, amenity, nature conservation or historical value of the area. With skillful management an area of woodland can produce an adequate income from timber without detriment to wildlife, landscape or recreation interests. The Local Planning Authority will support proposals which will improve the management, interest and long term survival of broad-leaved woodlands. Advice and publications on woodland conservation are available from the Forestry Commission, the Wiltshire Wildlife Trust and English Nature. The Forestry Authority operates the Woodland Grant Scheme and the Ministry of Agriculture the Farm Woodland Premium Scheme. The latter, in particular, aims to encourage the appropriate conversion of agricultural land into woodland, thereby enhancing the landscape and creating new wildlife habitats and opportunities for sport and recreation.

*Policy C8*

**7.19**

Where the Local Planning Authority is able to influence tree planting proposals, for example by imposing landscape conditions or by commenting to the Forestry Commission on woodland grant applications, the planting of indigenous species appropriate to the area will be encouraged. Development proposals which would be damaging to woodlands, especially ancient semi-natural woodlands will be resisted.

*Policy C9*

## 7.20

Within the countryside and the settlements there are many different elements which together shape the landscape. There are also many threats to conservation both to individual features such as trees, hedges, watercourses, and to wider areas of landscape. These threats take many forms, including agricultural improvements, road and development proposals, mineral extraction and water disposal, and intensive recreational pursuits. Where such activities are within the control of the Local Planning Authority, proposals will not be permitted where they would involve the loss of features of landscape or nature conservation interest or would have an adverse impact on the landscape. Grants for countryside management are available from DEFRA, through the Farming and Rural Conservation Agency under the Countryside Stewardship Scheme and the designation of the River Avon and the South Wessex Downs Environmentally Sensitive Areas offers financial assistance to farmers who undertake to farm in an environmentally sensitive area (see paragraph 7.44).

## Wildlife and Natural Features

### 7.21

Salisbury District is an area of exceptional importance for wildlife and natural features, with many sites of national or international importance. In 2001 there were 63 Sites of Special Scientific Interest (SSSIs) in the District, and these are listed in Appendix III. Four of these (Langley Wood & Holmans Copse, Parsonage Down, Prescombe Down and Wyllye Down) are managed as National Nature Reserves. Porton Down and Salisbury Plain are also Special Protection Areas (SPAs), an additional European designation which reflects their international importance as habitats for rare birds. A number of other SSSIs are candidate Special Areas for Conservation (cSACs), a further European designation which applies to particularly rare habitats and species.

### 7.22

The District contains a significant proportion of Britain's chalk downland, which is an internationally threatened habitat. Thirty-three SSSIs are notified partly or wholly for chalk grassland interest, including three of the National Nature Reserves. Porton Down and Salisbury Plain are particularly extensive areas. The international importance of downland sites for wildlife in general is currently being considered under the Habitats and Species Directive, and designation of some sites in the area as Special Areas of Conservation is likely.

### 7.23

Other important wildlife habitats include ancient semi-natural woodland, unimproved river valley meadows and the acidic woodland, heathland and meadow complex of the New Forest Heritage Area which juts into the south of the District.

#### 7.24

Nine SSSIs have been notified for their geological importance, such as Dead Maid Quarry and Chilmark Quarries. The varied landscape within the District is directly related to its underlying geology and spans approximately 150 million years of geological history, from the upper Jurassic Period to the present day. Other sites are of regional importance and a programme is currently underway to designate these as Regionally Important Geological/Geomorphological Sites (RIGS) as they are considered worthy of protection for their educational, research, historical or landscape importance.

#### *Policy C14*

#### 7.25

Sites of Special Scientific Interest are notified by English Nature for their national importance by reason of flora, fauna or geographical or physiographical features and protected under The Wildlife and Countryside Act 1981, the Wildlife and Countryside (Amendment) Act 1985, the Environmental Protection Act 1990 and the Countryside and Rights of Way Act 2000. The Local Planning Authority will support English Nature and other organisations in the protection of these special areas, and development proposals which would adversely affect their nature conservation value will not be permitted. A number of SSSIs are managed as nature reserves by the Wiltshire Wildlife Trust, and the Local Planning Authority has the power to designate Local Nature Reserves under Section 21 of the National Parks and Access to the Countryside Act 1949, a power conferred to Districts in the Local Government Act of 1972 (Schedule 17).

#### 7.26

The Bern Convention on the Conservation of European Wildlife and Natural Habitats set out obligations to conserve wild plants, birds and other animals with particular emphasis on endangered and vulnerable species, and these obligations underlie the EC Habitats Directive and the UK's wildlife legislation.

#### 7.27

The EC Council Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora: 'the Habitats Directive', protects sites and species

by requiring measures to maintain or restore natural habitats and wild species at favourable conservation status; Special Areas of Conservation (SACs) may be designated under this legislation. The River Avon (which includes tributaries Nadder, Wylfe, Till and Bourne, Lower Woodford Water Meadows and Porton Meadows), Salisbury Plain, Prescombe Down, Chilmark Quarries, Parsonage Down, Porton Down, Great Yews, Landford Bog, New Forest SSSI, Loosehanger Copse and Meadows, Whiteparish Common SSSI, Langley Wood and Holman's Copse SSSIs have all been identified as candidate Special Areas of Conservation (cSACs).

**7.28**

The UK Government attaches great importance to its national and international obligations for nature conservation. The Conservation (Natural Habitats &c.) Regulations 1994 formally transpose the requirements of the EC Habitats Directive into national law.

**7.29**

The EC Council Directive on the Conservation of Wild Birds: the Birds Directive provides for the protection, management and control of all species of naturally occurring wild birds in the European territory; requires measures to preserve a sufficient diversity of habitats for all species of wild birds; and requires special measures to conserve the habitat of certain particularly rare species and migratory species. Porton Down and Salisbury Plain Special Protection Areas (SPAs) are classified under the Birds Directive.

*Policy C10*

**7.30**

The designation of Local Nature Reserves will be considered should any opportunities arise; part of the Avon Valley Project Area has already been designated as such.

*Policy C16*

**7.31**

It is important however that specially designated areas such as SSSIs are not protected and managed in isolation from the rest of the countryside; there are many other important habitats such as copses, hedgerows, ponds, flushlands and areas of unimproved land which may lack any formal recognition of their importance, yet play a vital role in providing refuges for different species of wildlife and connecting features linking the various habitats and elements of the landscape.

### 7.32

Parts of the District which are important for their general or cumulative wildlife habitat value in the District context are defined as Areas of High Ecological Value (AHEV). This is a non-statutory local designation for a broad-brush area, but may include individual sites of higher nature conservation interest such as statutorily-designated SSSI within the overall area. Development which would result in the loss of the characteristic wildlife habitat which typifies an AHEV and would therefore be damaging to the overall nature conservation value of the area will be resisted according to the conservation status of the interest affected (local, national or international status).

#### *Policy C11*

### 7.33

Throughout the District, development which would result in the significant loss of wildlife habitats will be resisted in order to protect the network of wildlife habitats necessary to ensure the maintenance of the current range and diversity of flora and fauna as encouraged in PPG9 and in the Habitats Directive. The degree of protection afforded will relate to the conservation status of the habitat or species affected, with statutorily designated habitats and species specifically protected under the Wildlife and Countryside Act 1981 afforded the highest protection.

### 7.34

It is essential that an adequate database of the nature resource of the District is prepared and maintained, and the District Council is therefore a partner in the Wiltshire Wildlife Sites Survey, and, subsequent to this, the preparation of a strategy to conserve and enhance this resource. The Wiltshire Wildlife Sites Survey has identified non-statutory designated sites (County Wildlife Site or Site of Nature Conservation Importance) of wildlife habitat value at County level. These complement the statutory sites by providing wildlife networks and supportive habitats.

### 7.35

Where development is considered, the status of the wildlife resource (international statutory designation e.g. SPA, SAC; national statutory designation e.g. SSSI; or local non-statutory designation e.g. AHEV, County Wildlife site), the effect of the environmental loss, and any cumulative loss, on the current baseline environmental resource as identified in the Environmental Appraisal will be taken into account with a view to practicing sustainable development. In view of this, opportunities for enhancement and the ability to find replacement value for any environmental loss will be a consideration. Developers will be expected to

provide sufficient environmental information to demonstrate that the above issues have been fully covered.

*Policies C13 & C14*

## **Protected Species**

**7.36**

Certain plant and animal species, including wild birds, are protected under the 1981 Wildlife and Countryside Act and other legislation. The presence of a protected species is a material consideration in considering a development proposal and it is important to ensure that account is taken of these matters. English Nature will be consulted on such proposals. Developers will be expected to provide sufficient information to indicate that protected species have been taken into account.

*Policy C12*

## **Rivers and River Valleys**

**7.37**

A particular feature of the District is the river systems, for example the River Avon and its tributaries. The floodplains are considered to be of outstanding landscape and ecological importance and the watercourses themselves are noted for their purity and comprise a valuable fishery. The valleys are also of historic importance, particularly where remnants of the water meadow system still exist. The Avon river system, which broadly correlates with the AHEV designation, is recognised as being of international importance to nature conservation. Defined as a Grade 1\* key site by the Nature Conservancy Council in 1977, it was designated an SSSI in 1997 and is a candidate SAC. The Avon Valley from Netheravon in the north to Christchurch in the south, excluding the tributaries, has been designated as an Environmentally Sensitive Area by the Ministry of Agriculture (see paragraph 7.44).

**7.38**

It is important that the amenity and resources of the rivers and floodplains are conserved and developments which would adversely affect their historic, landscape, or nature conservation value, or water quality, are prevented. To this end the Local Planning Authority will consult the Environment Agency on development applications which might have an effect on water quality and/or river flows, and will encourage works which would reduce or prevent pollution, for example by farmers. River banks may need to be protected for flood control and the prevention of subsidence, particularly where property or rights of way are threatened. Where this is the case, nature conservation interests should be taken into



account and the scheme should be designed sensitively using appropriate materials. The valley sides are also important in landscape terms and any development which takes place on the slopes should be carefully sited to adhere to the requirements of the landscape policies and relevant conservation policies.

*Policy C17*

7.39

Where development sites contain or are bounded by watercourses, the Local Planning Authority will, in the interests of amenity, resist their culverting and consider the potential for enhancement measures. Essential works to the banks should be undertaken in a sensitive manner and using appropriate materials, in order to retain a natural character.

*Policy C18*

## **Agriculture**

7.40

Most of the countryside is in active agricultural production and although not all of outstanding quality the land is generally well farmed and productive. The northern part of the District comprises part of the Salisbury Plain Training Area, within which there are various restriction on farming activities.

7.41

Agriculture is currently going through a period of change due to controls imposed by the Common Agricultural Policy, and, whilst since 1945 the emphasis has been on protecting agricultural land in order to safeguard production, today the emphasis is on retaining the best and most versatile agricultural land whilst allowing farmers to create a more varied economic base. The best agricultural land, especially where it occurs in large blocks, will therefore be safeguarded and development proposals on land of grades 1,2 and 3a in particular will be resisted where they would result in it being irretrievably lost to agriculture. Where there is a demonstrable need for development on agricultural land, it should be directed towards land of the lowest possible classification.

*Policy C19*

7.42

In order to sustain agriculture, forestry and horticulture in the District it will be necessary to permit suitable buildings and facilities, as these will still be required to cope with the rapid changes in technology which are likely to continue. "Agri-industrial" development will also be permitted where a

location within a settlement would be inappropriate, although such developments should be located on or close to the holding/holdings which they are intended to serve, in order to minimise traffic levels. They should be sited and designed sensitively, and adequate measures should be taken to prevent pollution and other nuisances. The housing policies of this Local Plan allow for the construction of essential farm workers' dwellings or for mobile homes. For further details see paragraphs 4.63-4.66.

*Policy C20*

7.43

In recent years agricultural practices have had to change and adapt, like any economic activity, to changes in the market place. Increasingly farmers are looking to diversify their farming operations to supplement their incomes and to broaden, and thereby add security to, their means of livelihood. Examples of this diversification include woodland management, farm shops and processing operations and equestrian related activities. The importance of a diverse and robust farming economy to the sustainability of rural areas is recognised in the White Paper "Rural England" and in other government guidance. The Local Planning Authority also acknowledges the contribution these activities make and may make in the future to rural areas but it is also aware that many rural areas are sensitive to development in other ways, such as the beauty of the landscape, or the possible impact of extra cars on nearby communities and has therefore included criteria within this policy to ensure that such diversification is in harmony with other aspects of rural life. It may also be necessary to impose conditions to ensure the removal of temporary structures, such as show jumps. Where animals are to be kept as part of the new activity, buildings will also be required to meet the relevant health and safety standards.

*Policy C21*

## **Environmentally Sensitive Areas**

7.44

In January 1993, the Ministry of Agriculture designated the South Wessex Downs and Hampshire Avon Environmentally Sensitive Areas (ESA's) to conserve and enhance the special characteristics of the downland and river valley by making payments to farmers who voluntarily undertake to farm in an environmentally sensitive manner appropriate to the character and traditions of the area. For example, in the Avon Valley, payments can be made for maintaining high water levels in order to encourage a

diversity of plant species. In the South Wessex Downs, the scheme covers not only the preservation of features which still exist, such as downland turf, dew ponds and hedgerows, but also the recreation of those which have been lost, including the reversion of arable land to permanent grassland. Although the ESA's are not planning designations and do not introduce any planning or regulatory controls, the aims of the scheme are consistent with the countryside policies of this Local Plan.

## **Change of Use of Buildings**

### **7.45**

Changing agricultural methods, along with the decline in rural services and facilities, and the resultant vacation of premises, have led to buildings in the countryside becoming disused or unsuitable for their original purpose. These include not only farm buildings, but also a variety of other buildings such as schools, chapels, smithies, mills, domestic outbuildings and even large houses.

### **7.46**

Although some of these buildings may be suitable for conversion to alternative uses, changes of use will only be permitted where the new use would not be detrimental to the quality of the landscape or to the rural environment. Buildings should be structurally sound and capable of conversion without complete or substantial reconstruction. A structural survey may be required. Extensions to buildings will only be permitted if it can be demonstrated that they are required in order to secure a viable future use and provided that they would comply with other policies of the Local Plan. Buildings may be suitable for conversion to a range of uses, although residential use is regarded as the least desirable due to the Local Plan's strict control over new housing in the countryside. In addition, residential conversions are more likely to have a detrimental effect on the fabric and character of the building, and the creation of a residential curtilage can have a harmful effect on the landscape.

### **7.47**

The change of use of buildings in the countryside, particularly farm buildings, may offer scope for employment use. Therefore a policy has been included in this Local Plan that seeks to establish an order of preference for the change of use of buildings in the countryside. Based on government guidance and the "Rural England" White Paper, this policy favours business use, or business use with an ancillary element of residential use, over purely residential use although the need to protect the quality of the rural environment and the character of traditional farm buildings is recognised. Proposals which would perpetuate a rural eyesore

will not be permitted. Where agricultural buildings are involved, the planning authority will not permit their change of use if it has reasonable cause to believe that the applicant has attempted to abuse the system by constructing a farm building with the benefit of permitted development rights, with the intention of early conversion to another use. In order to control the proliferation of new agricultural buildings following the conversion of old ones to alternative uses, the Local Planning Authority will consider imposing planning conditions withdrawing permitted development rights for new farm buildings in respect of that agricultural unit or holding.

#### 7.48

The conversion of historic agricultural buildings such as barns is in itself a sensitive issue, as the most appropriate use for a building is that for which it was originally designed. Preference will be given to new uses which respect a building's special characteristics and have least impact both externally and internally. The problems outlined in paragraph 7.47 above are particularly relevant to farm buildings, and therefore before residential conversion is considered a number of alternative uses should be evaluated. In order of preference these are community uses such as meeting halls which keep the interior wholly open, industrial uses related to agriculture, office and commercial uses, other industrial uses that preserve the openness of barns, and craft and studio type uses. If after careful investigation no alternative to residential use can be found, the Local Planning Authority will seek to retain undivided as much of the interior volume as possible. The number of units within such a conversion will, therefore, be strictly limited and in many cases only a single dwelling will be acceptable. The conversion of historic farm buildings is a difficult problem and there should be no automatic assumption that alternative uses will be acceptable; there may well be occasions when a change of use would ruin its character and the only acceptable course of action is to preserve it in its present form. This is particularly relevant with regard to listed buildings, to which normal listed building policies will apply.

#### *Policy C22*

#### 7.49

Within the District there are a number of large buildings standing in extensive grounds, many of which are country houses still in private residential use. Some of these are unsuitable for modern living and in order to retain the building alternative uses may need to be found. In view of the outstanding historic, architectural and landscape importance of many of these buildings and their associated estate buildings and

grounds, and the space that they offer, the Local Planning Authority will consider a wider range of alternative new uses than would normally be acceptable in the countryside. These include changes of use to institutional uses such as schools or nursing homes, or conversion to hotels, flats or offices. The latter two options are regarded as being the least desirable in view of the greater impact they would be likely to have on the buildings' character and conflict with other policies in this plan. Proposals are therefore only likely to be considered favourably where they would be the only means of retaining and maintaining the building. The settings of these buildings are also important, in terms of both the immediate grounds and the wider landscape. It will therefore be necessary for applicants to submit adequate plans to ensure the retention and, where appropriate, the restoration of the surrounding grounds, particularly where these comprise historic parks and gardens (see also paragraphs 6.27-6.29).

*Policy C23*

7.50

Redundant buildings may house protected or declining wildlife species such as bats or barn owls. Plans for the conversion or change of use of such buildings will be required to take account of these and to avoid their disturbance.

## **Extensions to Buildings**

7.51

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. Additions, i.e. new development which is not necessarily physically linked to the existing building, will be similarly controlled. Extensions and additions must fall within the existing curtilage.

*Policy C24*

# Adopted Local Plan - New Forest

## The New Forest

**Objective:** To maintain and enhance the traditional character of the New Forest through planning policy whilst ensuring the social and economic well-being of all those who live and work in the area.

### 8.1

The New Forest was created in around 1079 as a Royal Forest and remains today one of the largest areas of mainly unenclosed land in the south of England. Its importance as a whole rests in large part on its historic importance, on its outstanding range of wildlife habitats which make it of international significance for nature conservation, on the unique combination of landscape types which it contains, and on its aesthetic appeal and suitability for countryside recreation. The New Forest is a highly varied landscape and includes old woodlands, timber plantations of many different types, extensive tracts of heathland and bog, grassy lawns, enclosed farmland, large estates, coastal land and a number of different villages and small towns. Many of these types of landscape are not confined to the area within the Perambulation. This is an administrative and management boundary within which the Verderer's bylaws apply, rather than a landscape boundary. The Perambulation has never been the boundary of the New Forest system in its entirety and, until recently, the increasing tendency to use it as a boundary for the purposes of operating policies for which it was neither conceived nor intended, meant that the vulnerable and important areas around the Perambulation of the Forest were coming under increasing pressure from development.

### 8.2

In order to give recognition and protection to this wider area, in 1985, New Forest District Council proposed a draft designation of approximately 200 sq. miles within their District as the New Forest Heritage Area, to which particular policies would apply. This area has subsequently been extended by New Forest District Council and has been refined as Local Plans covering the area have been prepared. The importance of the New Forest was subsequently recognised by Salisbury District Council and Test Valley Borough Council with a boundary for the New Forest Heritage Area being defined through respective Local Plans.

### 8.3

The Government recognises that the New Forest is a unique area and, whilst not giving the area the same status as a National Park, intends to apply the same planning policies to the wider New Forest area as would apply if that area were a national park. The new planning regime will apply to the definition of the NFHA as established through Local Plans. In

Salisbury District the established boundary is as shown on the Proposals Map. The District Council supports the Government's proposals for the future of the New Forest and this is reflected in the policies for the New Forest contained within this Local Plan. For the purposes of this Local Plan the term "New Forest" means the New Forest Heritage Area.

## Implications for Development

### 8.4

The District Council recognises the importance of the New Forest and the need to ensure the long-term protection of the system in its entirety. The New Forest is an area within which rigorous restraint policies apply to protect its character. The main aims of the policies are to resist all activities which could have an adverse effect on the overall character, natural beauty, ecology, historic importance or functioning of the New Forest whilst allowing for limited development to sustain the local economy. While individual developments may have relatively little impact, the cumulative effects of such development could result in harm to the Forest over time and this is taken into account in framing the Local Plan policies. In addition to the specific New Forest policies which are set out at the end of this chapter, a number of general policies apply within the area. In all cases the general principle of protecting the New Forest, which is embodied in policy HA1, will apply.

#### *Policy HA1*

## Housing

### 8.5

The housing policies aim to protect the New Forest from additional pressures arising from increases in the resident population and the amount of built development, while recognising the need for some development, particularly to meet essential local needs. Housing Policy Areas identify where new residential development will be considered in the Forest villages. Within these areas however development will be limited. The restriction of infilling, subdivision and change of use to a net increase of only one dwelling is necessary to protect the character of the villages and to protect the New Forest from cumulative additional pressures arising from residential development. The extent of a residential curtilage will be taken to be as of September 1993 when the South Eastern Parishes Local Plan was adopted. Where a site or building is reasonably capable of being developed or redeveloped to provide more than a single new dwelling, such a site should normally be developed in accordance with policy H26 – local needs affordable housing. The additional considerations recognise the importance of ensuring that any

development is compatible with the existing, and that important open areas and features which contribute towards the character of the area are not eroded.

*Policy HA2*

8.6

Policy HA3 seeks to assist commoners in obtaining housing from which to exercise their commoning rights. In particular the policy seeks to assist young commoners who wish to continue their family's commoning traditions but who, on wishing to set up home themselves, are unable to purchase a dwelling from which they can continue commoning. The New Forest Commoning Trust has been set up specifically to support the implementation of this policy, and the Council will have regard to whether the proposal for a commoner's dwelling is supported by the Trust.

*Policy HA3*

8.7

A proposal by an applicant Commoner who already owns or has secure occupation of a dwelling which is suitably located for the purpose of commoning is unlikely to meet the terms of policy HA3. Applicants whose proposals are acceptable in principle are advised to discuss their detailed proposals – the size, siting and design of the proposed dwelling – with the Local Planning Authority. Commoners' dwellings should be appropriate to the landscape of the New Forest while providing for modern habitable requirements. Where a case can be made for permitting a commoner's dwelling, proposals involving the re-uses of redundant agricultural buildings will be encouraged.

8.8

In order to guarantee the long-term availability of dwellings built under this policy, applicants will be required to enter into legal agreements. The New Forest Commoning Trust have devised an agreement which is acceptable to the Local Planning Authority, further details of which are available upon request. In implementing this policy, the Local Planning Authority will also have regard to the potential impact of such development proposals upon the environment of the New Forest and to the criteria in policy HA1 and other relevant policies.

8.9

An important element of the traditional character of the New Forest is the built environment and the way in which this relates to the natural landscape of the Forest. The cumulative impact of proposals to replace traditional dwellings, if not carefully controlled, could lead in the long-term



to the erosion of the character of the area. Whilst there may be some scope for a modest increase in size of a replacement dwelling, it is important that its design reflects traditional New Forest character. As a general guide a replacement dwelling which is more than 30% of the original dwelling is unlikely to be acceptable unless the dwelling being replaced was extremely small and the new dwelling would reflect the character of traditional forest dwellings in the locality.

*Policy HA4*

**8.10**

Extensions to dwellings in the New Forest outside the defined villages will be considered under policy H31. In view of the importance of maintaining the character of the area, as with replacement dwellings, an extension of more than 30% of the original dwelling is unlikely to be acceptable due to its impact on the character of the surrounding area. A larger extension may be acceptable where a property is particularly small and the extension is required to bring it up to modern standards.

## **Employment**

**8.11**

The main area of employment development within the New Forest in Salisbury District is at Giles Lane, situated in open countryside approximately half a mile north of Landford. Based in a disused sandpit, the use of the site for industrial purposes dates from the end of the 2nd World War, although the first rationalisation of the planning situation came in 1978 when the District Council resolved to grant Established Use Certificates on a number of buildings. The site is considered to perform a useful function as a base for industries needing low-cost premises. However, in view of its location within an area of general restraint, its substandard access and increasing emphasis on locating new development in sustainable locations readily accessible by means of transport other than the private car, the District Council is of the view that there is only limited potential for additional development within the parameters of policy HA6.

**8.12**

In order to reconcile the District Council's principles of restricting activities which could have an adverse impact on the New Forest with the need to maintain the local economy, small scale business uses will normally be permitted within the settlements of Landford, Lover, Nomansland and Redlynch, subject to a number of criteria. Elsewhere in the area, new

business development will be restricted to the conversion of existing buildings.

*Policy HA5*

8.13

The limited extension or redevelopment of existing business premises will normally be allowed provided that it is necessary for the efficient operation of the existing business and takes place within existing site boundaries.

*Policy HA6*

## **Change of Use of Buildings**

8.14

As an exception to the general thrust of the Local Plan's countryside policies, and in line with Government advice, the conversion of buildings in the countryside to employment uses is considered acceptable, although the need to protect the quality of the rural environment and the character of traditional farm buildings is recognised. The intention is to put to beneficial use buildings that would otherwise fall into disrepair and be lost. Whilst the buildings should, in terms of their appearance, be worthy of retention and the proposed conversion should not perpetuate a rural eyesore, it is not necessary for the buildings to be of particular architectural or historic interest. There is no limitation upon the type of employment activity to be undertaken in such a converted building, save that the requirements of the policy are met and that the scale and type of operation is appropriate to the character of the building and compatible with the surrounding rural area. Where agricultural buildings are involved the Local Planning Authority will wish to be satisfied that the permitted development rights have not been abused. In addition, in view of the need to support commoning in the New Forest, applicants will be expected to show that the buildings are redundant in terms of their re-use for agricultural purposes within the New Forest.

*Policy HA7*

## **Recreation and Tourism**

8.15

The New Forest is subject to increasing pressure from visitors and recreational activities which have a detrimental effect on the ecology and landscape of the area. The development of recreational facilities such as golf courses would attract additional visitors to the area, would have a detrimental effect on the natural beauty of the area and may lead to the loss of back up grazing land. The Local Plan therefore strictly limits all

new recreational activities within the New Forest. The only exceptions to this will be if the recreation facility is to serve local needs or will not increase the number of visitors to the New Forest, for example, a village hall, childrens play area, or if a facility is needed as part of a management initiative for the New Forest, for example, a small car park or interpretation centre.

*Policies HA8, HA9 & HA10*

## 8.16

Horse riding is a popular activity in the New Forest, but it is recognised that the Forest is suffering from problems of erosion caused by horse riding. The Local Plan seeks to prevent any increase in the number and size of riding establishments using or likely to use the New Forest. In addition to commercial establishments, a number of households keep horses and ponies for their own private recreational use. The Report of the New Forest Review Group recommended the adoption of a specific policy on shelters and private stabling in order to ensure that where accepted in principle, they are acceptable within the landscape. The District Council recognises the need to provide suitable shelters for these animals, but will ensure that they are designed and sited to have minimum impact on the New Forest and on any neighbouring property.

*Policies HA11 & HA12*

## 8.17

The value of tourism to the local economy is recognised by the District Council, but this does have to be reconciled with protecting the natural beauty of the Forest. Due to the increasing pressures on the New Forest from visitors, new tourist attractions will not be allowed within the Heritage Area. For the same reasons, new hotels or the change of use of existing buildings to tourist accommodation will not be acceptable. However, provision is made for minor extensions to existing premises in order for a better quality of service to be provided, for example, en-suite facilities. Similarly because of the need for restraint on the number of visitors and in view of the visual impact of caravans in the countryside, new sites for static caravans, holiday chalets, touring caravans and tents will not be permitted in the New Forest. Beyond the New Forest, limited provision is made for new recreational/tourist activities which may assist in drawing pressures off the Forest.

*Policies HA13, HA14, HA15 & HA16*

## Transport

## 8.18

Proposals for traffic management in the New Forest are contained in the Transportation Strategy for the New Forest produced by Hampshire County Council. The objectives of the strategy include the introduction of a variety of initiatives to reduce the need to travel by car, improve road safety, and reduce undesirable impacts of traffic on wildlife and the unique Forest environment. Salisbury District Council supports the strategy's objectives and will consider complimentary measures within Wiltshire, including improved cycle routes into the Forest which link with the Forestry Commission's cycle network on gravel tracks.

## **Minerals and Waste**

### 8.19

The control of mineral extraction and waste disposal is the responsibility of Wiltshire County Council and as such this Local Plan cannot contain policies relating to these types of development. However, the District Council is of the view that such proposals are unsuitable in the New Forest and that there should be a strong presumption against mineral extraction, oil and gas exploration, and sites for waste disposal in the New Forest. The District Council will support any such restrictions in Wiltshire County Council's Minerals and Waste Local Plans.

# Adopted Local Plan - Shopping

## Shopping

**Objective:** To enhance the quality of retail facilities within the District by sustaining the position of Salisbury as a sub-regional centre and encouraging the provision of needed facilities in other settlements.

### 9.1

Salisbury is the principal shopping area within the predominantly rural District and has a population catchment estimated in the order of 135,000 - 140,000. Retail expenditure in the city is enhanced by tourists and visitors, with at least 2.4 million tourism visits per annum in recent years. The range of small, specialist shops in the centre make a significant contribution to the diversity and appeal of Salisbury as a shopping destination. The city also plays a key role as the economic, social and leisure focus of the District, being its main employment centre, providing health facilities for the District and beyond, and offering residents and visitors an extensive range of entertainment and recreational facilities, including popular evening activities.

### 9.2

Amesbury, the second largest settlement in the District, functions as a district centre serving the communities on the southern edge of Salisbury Plain. Its proximity to Stonehenge and the A303 generates significant tourist interest. It is characterised by an emphasis on services and convenience based shopping, together with a high frequency of use.

### 9.3

Other centres in the District such as Wilton, Tisbury, Downton and Mere perform a local role in the provision of shopping and other services and have more limited catchments than the two main centres.

## Strategy for Retailing in Salisbury City Centre

### 9.4

The conservation value of a city centre like Salisbury inevitably imposes constraints on the scale and type of any additional floorspace, and how that floorspace is realised. The repercussions of retail growth, such as increased traffic generation and parking difficulties, must also be considered. National planning policy guidance requires local authorities to adopt a sequential approach to the assessment of future retail allocations and proposals, but recognises the constraints which exist in historic centres such as Salisbury.

### 9.5

Government guidance also stresses the importance of planning for future needs in retailing and complementary sectors, such as leisure. Following

Government guidance, the Local Plan strategy seeks to accommodate additional retail growth within and adjacent to the city centre, but to allow complementary out of centre development in order to meet identified needs and to achieve a balanced strategy for the Salisbury urban area and the wider District. Within the preferred balanced strategy however, the District Council will rigorously assess retail, leisure and other relevant proposals against key criteria to ensure that the vitality and viability of the city centre and other centres in the District are not undermined.

## 9.6

The original six point strategy for shopping in the City Centre has been continued from the previous Salisbury District Local Plan, but extended and changed to reflect more up to date guidance. The strategy seeks:

1. to protect and maintain the historic character and role of Salisbury as a sub-regional centre with its strengths being its attractive, historic environment, its mix of mainstream multiple and independent retailers, and its ambience
2. to restrict the level of new development to that which is appropriate for the role and character of Salisbury and in accordance with assessed needs
3. to accommodate, where possible, new trends in retailing and to locate development within or adjacent to centres consistent with the objectives of the sequential approach. Where this is not possible, the District Council will apply the approved locational strategy and direct development to locations which serve community needs and are accessible by a choice of means of transport
4. to promote central area development and redevelopment of a scale and design which is compatible with the historic character of the city centre
5. to exploit the opportunities remaining in city and town centres for new shops and conversion of historic buildings to retail use
6. to link shopping proposals with those for pedestrianisation, traffic management and car parking, and to achieve competitive environmental enhancement to boost investor confidence
7. to maintain access to the city centre by a choice of means of transport based on the Transportation Strategy and to protect the city centre environment and economy against the damaging effects of unacceptable increases in car usage whilst improving the opportunities for short stay and shopper car parking

8. to maintain the city centre's vitality by retaining a wide range of goods available. The cumulative impact of retail development proposals on the range of goods to be found in the city centre will be assessed as it may undermine its attractiveness as a sub regional centre.

The Local Plan attempts to accommodate innovative retailing wherever possible. In Salisbury, however, due to the fact that the built environment is historic, the city may not be able to accommodate all forms of retailing. Retailers may therefore need to be flexible in terms of their operation to secure representation in Salisbury.

## **City Centre Management**

### **9.7**

The District Council is committed to improving the environmental quality of Salisbury City Centre. Traffic calming and enhancement works have recently been carried out in the Queen Street and High Street as part of an ongoing enhancement programme. Both these streets have also been pedestrianised, and traffic calming measures are to be introduced on other city centre streets. The County Council is also going to implement a 20mph speed limit zone in the city. Car parking demand is also to be managed with the introduction of park and ride to the city. A partnership has been established between the Council and local businesses which seeks to promote the development of the economy and tourism within the city, and includes the appointment of a City Centre Manager. A wide range of events are also organised by the Council throughout the year which help promote Salisbury as a shopping and entertainment venue.

#### *Primary Frontages*

### **9.8**

The Local Plan identifies a number of areas within the City and Amesbury as Primary Frontages. The Local Planning Authority recognises and supports the maintenance of a predominantly retail element within these areas, but also that different but complementary uses, during the day and in the evening can reinforce each other, making town centres more attractive to local residents, shoppers and visitors. The principal role of the Primary Frontage is, however, to maintain the area as the retail centre, and the Local Planning Authority will therefore aim to establish or preserve, as a guide, 60% of each section of Primary Frontage within retail (A1) use. A section of Primary Frontage is considered to be a particular street block frontage, or frontage of 50 metres either side of the application site, whichever is less.

### *Policy S1*

#### *Secondary Shopping Areas*

## 9.9

The Secondary Shopping Areas reflect the concentration of existing shopping facilities in Salisbury and Amesbury and are areas within which retail development is acceptable in principle. Parts of Salisbury City Centre, for example, Fisherton Street and Winchester Street, have a distinct character, with the presence of small scale, specialist units, often within historic buildings. It is considered these areas contribute to the shopping experience of Salisbury and changes of use to non-retail activities should therefore be controlled. In accordance with PPG6, the importance of town centres providing a range of uses is recognised and the Local Plan places less restriction on change of use than to premises within Prime Frontages. It is however important to ensure that the vitality of these areas continues, and where possible is improved to provide attractive shopping environments. In order to ensure that retailing activity remains the dominant land use at ground floor level within these areas, at least a third of the units of a particular street block frontage, or frontage of 50 metres either side of the application site, whichever is less, should remain in retail (A1) use.

### *Policy S2*

## **Location of Retail Development**

### 9.10

The Local Planning Authority has reviewed the vitality and viability of key centres in the District in line with Government advice in PPG6 and recognises the need to strengthen and boost the city and town centres through positive measures. City and town centre sites are the preferred locations for retail and leisure development proposals, where suitable sites or buildings suitable for conversion are available, followed by edge of centre sites, district and local centres and only then out of centre sites in locations that are accessible by public transport. The definition of Salisbury City Centre encompasses the majority of the historic core. The Council considers the extent of this boundary is appropriate due to the compact nature of the city centre, its topography, high quality built environment and the presence of physical and strong visual boundaries around its edges. In order to help protect the environment of the City Centre the Council operates a policy of shopping trolley control. The historic character of Salisbury City centre will be protected and proposals within or adjacent to the city centre as defined on the Proposals Map will



only be considered favourably where environmental and economic harm and conflict with conservation policies would not result. Development proposals should be sited in locations which are accessible by choice of a means of transport.

*Policy S3*

9.11

Due to the extensive nature of the City Centre boundary, it may also contain locations which would normally be considered as Edge of Centre locations, in terms of Central Government guidance contained in PPG6. In PPG6 terms, and for the purposes of Policy S3, the 'Central Shopping Area' is considered to be the combined Primary Shopping Frontages and the Secondary Shopping Area. The Council also considers that, where pedestrian routes into the city centre are provided along flat, attractive and safe routes, the limit of the edge of centre may be extended beyond the 300 metres from the primary shopping area suggested in PPG6.

## **Salisbury**

9.12

The Local Planning Authority has reviewed the vitality and viability of key centres in the District in line with Government advice (PPG6, Figure 1). The evidence suggests a decline in some aspects of the city centre's performance and the need to strengthen and boost the centre's economy through positive measures. In addition, the Council's research has concluded that there is no further qualitative or quantitative need for additional retail warehousing floorspace in Salisbury over and above the extant permissions. Any further proposals should therefore be directed towards city centre or edge of centre sites. Whilst the Local Planning Authority has adopted a balanced strategy which allows for some limited out of centre development, all allocations and proposals which may emerge during the lifetime of the plan will be rigorously assessed to ensure that:

- a. they do not undermine the vitality and viability of the centre, deter investor confidence, lead to an unacceptable increase in vacancies, nor detrimentally affect the economies of town centres
- b. they would not detract from the positive enhancement of centres and the Local Planning Authority will rigorously apply the established planning tests to retail proposals and fully support the key objective of sustaining and enhancing the vitality and viability of centres.

9.13

The PPG 6 definition of 'edge of centre' also applies under policy S4; that is to say locations that are within 200 – 300m of the boundary of the primary shopping area. However, The Council also considers that, where pedestrian routes into the city centre are provided along flat, attractive and safe routes, the limit of the edge of centre may be extended beyond the 300 metres from the primary shopping area suggested in PPG6.

*Policy S4*

9.14

#### **Livestock Market (Waitrose Site)**

Planning permission for retail development on this site has been implemented. Whilst the site is further from the city centre than suggested for edge of centre locations by Central Government, it is considered to be an edge of centre location due to the fact that it provides parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes, and has an attractive physical linkage.

9.15

#### **Brown Street Car Park**

This site is owned by the District Council. In view of the close relationship of this site to existing office and retail development it is considered that the best use of the site would be a mix of development which should incorporate a retail element. The site has archaeological interest and an archaeological excavation will be required by the County Archaeologist. A development brief will be prepared for the site.

*Policy S5*

9.16

#### **The Maltings**

The redevelopment of the city centre site at The Maltings, which will include the provision of a larger foodstore, is expected to meet the convenience shopping needs of the urban area during the plan period. Proposals will be expected to have regard to the adopted development brief for the site.

*Policy S6*

9.17

#### **London Road**

Planning Permission has been granted for non food retail development on approximately 3.6ha of land at London Road. The range of goods to be

sold from the site is limited by the permission to bulky goods. The Local Planning Authority wishes to to maintain the visual attractiveness of this route and therefore wishes to avoid the profusion of advertising found elsewhere along approaches to the city. For similar reasons, a high quality development, in terms of building design, layout and landscaping, is envisaged on the site. The Local Planning Authority may seek a retail impact assessment study for other applications for retail warehouse development on this site.

*Policy S7*

## **Amesbury**

### **9.18**

Amesbury is the second largest settlement in the District and considered to have potential for significant economic growth during this Plan period. The Local Planning Authority will therefore promote economic development in Amesbury through this Local Plan. It is however, considered important that the future development of the town should address a number of issues to ensure a balanced approach is taken and that facilities are provided to serve the increased population. Existing food retailing is concentrated at a Co-Op Pioneer foodstore in the town centre. The District Council has indicated that it wishes to see a new foodstore as the first phase of a comprehensive redevelopment of the Redworth House area to improve facilities in the town centre.

### **9.19**

The majority of new and proposed housing and employment growth is located to the east and south of Amesbury. In order to provide choice, help reduce car travel and to encourage development of self-sustaining communities, shopping and community facilities are planned in local centres at the Butterfield Down residential neighbourhood that is nearing completion off Porton Road and in the allocated development area south of Boscombe Road. The shopping provision in these local centres is intended to meet the qualitative local shopping needs

### **9.20**

#### **Amesbury Town Centre**

The extent of Amesbury town centre is defined on the Amesbury Proposals Map. The town centre is compact with the main retail and service areas located on Salisbury Street and High Street. The boundary also includes the various community and service facilities found within the immediate area.

### **9.21**

### **Food Store – Amesbury Town Centre**

In accordance with the sequential test set out in PPG 6, the District Council wishes to see a new foodstore as the first phase of the comprehensive redevelopment of the current Redworth House site in Amesbury Town Centre. A development brief for the site was adopted as Supplementary Planning Guidance in March 1999 and sets out detailed requirements for redevelopment proposals including the need to relocate the existing facilities at Redworth House.

*Policy S8*

## **Local Shops**

### **9.22**

There is an established hierarchy of facilities throughout the rest of the District serving local demand. This provision of shopping facilities is of particular importance within a predominantly rural area such as Salisbury District. Many settlements, such as Amesbury, Mere, Tisbury and Downton, have a range of shops and facilities, including day to day convenience goods shops, banks and speciality shops. In addition, village shops, often cum post office, provide a necessary service within the local community and a social forum, especially for the less mobile and those without private transport. The Local Planning Authority considers, therefore, the retention of village shops to be particularly important to the well being of the local community, and will seek to resist their change of use. In addition, the Local Planning Authority will test the impact of retail proposals on the vitality and viability of nearby local centres, to ensure that there is no unacceptable impact and will not undermine their continued viability.

*Policy S9*

## **Shopfronts**

### **9.23**

Salisbury and most of the local shopping centres are situated within Conservation Areas and retain old shopfronts, which contribute to the character of the street scene. The Local Planning Authority will seek to retain these, particularly where they incorporate recessed, curved or coloured glazing, moulded pilasters and frames and traditional fascias. Policies for shopfronts in Conservation Areas are contained within the Conservation Chapter. New shopfronts and alterations to existing ones should incorporate the needs of the disabled. The Local Planning

Authority has published separate guidance on shopfront design in Salisbury.

*Policy S10*

## **Farm Shops**

9.24

Farm sales of unprocessed goods produced on the farm together with a minimal quantity of other goods are regarded to be a use ancillary to the main use as a farm, which constitutes permitted development and does not therefore require planning permission. However, use of a farm shop for selling a significant amount of produce brought in from elsewhere is a separate use that requires planning permission. The Local Planning Authority is aware of the problems that farm shops can create, such as the impact on existing shops in villages, as well as the service they often provide to local communities. In the more remote rural areas, farm shops may be of benefit to the community, but in some cases, they may also undermine the viability of existing local shops nearby.

*Policy S11*

## **Garden Centres**

9.25

There are a number of nurseries and garden centres in the District which sell a range of horticultural goods, including ancillary items such as ponds and conservatories. Any service facilities, such as tea rooms, should also be ancillary to the sale of horticultural items. Proposals for nurseries and garden centres will generally be acceptable subject to the criteria set out in policy S12. However, the high landscape quality of the Local Plan area and the inadequacy of the local highway network will generally restrict this type of use in the more sensitive parts of the District.

*Policy S12*

# Adopted Local Plan - Transportation

## Transportation

**Objectives:** To implement a sustainable transportation and land use strategy for the District in partnership with the County Council, which minimises the need to travel, reduces reliance on the private vehicle and encourages the use of environmentally friendly modes of transport such as public transport, walking and cycling whilst providing good accessibility and promoting economic vitality within the District.

## Introduction

### 10.1

The growth in demand for travel, and in particular motorised traffic, is forecast to continue well into the next Millennium. Forecasts produced in 1997 suggested that traffic levels would be between 36% and 57% higher in twenty years time unless remedial policies are implemented. It is widely recognised that such traffic growth will have unacceptable consequences for both the environment and the economies of certain parts of the country. Transport emissions are the fastest growing contributor to atmospheric pollution, particularly of carbon dioxide and other gases linked to global warming. At the local level the increasing use of motor vehicles, particularly the private car, has led not only to additional pollution, but also to congestion, environmental damage and diminishing quality of life and security in urban and rural communities alike. It is now acknowledged that there is a need, at the very least, to secure a reduction in the rate of traffic growth by attempting to manage demand for travel particularly by private motor vehicles.

### 10.2

Transportation is an integral part of the Local Plan. The importance of the link between land use planning and transport is increasingly appreciated. The location and type of new development directly affects the amount and mode of travel. In turn, the nature of transport infrastructure can influence patterns of development. A central aim of this Local Plan is the achievement of a sustainable pattern of land use and transport infrastructure that will minimise the overall need to travel, and will reduced reliance on the use of motor vehicles, particularly the private car.

### 10.3

The Government endorses this aim in its White Paper on the future of transport 'A New Deal for Transport: Better for Everyone'. Planning Policy Guidance Notes PPG1, PPG6, PPG13, PPG13 - A Guide to Better Practice, also support this approach. Overall, the Government's intention is to lessen the environmental impact of transport and dependence upon the private motor car, whilst providing for economic and social needs for access to work places and facilities. Continued growth in the demand for

motorised transport threatens the nation's ability to meet agreed objectives for greenhouse gas emissions, for air quality, and for the protection of landscape and habitats. On the other hand, reducing the need to travel will contribute to the environmental goals set out in the Government's Sustainable Development Strategy (*Sustainable Development: The UK Strategy*).

#### 10.4

Local Transport Plans have now replaced the annual Transport Policy Programme (TPP) submission as the means by which local highway authorities bid for Government funding for transport measures. A provisional plan will be submitted in July 1999, followed by the first definitive plan in July 2000. Funding for the measures proposed in the transportation strategy for Salisbury will be sought through the Local Transport Plan.

#### 10.5

The District Council will be working in partnership with a variety of agencies to implement the transportation policies set out in this plan and the measures that form the local transport plan. The relationships between the various agencies and their respective functions will be crucial. The role of the various agencies is explained in the glossary to this Local Plan.

## **A Transportation Strategy for Salisbury**

#### 10.6

Salisbury District Council and Wiltshire County Council have worked closely in recent years in the preparation of a sustainable Transportation Strategy for Salisbury and Wilton. The Transportation Strategy for Salisbury and Wilton, which relies fundamentally on a sustainable transport approach, forms part of the wider local transport plan, for the County as a whole, prepared by Wiltshire County Council. This strategy and the countywide local transport plan seek to address general national guidance and environmental concerns, such as air quality, described above. The specific objectives of the strategy are to:

- reduce reliance on the private motor vehicle
- encourage the use of modes of travel other than the private car, particularly walking, cycling and public transport
- enhance and support the economic vitality and viability of the city centre
- reduce accident danger for all travellers, but particularly for pedestrians, the mobility impaired and cyclists

- maintain and enhance the city's accessibility and attractiveness as a place in which to live, shop, work and to visit
- promote development patterns which reduce journey lengths, reduce the overall need to travel and encourage people to use more environmentally friendly modes of transport
- minimise the environmental impact of motorised travel such as air pollution, greenhouse gas emissions and noise within the City by restricting the growth in the use of the motor vehicle.

## 10.7

The Transportation Strategy for Salisbury, based on these objectives, includes a wide range of integrated measures. These are described in detail in the Transportation Strategy for Salisbury policy document and in the Salisbury & Wilton Local Transport Plan, which both represent Supplementary Planning Guidance by the District Council. The five main policy components can be summarised as follows:

- the **promotion of alternative modes of transportation** including measures to promote public transport through bus priority measures, improved passenger facilities/information and financial support. This policy component also includes measures to improve infrastructure and facilities for pedestrians and cyclists.
- support for a **demand management** approach to transport policy, including the development of Green Commuter initiatives within the District, and promotion of measures to reduce the impact of travel demands associated with schools and other large trip generators.
- a **balanced city wide parking strategy** centred around the introduction of Park and Ride and the management of Salisbury's on-street and off-street parking. This would include the introduction of parking information measures to improve driver information/knowledge and produce more efficient parking patterns.
- city centre **traffic management** and traffic calming measures including pedestrianisation.
- 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.

*Policy TR1*

## Demand Management

### 10.8

There are a number of important demand management measures that form a central part of the Transportation Strategy for Salisbury. These



policies will be pursued in both the short and long term as a means of reducing the need to travel by private car and encouraging use of alternative and more sustainable modes of transport.

#### **10.9**

The District Council will support and promote Green Commuter and Business Travel planning initiatives amongst employers in the Salisbury area. The main aim of these initiatives is to encourage employers to individually, or in partnerships, implement strategies to reduce the number of car journeys to work and for business purposes in the Salisbury area. It is recognised that green commuter plans can make a significant contribution to reducing car traffic.

#### **10.10**

Other demand management initiatives by large trip generating developments such as schools will be promoted within Salisbury city centre in particular. Journeys to and from school contribute significantly to congestion during peak periods. The District Council will support all measures that seek to encourage greater use of public transport by schoolchildren and more sustainable school travel patterns within the District.

#### **10.11**

Where new developments generate significant travel demands the District Council may require that developers produce plans to show how they would reduce their travel impact. Such plans are designed to address the transportation demands of new commercial developments and other generators of significant volumes of peak hour traffic.

### **The Market Place Car Park**

#### **10.12**

The Conservation Study of Salisbury (1990) found that the use of the Market Place for car parking, although clearly convenient to car drivers, was at odds with its importance as a space within the city centre. It was a major generator of city centre traffic, and there were in addition calls from the Civic Society and others for a reduction in the number of parking spaces, leading eventually to the total removal of cars.

#### **10.13**

Salisbury Market Place is a major public open space at the heart of the Conservation Area. Its scale, setting and the quality of surrounding buildings, make it of international importance. Following the recent completion of the first phase of enhancement works in the Market Place, the Council substantially reduced the number of car parking spaces. It is

accepted that that the use of the Market Place as a car park runs counter to the desirability of extending its role as a pedestrian open space and carrying out further phases of physical enhancement. The draft version of this Local Plan proposed that car parking should be removed when the first park and ride site opened, but this has not proved to be possible, largely for financial reasons. The Council has to ensure that its overall car parking account operates at an appropriate level of surplus if further park and ride sites are to be brought into operation, and at the moment this would not be possible if income from the Market Place car park was terminated. For the time being, it is therefore necessary to maintain car parking at current levels in the Market Place, but with the clear intention of ceasing its use as a car park as soon as circumstances permit. It appears unlikely that this will be possible until at least the third park and ride site has been opened.

*Policy TR2*

**10.14**

Promoting tourism within Salisbury city centre is an important objective of the Council. Coach traffic is important as a component of the sustainable transport approach for the city and adequate provision is essential. The pattern of coach traffic is highly seasonal. The release of space, following the introduction of Park-and-Ride, within the Central Car Park will enable the Council to increase coach parking facilities in the city. This together with other measures will enable the coach parking facility to be doubled in capacity during the summer months. As part of the local transport plan the District Council and County Council are developing a coach strategy for Salisbury. This strategy will aim to improve both coach parking and drop off/pick up facilities with the city centre

*Policy TR3*

**10.15**

Rail services provide a valuable public transport service both locally and nationally. They enhance the accessibility of Salisbury, strengthen its economic position and increase the range of travel opportunities for residents, business users and visitors alike. Environmentally the benefits of rail use are considerable, removing freight and car users from the road, easing congestion and reducing pollution. Demand for rail freight transport is forecast to increase significantly in the future.

**10.16**

Proposals for rail based or served developments will be supported and the provision of new or expanded rail freight terminals will be encouraged.

The Eastern Goods Yard site in Salisbury will be safeguarded for possible future development as a passenger/freight interchange. The Steam Engine Shed site in Churchfields will also be safeguarded for possible future development as a freight interchange/terminal. Both sites are located adjacent to the railway and in close proximity to the city centre, the Churchfields Industrial Estate and the Railway Station and offer medium to long-term potential for redevelopment for local transportation purposes.

*Policy TR4*

**10.17**

As highlighted in policy G9 the Local Planning Authority will seek to negotiate contributions from developers toward measures to assist public transport, cycling or pedestrians where as a direct consequence of a proposed development additional infrastructure or facilities are required.

**10.18**

Proposed traffic management and demand management measures could do much to improve access for buses to Salisbury city centre. Similarly bus priority measures on main routes into the centre of Salisbury would give a physical, psychological and journey time advantage to bus transport (park and ride and scheduled bus services). The opportunities to give preference to buses, for example by the provision of bus lanes or bus actuation of traffic signals, will be examined. The District Council will continue to offer financial support to rural bus services.

## **Commuted Payments**

**10.19**

To accommodate car parking requirements in the Central Area of Salisbury, and/or to enable developers to improve the accessibility of a site by non-car modes, the District Council will accept or may seek contributions from developers towards the extension of public car parking facilities or towards measures to assist public transport or walking and cycling (or other measures which are part of the current Local Transport Plan), in line with the advice contained in DOE Circular 1/97 (Planning Obligations) and Planning Policy Guidance Note 13 Transport. Payments received will be held in a fund established for this purpose and will be put toward the provision of Park and Ride facilities or, in accordance with paragraph 4.10 of PPG13, will be used to assist public transport (including rail) or walking and cycling. Payments will be held for a period of five years and, unless committed to an identified scheme, will be returned to the developer at the end of that period.

**10.20**

Supplementary Planning Guidance is being prepared by the District Council in respect of the level of contribution that will be sought and the measures developers may be asked to contribute towards.

**10.21**

Whilst mainly intended to satisfy the parking requirements and transportation demands of new commercial developments, commuted payments will also, at the discretion of the Local Planning Authority, be accepted in the case of residential proposals involving sites in the city centre. In general, such proposals will relate to the conversion or enlargement of existing, non-residential properties. The number of spaces sought and the level of contribution involved will be calculated in the manner set out in Appendix V and the supplementary planning guidance regarding commuted payments.

**10.22**

Where it can be demonstrated that the proposed development would bring forward low-cost residential accommodation to serve a local need, the Local Planning Authority may be prepared to relax the parking standard to be applied and, in exceptional circumstances, may waive the requirement altogether. Advice is available from the Local Planning Authority regarding the level of contributions that will be sought. The dedication of public car parking spaces to a specific user will not be permitted under the arrangements described above.

**10.23**

It has been the policy for many years to provide most of any required increases in car parking capacity in the Central Area of Salisbury within public car parks. There have been four reasons for this approach:

- a. the environmental damage that may be caused by the establishment of private car parks would conflict with the District Council's conservation objectives;
- b. additional private car parks would lead to an increase in traffic on city centre streets;
- c. public car parks are more efficient since spaces are pooled and made available at all times to the general public; and
- d. the management of car parks is an important aspect of transport policy and it is therefore better if the local authority has control over a high percentage of parking stock.

10.24

These reasons are perhaps more valid today than at any time in the past. It is recognised that private non-residential (PNR) car parks are a major generator of traffic within urban areas. The Council will therefore not permit the creation of PNR car parks.

*Policy TR6*

## **A Balanced Parking Strategy for Salisbury**

10.25

National Planning Guidance (PPG13 and the Transport White Paper 'A New Deal for Transport: Better for Everyone' recognises the important role that the management of on and off-street parking plays in any sustainable transport strategy, particularly in the objective of reducing reliance on the use of the private car. Similarly, the Local Transport Plan produced by the County Council, in consultation with the District Council, stresses the importance of parking policy as a demand management tool and highlights its vital role as a policy of the Transportation Strategy for Salisbury.

10.26

Following District Council elections in May 1995, the new council administration determined that its predecessor's strategy of maximising car parking in Salisbury city centre should be abandoned. A balanced car parking strategy for Salisbury has since been introduced, which forms part of the Transportation Strategy for Salisbury. The parking strategy considers the overall availability of parking in the central area, as well as management and pricing policies for public parking.

10.27

Important components of this balanced parking strategy are:

1. Providing adequate shoppers' car parking in the city centre through an **increase in the proportion of short-stay spaces.**
2. Meeting the long-term car parking needs of commuters and other long stay visitors through the **phased build-up of park and ride facilities** in peripheral locations around the city. At the same time it is intended to reduce the provision of **long stay off-street parking spaces within the city centre.**
3. Introducing on-street restraint measures within the city centre - **residential permit zones** have been introduced to prevent parking conflict between residents and other road users, particularly long stay parking.

4. Introducing **on-street parking charges** within the city centre accompanied by the implementation of a **Special Parking Area** to enable all city centre parking management and enforcement to be carried out by the District Council. These on-street measures are designed to complement land use policies and prevent on-street parking in areas of restraint on development.

#### 10.28

The principles of PPG13 are fully supported in the Local Plan. However, there is clearly more restricted scope for meeting the objectives of PPG13 in rural areas than in larger urban areas. The District Council is aware that its Transportation Strategy and its objectives must be applied flexibly to reflect local circumstances. The balanced parking strategy is designed to reflect the rural nature of the District outside Salisbury and the dispersed population catchment of Salisbury. Travel patterns in the area show a similarly dispersed pattern. Clearly within the urban area there is considerable scope to change the nature of travel patterns. However, whilst public transport services to some rural villages can be improved, and other methods of reducing dependency on the car can be promoted, the private car will remain essential for many trips in the District.

#### 10.29

Park and Ride facilities will enable many of these trips, and particularly commuter trips to be integrated into a more sustainable mode of transport. The development of Park and Ride sites will bring about an overall increase in the total public parking stock serving the city. There will however be a net reduction in long-stay city centre parking. As each Park and Ride site is opened 250 city centre long-stay spaces will be taken out of use. This will maintain accessibility to the city whilst bringing significant environmental, economic and peak hour traffic benefits. Park and Ride will be accompanied by public transport priority measures. This approach is considered to be in accordance with PPG 13 which recognises, in paragraph 4.30, that an increase in total public parking stock may occur, but that the impact of park and ride can be enhanced if accompanied by public transport priority measures.

## Residents' Car Parking

#### 10.30

The first residents parking zone was introduced in Salisbury in 1989 and several more have since been created. Residents' parking schemes have been found to have a considerable environmental benefit in freeing residential streets of unbroken lines of parked cars and, by forcing

commuters to either use public car parking spaces or change their travel habits, they tend to reduce the volume of unnecessary traffic in the city centre area. In conjunction with the County Council, the District Council will monitor the need for additional residents' car parking areas and will introduce these as required and as resources permit.

*Policy TR7*

## **Park and Ride**

### **10.31**

The introduction of measures, such as Park and Ride, that seek to reduce traffic congestion, encourage the use of public transport and so reduce the environmental impact of travel, are central to Government policy on transport. Experience of Park and Ride schemes elsewhere in the United Kingdom shows that they can be attractive not only to long-stay city centre parkers, but to all travellers, particularly to shoppers who dislike driving and parking in the city centre, and to tourists who do not know the area. The introduction of a quality Park and Ride scheme provides a realistic alternative to those who currently drive to the city centre. It will allow the introduction of environmental improvements within the city centre that might otherwise be impossible because of the need to maintain road space for car based traffic and parking.

### **10.32**

Park and Ride should not be considered in isolation. It forms only one element within the Transportation Strategy for Salisbury, which is designed to improve the relative attractiveness of public transport. Park and Ride will also be supported by a number of transportation proposals including the provision of bus priority measures, high quality Park and Ride stations and buses.

### **10.33**

Park and Ride proposals for Salisbury have been based on an initial allocation of sites on the A345 at the Beehive, on the A36 at Petersfinger. Three other sites are now proposed and these are located off the Avenue at Wilton (just off the A30/A36), on the A30 London Road, and on the A338 Downton Road. The development of all these sites will be undertaken as a rolling programme as resources permit.

### **10.34**

Park and Ride bus stop/termini facilities will be provided in the city centre. Associated traffic management measures designed to benefit users of the Park and Ride facilities will also be put in place. These measures will include the construction of bus only lanes and other schemes designed to

improve the journey time and reliability of Park and Ride bus services. Such measures, as noted earlier, will also benefit scheduled bus services.

#### 10.35

Where possible the Park and Ride sites will be linked to the proposed cycle network in the city. It is also intended that each Park and Ride site will offer secure cycle parking facilities.

#### 10.36

As a result of the poor quality of the existing Beehive junction (A345/C56), it will be a requirement that the junction should be improved as part of the development of the Beehive Park and Ride site. At Petersfinger a satisfactory junction will be required with the A36 Southampton Road. This junction could serve not only the proposed Park and Ride site, but also replace the existing Petersfinger Road junction, which is sub-standard. An assessment of the potential landscape, archaeological and ecological impact of the development of each of the Park and Ride sites will be required to accompany any planning applications.

#### *Policy TR8*

#### 10.37

In accordance with PPG6 (paragraph 2.32) the parking strategy is designed to achieve better use of existing car parking, by adopting policies which give priority to short-term parking for visitors to the city centre, such as shoppers. To support city centre economic vitality and viability short stay parking provision in the city centre will be increased by approximately 100 spaces as each Park-and Ride Site is introduced. An important aspect of this parking strategy will be a review of the pricing policy for parking within the city centre, both on and off-street when the first Park & Ride site opens. The present intention for the off-street car parks is that short-stay car parking prices will be raised by approximately 33%, and long-stay by approximately 67%. The District Council and County Council will continually monitor the performance of the transportation strategy and policies, including Park and Ride. Further details on transportation monitoring are provided in the County Council's Local Transport Plan.

#### *Policy TR9*

### **Salt Lane and Brown Street Car Park**

#### 10.38

Until the Park and Ride sites come on stream, there may at times be a shortage of car parking capacity in Salisbury. As a result, the



redevelopment of the Salt Lane and Brown Street car parks (proposed by Policies H5, H6, E5 and S5 of this Local Plan) will be delayed. The District Council will pursue the eventual redevelopment of these car parks, as this is appropriate in conservation terms. Redevelopment of these sites will not take place until alternative parking provision has been made available through the development of Park and Ride sites.

## **The Brunel Link**

**10.39**

Vehicular access to Salisbury's Churchfields Industrial Estate is extremely poor, and is constrained by a mixture of narrow, poorly aligned roads, low bridges and inadequate junctions. These difficulties result in heavy traffic congestion at peak periods and the generation of unnecessary vehicles trips, particularly by heavy and high-sided lorries, into the city centre.

**10.40**

It has for many years been the objective of the District Council to secure the construction of what has become known as the Brunel Link, a road and river bridge connecting Brunel Road, within the estate, with Netherhampton Road to the south. Both the District Council and Wiltshire County Council regard the construction of the Brunel Link as a major priority and are committed to achieve the road at an early stage during the period of this Local Plan. The Brunel Link features in the current TPP submission for construction between 2001 and 2003.

**10.41**

The proposed link crosses the River Nadder which is an SSSI and a candidate SAC. Further environmental assessment work is being undertaken on the river's environmental importance and nature conservation interest.

**10.42**

Alternative solutions to the accessibility problems of Churchfields will also be examined and promoted if they can be justified both financially and environmentally.

*Policy TR10*

## **District Wide Policies and Proposals**

### **Parking Standards Guidelines**

**10.43**

The parking guidelines and maximum standards described in Appendix V will be applied to determine the parking requirements of new developments in the plan area. Guidance on the level of provision that

should be allocated for disabled parking is also given. The District Council will also produce Supplementary Planning Guidance on the application of these standards including consideration of accessibility by all modes of transport.

*Policy TR11*

**10.44**

Parking represents a key link between the transport and the land use system. These guidelines are designed to form an integral part of the overall parking strategy for the district, one of the main aims of which is to reduce reliance on the private car. This is in accordance with Government guidance where the location, extent and availability of car parking for development is seen to be an integral aspect of planning and transportation measures that seek to reduce travel by private car.

**10.45**

Allowing unlimited provision of car parking spaces in new development only serves to exacerbate problems of congestion and pollution. The planning process can be used to influence the extent of private long stay parking and the future use of private cars. The aim will be to restrain commuter trips but not essential business trips. Levels of on site parking need to provide for the reasonable operational needs of businesses but not to encourage increased commuter parking.

**10.46**

Car parking provision for proposed developments will be determined having given consideration to the level of accessibility by other modes than private car, the level of traffic restraint appropriate for the location, individual site circumstances and taking account of advice contained in PPG13.

**10.47**

As set out in Appendix V it is intended that a more restrictive parking standard will be applied in the central area of Salisbury, and to other areas within the Local Plan area which can be demonstrated to have a high degree of accessibility by alternative modes of transport to the car. This is designed to conform with the overall transportation strategy for Salisbury, the aims of which are to reduce long term parking, congestion within the city centre and promote the use of public transport and encourage walking and cycling.

**10.48**

These parking guidelines have been revised from the car parking standards set out in the Wiltshire County Council document A Guide to

Parking Provision to bring them into line with the advice contained in PPG13 and to conform with the overall transportation strategy for the Local Plan area. The parking standards given in Appendix V represent a range of parking standards from the minimum operational standard to the maximum parking requirement (definitions are given in Appendix V).

#### 10.49

Car free residential developments, where a new development has no associated parking provision, may be permitted. Such proposals will only be permitted where it can be demonstrated that the development has good accessibility by public transport, walking and cycling and there are no significant road safety or traffic management implications.

#### 10.50

In an attempt to keep parking to the operational minimum, a developer may choose, or the Local Planning Authority may require the developer to provide a Parking Provision Assessment Guidelines on format will be included within Supplementary Planning Guidance issued and regularly updated by the Local Planning Authority.

#### 10.51

Alternative means of assessment which is considered acceptable to the Local Planning and Highway Authority may also be used. It is intended that this approach to reducing parking provision in accordance with locality and accessibility will be applied mainly to commercial developments. Similar consideration of these factors should be applied to residential and leisure developments. The criteria for assessment should be:

- i. On-Street parking and highway restrictions
- ii. Highway capacity/traffic levels
- iii. Public transport accessibility
- iv. Accessibility by foot or cycle

## **New Development**

#### 10.52

New developments should be designed and located to minimise the need to travel. The District Council will require developers to incorporate appropriate provision for additional traffic generation by development and for access by public transport, cycling and walking.

#### 10.53

Some recent housing developments in Salisbury and elsewhere have tended to be self-contained, and have not been satisfactorily linked to

adjoining housing, employment areas and community facilities. It will now be a requirement that new housing areas must be linked to adjoining development, and to neighbouring urban centres, this will reduce journey lengths and facilitate the use of sustainable modes of transport, such as public transport, walking and cycling.

**10.54**

Internally, new development areas should be laid out in a manner that encourages the use of sustainable modes of transport. New development proposals will be encouraged to identify measures where necessary to improve pedestrian and cycle access.

**10.55**

Measures to control traffic speeds help to reduce the car's impact and nuisance, lowers its speed, gives greater priority to the needs of pedestrians and cyclists and improves the quality and amenity of the local street environment. It can reduce the number of road accidents. Hence traffic calming measures should be an integral part of the detailed design of new residential development proposals. Supplementary guidance provided by the Highway Authority gives advice on residential road design standards and traffic calming measures.

**10.56**

Developers will be required to carry out Transport Assessments of their proposals where they are considered likely to have unacceptable impact on the local transport network. Adverse environmental and traffic effects arising from all development proposals shall be minimised by careful design and location, and by providing other improvements and facilities, particularly measures to improve provision for public transport, walking and cycling.

*Policy TR12*

## **Walking, Cycling and Traffic Management**

**10.57**

Walking and cycling are not widely used modes of non-recreational transport in the Local Plan area, accounting for a small percentage of all trips. Indeed only 2 per cent of all journeys in the UK currently are made by bicycle, despite the fact that about half the journeys in the country are under 5 miles (a distance for which the cycling in particular is an ideal mode of transport). However, even at a low level of usage there is justification for measures that would encourage trips by pedestrians and cyclists and reduce the disproportionately high number of accidents

involving them. Government guidance strongly stresses the importance of promoting cycling and walking.

**10.58**

The level of cycling may well be depressed by a lack of safe routes due to the high level of traffic on city centre and radial roads, the lack of dedicated/segregated cycle lanes and the shortage of secure cycle parking places within the District centres. There are clear benefits in encouraging cycling as a mode of transport, particularly in the context of the proposed traffic restraint measures within the central area of Salisbury. Cycling is efficient, unintrusive, non-polluting and the provision of infrastructure and facilities tends to be inexpensive. Cycling is also particularly suited to Salisbury and the other larger urban areas within the District given their compact nature.

**10.59**

The Local Planning Authority, working with the Highway Authority, will seek to introduce better facilities for cyclists and pedestrians within the Local Plan area. A cycle route network for Salisbury is being developed which is included in the County Cycle Plan and is being implemented jointly by the County Council and District Council. The network will involve shared use paths where adequate safety measures can be ensured, and cycle lanes within the highway, particularly in traffic calmed streets. Networks for other towns will be developed.

*Policy TR13*

**10.60**

The many advantages of cycling will be lost if cyclists cannot conveniently park close to their destinations at secure facilities. Provision of cycle racks in suitable locations will be encouraged and it will be a requirement that all proposals involving commercial development, or facilities to which the public will have access, should incorporate measures for the safe parking of bicycles.

**10.61**

Guidelines for the calculation of this requirement are set out in Appendix VI. The District Council seeks covered and secure cycle parking facilities where possible, as well as the provision of changing facilities. Such facilities can be important in persuading commuters to cycle on a regular basis.

*Policy TR14*

**10.62**

Where it is not possible to provide cycle parking facilities, or to make up for any shortfall in cycle parking spaces, developers will be expected to make a financial contribution towards public provision of such facilities in accordance with the standards set out in Appendix VI. Within the city of Salisbury there will be emphasis on public communal provision of bicycle parking facilities at a number of key sites within and on the periphery of the town centre.

**10.63**

Walking forms an important part of many existing journeys. It is also a mode of transport that provides considerable environmental, economic and health benefits over motorised transport alternatives.

**10.64**

In the areas of high pedestrian activity within the central area of Salisbury it is proposed that pedestrians and vehicles will be separated by the introduction of traffic management schemes including pedestrianisation, surface treatments, limited vehicular access and other pedestrian priority measures in order to improve pedestrian safety.

**10.65**

The Local Authority in conjunction with Wiltshire County Council has already started to implement traffic management proposals within Salisbury City centre that allow the pedestrianisation and environmental enhancement of a number of city centre streets. This is an on-going programme of schemes. Such measures will be complemented by proposals to introduce a 20mph-vehicle speed restriction within the city centre. These measures form an integral part of the overall Transportation Strategy for Salisbury, a main objective of which is to promote a safer and more attractive environment for pedestrians. Improved pedestrian routes outside the city centre will also be sought.

**10.66**

Measures to control traffic speeds may also be sought on the public highway surrounding proposed developments as a result of increases in vehicular traffic arising. When this is necessary applicants will be required to enter a Section 106 Agreement under the Town and Country Planning Act 1990 and into an agreement under the Highway Act 1980 to implement measures or make an appropriate financial contribution.

**10.67**

The environment in villages, particularly on through traffic routes, will be improved by the introduction of traffic calming measures. The Local Authority will support the implementation of highway measures in villages by the Highway Authority to reduce traffic vehicle speeds and accidents.

Heavy Goods Vehicles are particularly environmentally intrusive in some villages. Therefore proposals by the Highway Authority to reduce the weight and size of lorries using the rural road network will be encouraged and supported.

*Policy TR15*

## **Support for Public Transport**

**10.68**

Promoting a modal shift away from the private vehicle to more sustainable modes such as public transport is unlikely to be achieved unless the services available to potential users are more frequent, fast, reliable, safe and comfortable. For this reason the District Council will seek not only to impose demand management measures to restrain the use of private vehicles, but will support measures that bring about improvements in the availability, journey time and reliability of public transport services. This will apply not only to existing services, but also through the identification and safeguarding of potential new services.

**10.69**

Many people in the District are either members of non car-owning households or do not have a car available for all their travel needs and, therefore, rely on public transport. Most local bus services are operated, either wholly or in part, on a commercial basis, without local authority support. Commercial services are encouraged, but there is evidence that the commercial network is declining gradually and this is placing a larger burden on limited public funds. Reductions in the commercial network can be attributed to a number of factors, these include: the growth in car ownership and use, changing land use patterns, the changing nature of the community particularly in rural areas, demographic trends, a decline in the quality of public transport information provision, fare increases greater than the general rate of inflation and, until lately, the effects of the economic recession.

*Policy TR16*

**10.70**

Of particular relevance in regard to the promotion of local public transport services is the possibility of opening new, or reopening former, railway stations. The reopening of stations at Porton, Dinton, and particularly Wilton, is possible in the medium to long-term and is being investigated and supported by the Council. The Council will refuse planning permission in respect of development that would or hinder such provision and will

approve appropriate development that includes proposals for the reopening of these stations

*Policy TR17*

**10.71**

Motorcycles and mopeds can provide an alternative means of transport for many trips. Where public transport is limited and walking unrealistic, for example in rural areas, motorcycling can provide an affordable alternative to the car. Mopeds and motorcycles may produce environmental and congestion benefits if they substitute for car use but not if people switch from walking, cycling or public transport. The District Council in consultation with the Highway Authority will seek to implement measures to assist motorcycling, such as the provision of convenient and secure dedicated motorcycle-parking areas, in accordance with the local transport plan.

*Policy TR18*

## **A345 Amesbury Link Road**

**10.72**

The provision of the Amesbury Link Road (including the construction of west-bound slip roads onto the A303 at Folly Bottom) is proposed during the lifetime of this Local Plan in association with the main development proposals H9 and E8. The northern part of the link road either follows the existing Porton Road or is provided for through existing development. The alignment of the southern part of the link road will be determined in association with the housing development proposed under policy H9. The provision of the all-movements junction at Folly Bottom is proposed in association with the employment development proposed under policy E8.

*Policy TR19*

## **The A303**

**10.73**

On the A303 the Highways Agency has proposed to construct a dual carriageway in a 2km cut and cover tunnel alongside Stonehenge. The scheme will include the proposed A303 Winterbourne Stoke Bypass and include improvements to the Countess Roundabout at Amesbury. Two other schemes on the A303 are to be the subject of further studies and consideration by the regional planning conference:

A303 Wylde-Stockton Wood Improvements

A303 Chicklade Bottom-Mere Improvement



## **A350 Shaftesbury Eastern Bypass**

10.74

The Shaftesbury Eastern Bypass is part of a planned strategic upgrading of the A350 which runs through the western part of the District. A route corridor has been defined and this will be protected.

*Policy TR20*

# Adopted Local Plan - Sport, Recreation & Leisure

## Sport, Recreation & Leisure

**Objective:** to preserve and improve existing sports, recreation and leisure facilities in the District, and bring forward suitable new provision to meet the needs of the District's communities, through the Council's own initiatives, and in association with other bodies.

### 11.1

Increasing leisure time is a feature of contemporary life. The policies and proposals of the Local Plan acknowledge the Council's Sport and Recreation Strategy, which relates principally to facilities to serve Salisbury and its surrounding area, and also the sport and recreation needs of the rest of the District.

### 11.2

With the exception of the reference to the retention and provision of open space, this chapter does not relate to the New Forest Heritage Area, which is dealt with separately in Chapter 8.

## Sport and Recreation Strategy

### 11.3

The aim of the District Council's Sport and Recreation Strategy is to formulate policies and plans for the Council's involvement in the provision, enabling, support and influencing of sport and recreation. A number of sports schemes identified in the strategy have already been implemented, or are in the process of implementation, for example the provision of new football pitches at Netherhampton Road, and a new netball centre at Westwood St Thomas School. The District Council also intends to provide new public cricket facilities at Britford Lane in Salisbury. Other facilities, which the strategy found to be deficient, will be brought forward during the Plan period, wherever possible. The provision of most of these will necessitate levelled land in or around the City of Salisbury and finance to provide these facilities has yet to be identified in every case.

## Sport and Leisure Facilities

### 11.4

There are a number of privately owned sports facilities in the plan area, such as Old Sarum airfield, High Post and Salisbury and South Wilts Sports Club. The Local Planning Authority recognises the contribution which these facilities make, and will seek to retain them. These sites often also contribute to the visual quality of the area, and are covered by specific landscape designations. Recreational proposals on land on the periphery of settlements or in the countryside will be subject to the landscape and countryside policies of the Local Plan.

## 11.5

Facilities for indoor sport and recreation vary throughout the plan area, with facilities mainly concentrated at Salisbury Leisure Centre, Tisbury and District Sports Centre and the Brian Whitehead Centre at Downton. Village and community halls also provide valuable arenas for indoor sports and recreation activities. Proposals for new indoor or outdoor recreation facilities or the expansion of existing facilities will be permitted subject to there being no significant adverse impact on the landscape.

## 11.6

In recent years, the range of leisure activities available throughout the United Kingdom has expanded and facilities such as bowling alleys, indoor adventure playgrounds for children, and multi screen cinemas are now becoming common features in large towns and cities. Where such proposals come forward, the Local Planning Authority will assess their impact in terms of the effect on the city or town centre, and also the landscape implications of the proposal. Where sites on the edge of or outside of the centre are proposed, the Local Planning Authority will expect the developer to demonstrate that all the potential town centre sites have been investigated and why these are unsuitable for the proposed development.

*Policy R1A and R1B*

## **Countryside Recreation**

### 11.7

The countryside within the Local Plan area is highly attractive and provides both formal and informal recreational opportunities. Recreation development 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 area.

*Policy R1C*

## **Provision of New Outdoor Sport and Recreation Facilities**

### 11.8

It is important that sufficient public open space is provided throughout the District to meet existing and future needs for recreational activities. Salisbury District is, however, deficient in the provision of recreation open space, most significantly in Salisbury, when compared to the National Playing Fields Association's (NPFA) standard of 2.43 hectares (6 acres) per 1000 population. In addition, the quality of existing facilities throughout the District is often poor. Supplementary Planning Guidance will be produced on the current provision of open space in the District.

## 11.9

The NPFA considers its standard to be the minimum requirement for outdoor play space. It covers space for outdoor sports for all age groups and space specifically provided for children's play. The standard excludes landscaped areas, roadside verges, public gardens and other informal amenity areas within a residential development, for which additional provision may be necessary.

## 11.10

Further residential development in the District will exacerbate the current deficiencies in provision and increase pressure on poor quality facilities. The Local Planning Authority has therefore adopted the upper target figures for the provision of both children's equipped play facilities (0.3 hectares per thousand population) and for youth and adult facilities (1.8 hectares per thousand population) of the NPFA's minimum standard.

### *Policy R2*

## 11.11

These standards apply to all proposals for new residential developments. The standards will only be relaxed where it can be demonstrated to the satisfaction of the Local Planning Authority that there are adequate facilities in the vicinity of the proposed development. The Local Planning Authority will also consider reducing these requirements where accommodation for those with special needs is proposed.

## 11.12

Appendix IV to this Local Plan, "Standards for the Provision of Public Open Space in Association with New Residential development expands on the Local Plan's policies.

## 11.13

Where developments are of a sufficient scale to provide a recreation facility or facilities within the site, developers will be required to do so in accordance with the standards laid down by this Local Plan. The open space should be fully laid out, equipped and landscaped prior to the occupation of a substantial part of development. Alternatively, in Salisbury City, the District Council may be willing to provide facilities within the development site on behalf of the developer, subject to the receipt of appropriate levels of contributions for the provision and maintenance of the facilities. Full details of the Local Planning Authority's scale of payments for the provision of recreation space are available from the Planning Office on request.

## 11.14

The full open space standards of policy R2 will probably only be achieved on the allocated sites within the Local Plan. On smaller sites, the Local Planning Authority will expect the developer to meet the standards of the Local Plan on-site as far as possible and, in addition, contribute towards securing new or improved off-site recreation facilities at a level related to the size of the proposed development. Provision for the future maintenance of the proposed on-site public open space must be made, and this will generally involve dedication to the District Council's City Area Committee, the local town or parish council or residents' group.

#### **11.15**

The smaller settlements in the District generally have limited recreational facilities and little amenity space. The Local Planning Authority recognises there is little prospect that additional open space will be provided through residential development because of the limited growth that is contemplated for these settlements. There are normally, however, opportunities to improve existing recreation facilities in the area in accordance with policy R2. As a consequence of the present operation of R2, recreation facilities in the District are slowly being improved through, for example the provision of new equipment, and new sites have also been developed.

#### **11.16**

If functional and accessible open space facilities (either in part or full) cannot be provided on-site, then the Local Planning Authority will expect developers to enter into a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the provision or improvement of public open space at a level appropriate to the proposed development. The Local Planning Authority is willing to accept financial contributions towards off-site provision from developers.

#### **11.17**

Where developments involving flats are proposed, in addition to assessing the recreational demand from the development, the Local Planning Authority will place particular emphasis on the provision of attractive amenity space within the site to serve the development's informal recreational needs, having regard to the size of units, the likely type of inhabitant and the location of the site.

#### **11.18**

In exceptional circumstances, where it can be demonstrated that the recreational open space requirements established by this Local Plan would have the effect of making the provision of low-cost housing

economically not viable, the Local Planning Authority may be prepared to consider relaxing the requirements in part or in whole.

## **Proposed Strategy for the Expenditure of Developers' Contributions**

11.19

The Local Planning Authority is currently establishing a strategy for the expenditure of developers' contributions, in consultation with town and parish councils. It is intended that future versions of this plan will implement the proposed strategy, which will highlight a hierarchy of settlements for the location of new and expansion of existing recreation facilities, including new recreation site allocations where appropriate.

## **Accommodation for the Elderly**

11.20

The Local Planning Authority recognises that certain developments, such as nursing home accommodation for the elderly, generate different open space needs because of the greater reliance which their occupants have on on-site amenity space and the very limited demand for recreational facilities. On-site amenity space is, however, important in these types of development, providing pleasant views from habitable rooms within the development and as sitting out areas for residents. Amenity space within the site should therefore be of a sufficient size and landscaped to provide an attractive sitting out area, and make use of southern and south western aspects. It should also be provided where it would allow residents to enjoy interaction with the wider community. Where developers of such schemes are prepared to enter into a Section 106 legal agreement with the Local Planning Authority restricting the future occupancy of the development, the Local Planning Authority will waive the requirement for recreation open space for nursing homes.

### *Policy R3*

11.21

In development proposals for other "retirement homes", residents are often still active and there is demand, although somewhat limited, for recreation facilities. Where developers of such schemes are prepared to enter into a Section 106 legal agreement with the Local Planning Authority with regard to the future occupancy of the residences, the recreational open space standards may be reduced. Full details are provided in Appendix IV. Indoor recreation facilities are often important to the inhabitants of these developments, and the Council will consider the impact of the development on existing facilities in accordance with policy R4.

## **Indoor Community and Leisure Provision**

11.22

The majority of new residential development within the District is concentrated in Salisbury and Amesbury and the Local Planning Authority will require these allocations to make appropriate provision for social and community facilities. Elsewhere, developments in a settlement may generate substantial new demand for these types of facilities and those presently available may be incapable of accommodating this demand due to, for example, the size of the building or its quality. In such instances, the Local Planning Authority will seek developers to provide land and the facility (or a contribution towards it) within the development site or, alternatively, a contribution towards improving the present facilities, whichever is the more appropriate, relevant to the demand generated by the proposed development.

*Policy R4*

## **Public Open Space**

11.23

Public open space, such as formal playing pitches, children's play areas and urban parks, is a scarce resource and the Local Plan seeks to protect what exists. This includes sites in recreation use which are not specifically identified in the Local Plan due to their location outside the areas covered by the Inset Maps. Development which would lead to the loss of public open space, or private open space which is potentially available for public use, will normally be resisted.

## **Protection of Existing Outdoor Facilities**

11.24

The Local Plan identifies existing public and private recreation space and policy R5 protects these spaces from development. Often, when private recreation sites are no longer required for their original use, they can contribute to meeting the shortfall in existing provision for use by the general public. The redevelopment of private sites will only be allowed where the sports and recreation facilities can be best retained, and improved (including greater access for the public where appropriate) through the redevelopment of part of the site, or where alternative provision of equivalent community benefit is made available, or there is an excess of recreational and public open space provision in the area, taking into account the recreational and amenity value of such provision.

*Policy R5*

11.25

Urban parks will be retained for their recreational and aesthetic value and development unrelated to their recreational use will not generally be allowed.

*Policy R6*

## **Dual Use of Educational Facilities**

11.26

The Local Planning Authority recognises the valuable additional contribution which school facilities have made in the past in providing recreational facilities outside of school hours. The District is presently lacking in the provision of a number of facilities, such as football pitches, and the use of school playing pitches could assist in satisfying existing demand. Similarly, the covering of outdoor school swimming pools in the District's more rural areas could provide all year round swimming opportunities. It is acknowledged, however, that the use of school facilities is at the discretion of school governors. The erection of new buildings for joint use will be permitted where they would be within settlements, or on appropriate land immediately adjoining a recreation area, subject to there being no adverse landscape impact.

*Policy R7*

11.27

Where the Education Authority declares schools and their facilities surplus to educational requirements, the Local Planning Authority will investigate how the site's potential to provide community facilities could be best utilised. Many playing fields are also important in landscape terms. For these reasons, the Council will seek to retain these sites in recreation use.

## **Public Open Space Allocations**

11.28

**Amesbury** Land between the proposed new housing site at Amesbury and the A345 and Stockport Road is designated for public open space, both formal and informal, including 1 hectare for use as a new cemetery (as outlined in policy PS10). The creation of this area as a recreation resource will ensure the long term protection of the area and provide the opportunity to create new areas of nature conservation interest. The configuration and precise nature of these land uses and their timing will be addressed during the public consultation period leading to the adoption of a development brief for the area.

*Policy R8*

11.29



**Downton** The proposed housing development in Downton will require the relocation of existing allotments. In order to assist in this process and provide opportunities for new recreational facilities in the village, approximately 3 hectares of land on the north of Wick Lane opposite the proposed development site are identified for recreational and allotment use.

*Policy R9*

11.30

**Durrington** Public open space provision in Durrington is presently imbalanced, with the facilities located in the east of the village. The Local Plan allocates a site for new housing development in Durrington to the east of Netheravon Road, and public open space will be required as part of this development which, other than children's equipped play facilities, is to be located adjacent to the Netheravon Road and adjoins existing amenity space to the south of the development site. The Local Planning Authority allocated a strip of land immediately adjacent to the road, including these two spaces, as Public Open Space in the Previous Salisbury District Local Plan with the intention that this area is developed as an informal park with sports facilities. This allocation is carried forward in this Local Plan and Durrington Parish Council is currently pursuing the possibility of a Millennium Park for the area. It is the intention that Durrington Parish Council will acquire and control the land for recreation purposes

*Policy R10*

11.31

**West Knoyle** There is presently no recreation provision within West Knoyle. The District Council owns land within the village and this is allocated as a new recreation ground for the village. It is the intention that West Knoyle Parish Council will acquire and control the land for recreation purposes.

*Policy R11*

11.32

**Wilton** Elsewhere in this Local Plan, land is proposed for a new park and ride site off The Avenue at Wilton. In order to provide a buffer between the park and ride site and development on the opposite side of The Avenue, land is allocated for new recreation provision.

*Policy R12*

11.33

**Winterslow** The existing recreation ground in Winterslow is of an insufficient size to cater for the needs of the community. The Local Plan therefore allocates additional land adjacent to the recreation ground as an extension to it. It is the intention that Winterslow Parish Council will acquire and control the land for recreational purposes.

*Policy R13*

## **Leisure Facilities Allocation, London Road, Salisbury**

11.34

The District Council has allocated a Park and Ride site on land to the south of London Road, one of the principal entrances to the city. The remainder of the site lends itself to development, and the Council considers it appropriate for a mixed form of development, including leisure uses where these cannot be accommodated on a centre or edge of centre site, subject to there being no adverse effect on the vitality and viability of the city centre, particularly the evening economy.

*Policy R14*

## **Noisy Sports**

11.35

Noisy sports, such as motor cycling, recreational flying and clay pigeon shooting, are becoming more popular, both in terms of formal organised activities and informal users. Agricultural diversification has also resulted in farmers and landowners seeking other means of income and considering the use of their land for these types of activities. These sports often occur in inappropriate locations, for example close to residential areas, public rights of way, and on playing fields, and can cause environmental problems through noise, dust and physical erosion. With increasing participation, the potential for nuisance will intensify and there is a need to provide suitable sites. These are normally situated in the countryside, separate from residential development, other recreational users, and areas of nature conservation value, or in despoiled land such as disused quarry sites. Proposals for new noisy sports development will be considered against the criteria in policy R1C. Sites should be well screened due to the high visual quality of the District, and development will be granted initially a temporary one year permission to enable the Local Planning Authority to review the proposal before considering a permanent consent.

## **Water Sports**

11.36

The District contains five main rivers, the Avon, Bourne, Ebbles, Nadder and Wylye, which are collectively known as the Salisbury River Avon System and designated a Special Area of Conservation, an SSSI and an Area of High Ecological Value. Few water sports take place on these rivers at present and there is little opportunity to expand water based recreational activities given the lack of potentially suitable water facilities in the District. Proposals for the development of new water sports will be considered against policy R1C. The conservation of the natural environment is of primary importance and proposals for the development of new water based sports facilities will be carefully considered against this particular criterion. Advice will be sought from the Environment Agency, which has statutory duties in respect of water recreation, the protection of water quality, fisheries and flood defence.

## **Golf Courses**

11.37

The ecological and landscape quality of the District is high and, as a consequence, the development of golf courses in some parts of the District is considered inappropriate. Proposals for golf courses will not be permitted in the Salisbury River Avon System Special Area of Conservation, or a Site of Special Scientific Interest due to the ecological sensitivity of these sites. Elsewhere, proposals concerning the creation of golf courses will be considered having regard to the criteria set out in policy R15, particularly their effect on the landscape. New buildings will be resisted unless they are small in scale, for example modest club houses.

*Policy R15*

## **Development With River Frontages and Public Access**

11.38

There is presently limited public access to the rivers in the District and increased access is desirable. The Local Planning Authority does, however, recognise the ecological importance of the rivers and banks and any proposals to improve public access will be carefully examined to ensure there is no adverse impact on the wildlife habitats of these areas. In the principal settlements, development proposals involving sites abutting a river bank will, where appropriate, require a strip of land adjoining the river, of not less than six metres width to be dedicated and laid out for public access. The Local Planning Authority will also consider the desirability of improving public access to the river valleys, which are also of significant ecological value, and any development must not adversely affect the quality of the natural environment.

*Policy R16*

## **Public Rights of Way**

11.39

The District is generally well provided with public rights of way linking settlements to the countryside. The Local Planning Authority will seek to safeguard and improve access to the countryside. It will also encourage the increased use of footpaths and bridleways, for example liaising with the County Council (which is responsible for the maintenance of public rights of way), landowners and other organisations, having due regard for the protection of the landscape (particularly in the New Forest Heritage Area), sites of nature conservation interest and the amenities of local residents. Development proposals may sometimes present opportunities to provide new public footpaths or improve existing ones, and the Local Planning Authority will seek the co-operation of landowners and farmers to exploit such opportunities wherever possible. Proposals for closures or diversions will not be permitted unless it can be demonstrated that an alternative route is permitted which is no less attractive than the original route, and which will be dedicated as a public right of way and waymarked by the time the original route is closed. The Local Planning Authority is able to create new rights of way, by agreement between the landowner and the local authority whenever possible, with a view to co-operation or, if necessary, by using compulsory powers.

*Policy R17*

11.40

There are two long distance footpaths within the Local Plan area, the Clarendon Way which runs between Salisbury and Winchester, and the Avon Valley Path, which links Salisbury with Christchurch. There is potential to extend this latter path northwards, and the possibility exists to establish other long distance routes, perhaps utilising old drove roads, subject to obtaining the agreement of landowners and farmers to their implementation. The District Council will play its part in developing and promoting these paths and, in conjunction with the Highway Authority, will ensure that they are adequately signposted.

*Policy R18*

## **Avon Valley Project**

11.41

The site of the Avon Valley Project (AVP), on the margin between the urban environment of the city and the open countryside, and its easy accessibility to a large part of the city's population, makes the Project

Area a very valuable asset for the local community and also visitors to the city. The aims of the Project are to conserve and enhance the nature environment, and create compatible informal recreation and educational opportunities. The ecological and landscape value of the areas and of the wider Avon valley is extremely high and is attractive for walking and other forms of outdoor informal recreation, such as birdwatching. Part of the Area is designated as a Local Nature Reserve. The Council is working in partnership with the Wiltshire Wildlife Trust who manage the Avon Valley Project on the Council's behalf through the Salisbury Wildlife Project.

11.42

The Council has carried out a number of environmental enhancement works, for example to the watermeadow and reed bed, and laid a boardwalk along the river. The Project involves land within the Council's ownership but there may be scope for further expansion in the future. There are a number of public footpaths in the valley, and the Council considers there is great potential value in linking the city with the countryside by combining the existing riverside walk with rights of way in the valley and to Old Sarum. The extensive nature of the existing paths means that, initially, the provision of short links only would be necessary.

*Policy R19*

## **Cycling**

11.43

Cycling is an increasingly popular activity for leisure and an alternative means of travel. Wiltshire County Council is responsible for the provision and maintenance of cycle routes, and in 1983 introduced the Wiltshire Cycleway. This route extends into the plan area enabling cyclists to journey along the river valleys on waymarked routes. The County Council proposes a cycle network within and around Salisbury as part of its Transportation Policy and Programme bid to Central Government. The County Council has recently commissioned Sustrans to investigate additional routes through the county and links with the south west region as a whole, which this Council has given its support to, in principle. The Local Planning Authority will support further improvements and extensions to the cycleway provided these do not conflict with the protection of the landscape or sites of nature conservation interest. Policies TR12-TR14 seek to improve cycling facilities throughout the District in order to provide a safe alternative mode of transport for business and pleasure.

## **Allotments**

11.44

Allotment sites are generally well utilised although demand for plots varies from time to time. The development of these sites will be resisted 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.

*Policy R20*

# Adopted Local Plan - Tourism

## Tourism

**Objective:** To promote Salisbury District as a tourist destination for all types of visitors, whilst recognising the need to protect the environmental quality of the District and the quality of life for its residents.

## Tourist Attractions and Facilities

### 12.1

Tourism is of considerable importance in the Local Plan area, the most important tourist attractions being the city of Salisbury and Stonehenge, which draw visitors from Britain and overseas. The Local Planning Authority recognises the growing importance of tourism and the contribution it can make to the local economy, although it is conscious of the need to protect the environmental quality of the area. The Principles for Sustainable Tourism put forward by the Tourism and Environment Task Force (set up by the Secretary of State for Employment in August 1990) are fully supported in that they endeavour to emphasise the three-way relationship between the visitor, the place and the host community, and are based on the concept of sustainability and trusteeship - the idea that the needs of today's visitor should not be met at the expense of future generations. The policies in this chapter apply to all the plan area except the New Forest, policies for which are to be found in chapter 8.

## Salisbury

### 12.2

The main attractions in the city are based on its historic heritage, for example, Salisbury Cathedral and Old Sarum. The twice weekly market also acts as an attraction, with resorts such as Bournemouth running special bus tours to Salisbury on market days. In order to remain popular with visitors, Salisbury's attractiveness has to be maintained. The Local Planning Authority is undertaking a programme of environmental enhancement and pedestrianisation schemes which will improve the appearance of the city. New local tourism signing policies of major attractions and car parks, together with the maintenance of the city to the highest level of cleanliness, will also add to the general appeal of Salisbury.

### 12.3

The tourist industry has undergone a number of major changes in recent years. Although long holidays still account for the majority of spending, there has been a growth in short break holidays and an increasing importance in overseas visitors and business tourism. One of the most significant consequences of these changes has been a marked increase

in the number of visitors now staying in the city outside the high season months of July and August.

#### 12.4

In view of this changing market, it is recognised that opportunities to improve wet weather facilities, and enable the holiday season to be extended, should be considered. The Salisbury Leisure Centre at the Butts, together with the proposed leisure pool, will provide better facilities for the local population as well as act as an additional tourist attraction. Opportunities may also exist to develop new attractions based on the heritage features of the plan area, such as an interpretation centre. However, great care will be needed to ensure that any such proposals do not conflict with policies to conserve the high quality landscape and the historic and architectural heritage of the area.

*Policy T1*

### **Amesbury**

#### 12.5

Amesbury is extremely well located to benefit from the large number of tourists that visit Stonehenge each year and also those that use the A303 Trunk Road as a route to holiday destinations in the South West. In line with the Local Planning Authority's aim of promoting economic development in the Amesbury area, opportunities may exist in the town to make better use of this potential and develop new tourist facilities. Amesbury already has an established town centre and a number of facilities that can provide for some of the needs of visitors.

### **Stonehenge**

#### 12.6

Stonehenge is a world renowned tourist attraction with around 700,000 visitors a year. The monument is visited either as a specific destination or part of a tour, or as a stopping point on an outward or return holiday journey. Refreshment, interpretative and parking facilities at the site are presently inadequate and policy T3 therefore allows for the construction of an appropriate tourist/visitor development for the Stonehenge World Heritage Site. However, this policy does not imply the automatic acceptability of any particular scheme; the other policies of this plan will need to be taken into account during the consideration of any development proposals.

*Policy T3*

### **Remainder of Plan Area**



## 12.7

In order to protect the special qualities of the landscape within the Cranborne Chase and West Wiltshire Downs AONB and the Landscape Settings of Salisbury and Wilton, the development of new tourist attractions will not normally be permitted. Outside these areas, as with other forms of development, new tourist facilities and attractions in the countryside will be strictly limited and will only be permitted where they are related to the heritage and landscape features of the plan area. They should be small in scale and sympathetic to the character of the surrounding area. Uses which require extensive tracts of land and the construction of many buildings and/or other structures, for example theme parks and holiday villages, are not considered appropriate for this area, whereas limited visitor facilities (such as refreshments, interpretation centres, museums and exhibitions) associated with existing historical, archaeological or landscape attractions may be acceptable.

*Policy T2*

## Tourist Accommodation

### 12.8

Most of the accommodation in Salisbury is long established and ranges from hotels to guest houses and bed and breakfast establishments. Elsewhere in the Local Plan area, there are a few small hotels in the villages, otherwise accommodation is limited to bed and breakfast facilities in private homes or public houses. Although, over recent years, significant improvements have been made to the existing stock, there is still scope for further improvement. The Local Planning Authority will support proposals to upgrade tourist accommodation provided that any such proposal is not detrimental to the surrounding built environment or the high quality landscape of the area.

### 12.9

**Hotels** Hotels make a particular contribution to the tourist industry in the city and form an important element in the stock of tourist accommodation. At present there are no 4 or 5 star hotels in Salisbury, although the city does have a number of hotels which are awarded highly commended, with 4 crowns certified by the English Tourist Board.

### 12.10

A recent survey commissioned by Salisbury District Council from the Southern Tourist Board highlighted the fact that single business travellers to Salisbury made up a large proportion of mid-week and out-of-season visitor nights. The business and conference tourist market is growing and the Council recognises the need for hotels to cater for these demands,

with the provision of conference facilities and associated services such as adequate parking.

#### 12.11

It is recognised that there is a need to provide a new large, high grade hotel in the city, to serve the group travel trade market and business conference market. However, due to the nature of the historic and built environment in the city centre, few acceptable schemes may come forward. There is also a lack of suitable sites in close proximity to the city centre, and around the periphery of the city there are significant landscape constraints.

Proposals for new hotels within settlements, including Salisbury, will normally be permitted, although they will be assessed in terms of their impact on the built and natural environment and the vitality and viability of the settlement.

#### 12.12

Where sites for new hotels are proposed on the edge of settlements, the Local Planning Authority will require supporting information from applicants demonstrating that all potential sites in the adjacent centres have been thoroughly investigated and why they are inappropriate for the development proposed.

#### 12.13

Where complementary uses, such as restaurants and pubs, are included in schemes on the edge of settlements, and are larger than the demand which would be generated by the hotel use, their impact on the adjacent settlement will be assessed.

#### *Policy T4*

#### 12.14

In order to protect the high quality landscape of the plan area, proposals for new build hotels will not be permitted in the countryside. However, the conversion of large country houses to hotel use can, if approached in a sympathetic way, provide an attractive form of tourist accommodation. It is important that any new development which is required in connection with the conversion to hotel use does not detract from the character, appearance or quality of the building and its surroundings.

#### *Policy T5*

#### 12.15

**Conversion of Existing Dwellings to Tourist Accommodation** The conversion of dwellings to guest house or bed and breakfast use is

generally considered acceptable. This is, however, dependent upon car parking provision being available and there being no undue disturbance to surrounding neighbours. The nature of the plan area is such that the potential for developing self-catering accommodation is limited. However, opportunities may exist, on a small scale, to develop some self-catering accommodation through the conversion of, for example, farm buildings (provided that the proposals are in accordance with policies C22 and C23) which could supplement farm incomes, or outbuildings attached to public houses. It may be necessary to control such developments by legal agreements to ensure that holiday use does not turn into full residential use, which could conflict with other policies in this plan.

*Policy T6*

12.16

It is not considered that there is any scope within the plan area for the large scale "Center Parcs" style holiday village. Large scale development of static holiday caravans and other holiday accommodation, such as chalets and cottages, will be resisted throughout the plan area due to its highly sensitive character in landscape terms. Small scale development would, however, offer the opportunity to extend the range of holiday accommodation available and should be located within or adjacent to settlements which offer a range of facilities to the tourists.

*Policy T7*

12.17

**Camping and Caravan Sites** Sites for touring caravans and campers can have a detrimental impact on the landscape, and as such, need to be carefully controlled, particularly within the AONB. Elsewhere in the District, the landscape of the Local Plan area is sensitive and it is therefore important that touring caravan and camping sites do not detract from this high quality environment. Small sites for five units or less which are certified by the Camping and Caravanning Club or the Caravan Club do not require planning permission. There are no permanent sites for caravans and campers within or on the edge of Salisbury and it is acknowledged that there is a need for such a facility near the city. Facilities for Caravanning and Camping will be improved in the city with the expansion of Hudson's Field. The Local Planning Authority acknowledges the contribution which the site at Alderbury provides in enhancing tourist accommodation in the Salisbury area.

*Policy T8*

12.18

Elsewhere, any new campsites will be expected to be located in or adjacent to settlements, for example Amesbury, Downton, Mere or Wilton or main holiday routes (A338, A303, A360 and A36), and will need to be well screened from vantage points, highways and residential development as well as satisfying the other general criteria for development in policy G2.

*Policy T9*

# Adopted Local Plan - Public Services

## Public Services

**Objective:** To provide the necessary physical, social and technological infrastructure and services to ensure a high quality of life for the people of Salisbury District.

## Community Facilities

### 13.1

Health facilities in the plan area are provided by the Wiltshire Health Authority. In addition to hospitals in Salisbury and Odstock, there are full time surgeries in Salisbury, Wilton, Amesbury, Durrington, Downton, Whiteparish, Mere and Tisbury which offer a range of services including health visitors, district nurses and dispensing facilities.

### 13.2

A number of other settlements have smaller health clinics or part time surgeries. The Local Planning Authority is sympathetic to the needs of villages requiring better health facilities and encouragement will be given to the establishment of permanent health facilities (including dental facilities) in the villages. Proposals for veterinary surgeries will receive similar consideration.

*Policy PS1*

### 13.3

Wiltshire County Council Social Services Department provides help and support to the elderly, to children and families and the physically and mentally handicapped. Nursing homes for the elderly are registered by Salisbury Health Authority. Increasing emphasis in recent years has been placed on day and home care whenever possible, and in integrating small groups of physically or mentally handicapped into the community by providing accommodation in flats or houses where they can live in a family atmosphere. However, some residential care homes are still necessary, particularly for the elderly. The Local Plan policies PS2 and C23 make provision for change of use of appropriate existing buildings to residential care units within settlements or, in certain instances, in the countryside. Forthcoming changes in the provision of continuing care for the elderly as proposed in the White Paper "Caring for People", may affect this situation.

*Policy PS2*

## Facilities and Services within Smaller Settlements

### 13.4

The Council recognises the importance of maintaining and improving the provision of meeting and other facilities for the use of all sections of the

community, including minority groups. In view of the many changes that have taken place in consumer trends in retailing and entertainment it has been difficult for the traditional village facilities, such as the pub, the post office or the corner shop, to maintain their viability. However, where such facilities do still exist, they can contribute towards the sustainability of these settlements by offering an alternative to making longer car journeys for basic requirements as well as contributing to the social life of the people living there. Therefore, this Local Plan contains policies to prevent the loss of such facilities except where it can be proven that the facility is unviable and unlikely to become viable in the foreseeable future. The applicant, in these cases will be expected to submit a statement of the efforts that have been made to make the business in question viable.

*Policy PS3*

## **Education**

### **13.5**

Sites for new schools at Landford and Shrewton which are identified on the Proposals Map, will be safeguarded from other forms of development. Wiltshire County Council presently has no proposals to declare these proposed sites surplus to requirements. If, however, it is found that any of these sites is not required for a school, the Local Planning Authority will discuss alternative uses for the land with the Education Authority, although there are various constraints on both sites and built development is unlikely to be acceptable.

*Policy PS4*

### **13.6**

Wiltshire County Council is responsible for the provision of education in the plan area. Many settlements contain a primary school or a middle school and secondary schools are located in Salisbury, Laverstock, Amesbury, Durrington, and Downton. There are also a number of privately run pre school nurseries, primary and secondary schools in the area. Where a proposed residential development will take the school over its current capacity, the Local Planning Authority will seek contributions from developers for new education facilities to serve the development. For example, a new school site will be required at Old Sarum to service the new housing proposed in policy H2D. New education facilities required by the Local Education Authority will normally be permitted on suitable sites either within or adjoining settlements and required to be implemented concurrently with the developments they are intended to serve.

*Policy PS5*

## 13.7

Playgroups, day nurseries and child minding facilities play an important role in pre school development of children. The Local Planning Authority has adopted a guideline whereby planning permission is required when part of a house is used as a day nursery for 7 or more children, for childminding of 7 children or more, and for establishing a playgroup for any number of children. Due to the benefits these services provide, proposals to use part or all of a dwelling will be allowed subject to a number considerations. However, purpose built industrial premises will not be appropriate for nurseries or playgroups due to the poor environment they provide for children: for example, lack of outdoor playspace and noise/pollution from neighbouring industrial premises. In addition, such proposals would lead incrementally to a loss of industrial floorspace which is contrary to the employment policies of this Local Plan.

*Policy PS6*

## Public Utilities

### 13.8

The provision of water supply, drainage, electricity gas and telephone services in the plan area is the responsibility of a number of different public utility authorities and private companies. Matters pertaining to water, sewerage and drainage are addressed in Chapter 2. Gas is available in only a limited number of villages and a few villages are also without mains drainage.

## Telecommunications

### 13.9

Telecommunications are an essential and beneficial element of modern day life and the national economy. Much of the telephone network within the District is long established. New communication technology is now spreading rapidly, required to meet the growing demand in the area for better communications at work and home, in business and in public services. In considering proposals for new telecommunications development, the Local Planning Authority will take into account the impact of the proposal on the environment and residential amenity protecting as far as possible, the appearance of buildings, settlements and the countryside from unsightly telecommunications equipment. This is particularly important in the New Forest Heritage Area, the Stonehenge World Heritage site and its setting, the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty, Sites of Special Scientific Interest and Conservation Area. In most cases early

consultation with the Local Planning Authority is encouraged to identify potential problems in respect of new telecommunications development.

*Policy PS7*

## **Renewable Energy**

### **13.10**

The Department of Trade and Industry in co-ordination with Southern Electric are currently undertaking a comprehensive analysis of the potential for the deployment of renewable energy resources in the region covered by Southern Electric. This includes Salisbury District. The study considers a number of alternative forms of renewable technology, but it is unlikely that all will be appropriate in Salisbury District. It is hoped that the study will provide further information which can be incorporated into the Salisbury District Local Plan or its review, at an appropriate point in the Local Plan programme.

### **13.11**

The District Council supports the Government's commitment to encourage the development of renewable energy sources wherever they are acceptable in terms of impact on the environment. In accordance with Planning Policy Guidance Note 22, particular care will be taken when assessing any proposal which comes forward within the New Forest Heritage Area, the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty, Sites of Special Scientific Interest or other protected areas. It is also important that any proposal respects the characteristics of the existing landform and features of the landscape, and does not have a detrimental effect on the amenities of local residents. Prospective developers of such schemes are strongly advised to discuss their proposal at an early stage with the Local Planning Authority.

*Policy PS8*

### **13.12**

Wind turbines in particular can be dominant features in the landscape and proposals for wind farm development will be assessed against their prominence and the visual intrusion on the landscape. The siting of turbines below ridge tops can assist in this aspect. The Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 now include wind generators as Schedule 2 developments. Indicative criteria issued by the Government suggest that a wind generator development might well require environmental assessment if it is located within (or is likely to have significant environmental effects on) the New Forest, an Area of Outstanding Natural Beauty or a Site of Special Scientific Interest;



or if the total installed capacity of the development would exceed 5 megawatts. Prospective developers of renewable energy schemes are strongly advised to discuss their proposal at an early stage with the Local Planning Authority.

## **Cemeteries**

### **13.13**

#### **Salisbury**

Cemetery facilities in Salisbury are located at two principal sites: Bishopdown and Devizes Road. These two sites have limited space available which is likely to be exhausted within the timeframe of the Local Plan. Neither site has room for further expansion and therefore the need to identify a new site has arisen. Approximately 12 hectares of land at Fugglestone Red are therefore allocated for a new cemetery.

*Policy PS9*

### **13.14**

#### **Amesbury**

Due to the need for additional burial space in Amesbury, approximately 1 hectare of land will be provided for a new cemetery on land adjacent to the new housing development proposed at Boscombe Down. The exact position of the cemetery will be determined in association with the master plan which is being prepared for the site.

*Policy PS10*

# Adopted Local Plan - Appendix I

## Glossary of terms

### Affordable Housing

Housing built specifically for people with local connections who are unable to compete in the local housing market, and which is managed to ensure that the benefits of low cost provision pass to subsequent occupants.

### Areas of High Ecological Value

Areas considered by Wiltshire County Council in their Landscape Local plan to be of ecological importance. They may include Sites of Special Scientific Interest and National Nature Reserves. These may be replaced with Areas of Prime Biodiversity in future versions of the Local Plan.

### Areas of Outstanding Natural Beauty

Areas of particularly attractive appearance designated by the Countryside Commission in order to conserve the natural beauty of the landscape.

### Article 4 Direction

Withdraws permitted development rights for a particular area, and makes it necessary to apply to the Local Planning Authority for permission.

### Backland Development

Development without a road frontage which lies to the rear of other development. This is not necessarily objectionable but will depend on the particular circumstances of the site and the proposal.

### Bulky Goods

Those goods which require a large amount of display space due to the large size of items, or are, by virtue of their size, shape and weight, difficult to carry easily. These types of goods include for example bulky electrical goods, furniture, floor coverings, motor vehicles, and large DIY and/or garden goods. Non bulky items may be sold from these developments but they will only be acceptable where they form a small and ancillary part of the store's operation. The Council will use a figure of up to 1/3 of its operation, in terms of floorspace and turnover as a guideline. Bulky goods do not include small items which, as part of a store's operation, are sold in bulk.

### Conservation Areas

Areas designated by local authorities, usually within settlements but which may embrace other land which contributes to their setting, which have a special architectural or historic character and which are considered to be worthy of preservation and enhancement.

### Development

The erection of buildings, change of use of buildings or land, or engineering or mining operations, in, on or under land which requires planning permission.

### English Heritage (Historic Buildings and Monuments Commission for England)

Established in April 1984, English Heritage has three main functions in England:

1. to secure the preservation of ancient monuments and historic buildings;
2. to promote the preservation and enhancement of Conservation Areas; and
3. to promote the public enjoyment of ancient monuments and historic building

### Housing Policy Boundary

Boundary within which limited housing development will, in principle, be acceptable subject to the provisions of the Local Plan.

### Housing Restraint Area

Area which derives its character from its open, informal, or irregular loose knit pattern of development and within which new housing development is unlikely to be acceptable.

### Important Open Space

Open area within a Housing Policy Boundary which contributes to the visual quality of the surrounding area and will be protected from development.

**Infilling**

The filling up of a small gap in an otherwise built up frontage.

**Listed Buildings**

Buildings listed by the Secretary of State for the Environment as being of special architectural or historic interest.

**Local Plan**

A statutory document which elaborates the broad policies and proposals set out in the Structure Plan.

**Local Planning Authority**

For the purposes of this Local Plan, Salisbury District Council is the Local Planning Authority. It should be noted, however that for minerals, waste and larger transport proposals, the County Council is deemed the relevant Local Planning Authority.

**National Nature Reserves**

Areas designated by the English Nature to conserve key areas of wildlife habitats and their communities of plants and animals.

**Permitted Development**

Certain classes of development are given a general permission by the Town & Country Planning (General Permitted Development) Order 1995, and may be carried out without the specific permission of the Local Planning Authority.

**Planning Policy Guidance Notes (PPGs)**

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**Schedule of Ancient Monuments**

Buildings or other structures of national importance which are scheduled under the Ancient Monuments Acts.

**Settlement**

A distinct and visually cohesive group of dwellings, which may also comprise other forms of development.

**Shopping Developments**

Although mainly areas of retail activity, they may include uses other than those within Use Class A1 (shops), but which will generally be found in shopping areas and which are defined in Classes A2 (financial and professional services) and A3 (food and drink) of the 1987 Town and Country Planning (Use Classes) Order.

**Sites of Special Scientific Interest**

Areas designated under the Wildlife and Countryside Act 1981, which because of their geology, vegetation, wildlife or other ecological characteristics, English Nature considers to be of importance.

**Special Area of Conservation**

Designated under the European Habitats Directive. These are areas of land comprising habitats, and supporting species, which are rare in a European context and are subject to special protection from the time they are first identified as candidate sites. They are also designated as SSSIs (see above) under national legislation.

**Special Landscape Area**

Areas identified by the Structure Plan and defined in detail in the Wiltshire Landscape Local Plan as being of high landscape quality sufficiently attractive to justify the adoption of particular development control policies or other safeguarding measures.

**Special Protection Area**

An internationally important site for birds, designated by the Secretary of State for the Environment under the terms of the European Community Directive 79/409/EEC on the Conservation of Wild Birds. Once designated, the Government is obliged to take steps to avoid any significant pollution, disturbance, or the deterioration of the habitats on the site.

**Special Restraint Area**

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**Structure Plan**

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**Tandem Development**

Consists on one house immediately behind another and sharing the same access. This form of development is generally unsatisfactory because of the difficulties of access to the house at the back, and the disturbance and lack of privacy suffered by the house in front.

**World Heritage Site**

A site of international importance proposed by the British Government under the 1972 Convention Concerning the Protection of the World Cultural and Natural Heritage and accepted by UNESCO, and to the protection of which the Government is specifically committed under that Convention

# Adopted Local Plan - Appendix I

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# Adopted Local Plan - Appendix II

## Conservation Areas and Parks and Gardens of Special Historic Interest

### Conservation areas

Conservation Area	Date of Designation	Date of Amendment	Notes
Alderbury	18 January 1980		
Amesbury	27 February 1980		
Ansty	24 January 1975		
Barford St. Martin	14 June 1989		
Berwick St. James	8 February 1989		
Berwick St. John	24 January 1975		
Bishopstone	10 June 1992		
Bodenham	7 February 1990		
Boscombe	8 February 1989		
Bowerchalke	10 June 1992		
Britford	24 October 1984	7 February 1990	
Broadchalke	9 May 1975		
Bulford	9 October 1985	10 July 1997	
Burcombe	10 June 1992		
Chilmark	30 January 1973		
Cholderton	8 February 1989		
Coombe Bissett	30 January 1973		
Compton Chamberlayne	14 June 1989		
Dinton	14 June 1989		
Donhead St. Andrew	10 June 1992		
Donhead St. Mary	10 June 1992		
Downton	1 May 1973	1 May 1973	
Durrington	8 February 1989		
East Knoyle	24 October 1975		

Conservation Area	Date of Designation	Date of Amendment	Notes
Ebbesbourne Wake	11 July 1975		
Farley	8 February 1989		
Figheldean and Ablington	8 February 1989		
Fisherton-de-la-Mere	9 May 1975		
Fonthill Bishop	10 June 1992		
Fovant	19 September 1977		
Great Durnford	8 February 1989		
Great Wishford	7 November 1974		
Hanging Langford	8 February 1989		
Hindon	18 March 1969		
Homington	6 August 1989		
Lake	8 February 1989		
Lower Woodford	8 February 1989		
Maiden Bradley	11 July 1975		
Mere	31 January 1973	10 June 1992	
Milton	24 October 1975		
Netherhampton	24 October 1984		
Netton	8 February 1989		
Newton Tony	8 February 1989	10 July 1997	
Orcheston	8 February 1989		
Pitton	16 May 1977		
Porton	14 June 1989		
<i>Salisbury City Centre*</i>	<i>17 March 1970</i>	<i>7 February 1990</i>	<i>*-Amalgamated into Salisbury Conservation Area. 7 February 1990</i>
<i>Fisherton*</i>	<i>1 June 1976</i>	<i>7 February 1990</i>	<i>*-Amalgamated into Salisbury Conservation Area. 7 February 1990</i>
<i>St. Martin*</i>	<i>1 June 1976</i>	<i>7 February 1990</i>	<i>*-Amalgamated into Salisbury Conservation Area. 7 February 1990</i>

Conservation Area	Date of Designation	Date of Amendment	Notes
<i>Harnham*</i>	<i>24 October 1984</i>	<i>7 February 1990</i>	*-Amalgamated into Salisbury Conservation Area. 7 February 1990
<i>Milford Hill*</i>	<i>24 October 1984</i>	<i>7 February 1990</i>	*-Amalgamated into Salisbury Conservation Area. 7 February 1990
<i>Wilton Road*</i>	<i>24 October 1984</i>	<i>18 October 1989</i>	*-Amalgamated into Salisbury Conservation Area. 7 February 1990
Semley	14 June 1989		
Stapleford	10 February 1988		
Steeple Langford	8 February 1989		
Stourton	9 May 1975		
Stratford-Sub-Castle	14 October 1984	7 February 1990	
Swallowcliffe	16 August 1989		
Teffont Magna and Evias	30 January 1973		
Tilshead	8 February 1989		
Tisbury	8 November 1974		
Tollard Royal	1 May 1973		
West Amesbury	29 February 1980		
West Dean	23 February 1990	26 September 1990	
Whiteparish	24 February 1975	15 April 1987	
Wilsford	8 February 1989		
Wilton	30 January 1973	16 August 1989	
Winterbourne Dauntsey	8 February 1989		
Winterbourne Earls	8 February 1989		
Winterbourne Gunner	8 February 1989		
Winterbourne Stoke	8 February 1989		
Wylde	9 May 1975		
Zeals	12 February 1986		

## Parks and gardens

Name	Grade
Amesbury Abbey	II*
Dinton Park (Philipp's House)	II
Fonthill	II*
Hatch House, West Tisbury	II
Heale House, Woodford	II*
Lake House, Wilsford Cum Lake	II
Larmer Grounds, Tollard Royal	II
Larmer Tree Grounds, Tollard Royal	II*
Longford Castle	II*
The Moot, Downton	II*
The North Canonry, Cathedral Close	II
Rushmore Park, Berwick St. John	II
Stourhead	I
Trafalgar House, Downton	II
Wardour Castle, Tisbury	II*
Wilbury, Newton Tony	II
Wilton	I

# Adopted Local Plan - Appendix III

## Sites of Special Scientific Interest

SSSI Name	Parish(es) affected
Baverstock Juniper Bank	Barford St Martin
Bentley Wood	West Dean
Blackmoor Copse	Farley
Bowerchalke Down	EbbesborneWake/Bowerchalke/Broadchalke
Bracknell Croft	Firsdow
Bradley Woods	Maiden Bradley with Yarnfield
Brickworth Down and Dean Hill	Downton/ Alderbury/ Grimstead/West Dean/ Whiteparish
Brimsdow Hill	Maiden Bradley with Yarnfield
Britford Water Meadows	Britford
Burcombe Down	Burcombe Without
Camp Down	Woodford
Charnage Down Chalk Pit	Mere
Chickengrove Bottom	Broadchalke
Chilmark Quarries	Chilmark/Teffont
Clearbury Down	Downton
Cockey Down	Laverstock
Cranborne Chase Woods	Tollard Royal/ Berwick St John/Ebbesborne Wake
Dead Maid Quarry	Mere
Dinton Quarry	Dinton
Dinton Railway Cutting	Dinton
East Harnham Meadows	Harnham
Ebsbury Down	Great Wishford
Figsbury Ring	Firsdow
Fonthill Grottoes	Tisbury
Gallows Hill	Alvediston
Great Yews	Odstock

<b>SSSI Name</b>	<b>Parish(es) affected</b>
Gutch Common	Sedgehill & Semley/ Donhead St Andrew
Hang Wood	West Knoyle
Heath Hill Farm	Stourton with Gasper
Homington and Coombe Bissett Downs	Coombe Bissett
Knapp Down and Barnett's Down	Broadchalke
Knighton Downs and Wood	Broadchalke/Bishopdown
Lady Down Quarry	Tisbury
Landford Bog	Landford
Landford Heath	Landford Heath
Langley Wood and Homan's Copse	Redlynch/ Landford/ Whiteparish
Long Knoll	Maiden Bradley with Yarnfield
Loosehanger Copse and Meadows	Redlynch
Lower Woodford Water Meadows	Woodford
New Forest	Wiltshire/Hampshire
Odstock Down	Odstock
Parsonage Down	Shrewton/ Winterborne Stoke
Pincombe Down	Berwick St John/ Alvediston
Porton Down	Firsdow/ Idmiston/ Winterslow/ Allington/Newton Tony
Porton Meadows	Idmiston
Prescombe Down	Ebbesborne Wake
River Avon System	Wiltshire
Rotherley Down	Tollard Royal/ Berwick St John
Salisbury Plain	Wiltshire
Steeple Langford Down	Steeple Langford
Stratford Toney Down	Stratford Toney
Teffont Evias Quarry/ Lane Cutting	Teffont
Throope Down	Bishopdown



<b>SSSI Name</b>	<b>Parish(es) affected</b>
Trow Down	Berwick St John
Upper Chicksgrove Quarry	Tisbury
West Harnham Chalk Pit	Salisbury
Whiteparish Common	Whiteparish
Whitesheet Hill	Kilminster/Stourton with Gasper/ Mere
Win Green Down	Donhead St Mary/ Donhead St Andrew/ Berwick St John
Winkelbury Hill	Berwick St John
Wylde and Church Dean Downs	Wylde
Yarnbury Castle	Steeple Langford/ Berwick St James

# Adopted Local Plan - Appendix IV

## Standards for the Provision of Public Open Space in Association with New Residential Development.

1

### Introduction

This appendix elaborates on policies R2 and R3 of the Local Plan.

2

### Provision of Public Open Space

Policy R2 requires recreation open space at a standard of 2.43 hectares per 1000 population to be provided in connection with any residential development. The Council has adopted the recreation standard promoted by the National Playing Fields Association (NPFA) which comprises:

<b>Youth and Adult Use:</b>	1.6-1.8 hectares per 1000 population
<b>Children's Use:</b>	0.2 - 0.3 hectares per 1000 population of equipped children's playgrounds, adventure playgrounds and other specific opportunity play facilities; and 0.4 - 0.5 hectares per 1000 population of casual or informal play space within housing areas

3

Youth and adult sport and recreation space includes facilities such as pitches, courts and other miscellaneous items which, as a matter of policy and practice, are available for public use.

4

Within new developments children's play areas should be provided within a safe walking distance from home, no further than 200 metres for pre-school children and 400 metres for older children, be clearly visible from a number of dwellings, and easily accessible from the development.

5

New children's play areas within developments should consist of a minimum of the following:

- a suitable safety surface which conforms to the current BSI safety recommendations;
- secure fencing with self-closing gates to prevent animals gaining access;
- a range of play activities from toddler provision through to facilities for children of 12 years of age, subject to specific circumstances of the locality, and any other considerations.

6

### Standards Adopted within Salisbury District

Salisbury District is deficient in the provision of both children's and adults' facilities throughout the District, when assessed against the NPFA

minimum standards and, in addition, the existing provision is often of poor quality. The Local Planning Authority has therefore adopted the upper target figures for the provision of both children's equipped play facilities (0.3 hectares per 1000 population) and youth and adult facilities (1.8 hectares per 1000 population).

7

The population of any new residential development will be calculated on the following basis:

Number of Bedrooms	Number of Occupants per Dwelling
1	2
2	3
3	4
4	5

*NB. The provision of open space for dwellings with more than 4 bedrooms will be assessed on a pro rata basis*

8

In the case of outline planning applications, where the types of dwellings are unknown, the Local Planning Authority will, for guidance purposes only, assess the likely open space requirements using the average occupancy rate for the District based on the 1991 Census.

9

Developers are recommended to enter into early discussions with the Local Planning Authority regarding the provision of recreational facilities in association with new residential development. The Local Planning Authority will liaise with the Parks Manager on all proposals.

10

### **Open Space Provision and Sizes of Development**

On sites of less than ten dwellings, it may be impracticable to provide recreation facilities on-site. In such instances, the Local Planning Authority will expect developers to make a contribution, in accordance with the scale of payments operating by the Local Planning Authority, towards the provision of new or improved facilities within the local area. The scale of payments is calculated according to the number of bedrooms in each dwelling. These will be updated annually and full details are available from the Planning Office on request.

11

Where ten or more dwellings are proposed, an equipped children's play area at least should be provided on-site, unless the Local Planning Authority is satisfied that for specific reasons, for example, the topography of the site, provision off-site would be more beneficial.

12

Where an equipped children's play area cannot be provided on-site, the developer will be expected to make a commuted payment towards a nearby facility (existing or proposed) in accordance with the scale of contributions operated by the Local Planning Authority.

13

On larger sites, where the developer wishes to make a financial contribution to the Local Planning Authority for the purchase of new equipment for children's play facilities on-site and youth and adult facilities, the Authority will operate a scale of payments according to the number of bedrooms in each dwelling.

14

Where a developer is to provide the play equipment, the formal agreement of the Local Planning Authority with regard to the type and safety of the proposed equipment must be secured before installation on-site.

15

### **Youth and Adult Facilities**

The Local Planning Authority will expect developers to make provision for youth and adult facilities. Except on large development sites, the Local Planning Authority anticipates this provision will be off the development site, and the developer will be expected to make a commuted payment towards the provision of new or the improvement of existing facilities within the local area, in accordance with the scale of contributions operated by the Local Planning Authority.

16

### **Standards for Open Space in Sheltered Developments**

The Local Planning Authority recognises in Policy R3 that nursing home developments generate limited demand from residents for recreational open space and it will waive this requirement in proposals of this nature. The provision of adequate amenity space on-site is important in producing a pleasant and attractive living environment within the site and the Local Planning Authority will therefore seek appropriate amenity space within the development.

17

n development proposals to provide other "retirement homes", residents are often still active and there is demand, although limited, for recreation facilities. The open space requirement may be reduced to 0.81 hectares per 1000 population. Appropriate amenity space within the development will be sought also.

18

In both instances, developers will be required to enter into a Section 106 legal agreement with the Local Planning Authority regarding the future occupancy of the dwellings.

19

### **The Maintenance of Open Space in New Residential Development**

Developers will be expected to demonstrate to the Local Planning Authority that adequate arrangements for the ongoing maintenance of recreational and amenity space associated with the development have been made. This could involve the setting up of a residents' association or the developer committing himself to carry out the maintenance. In Salisbury, a commuted sum may be paid to the City Committee of the District Council, or elsewhere, the town or parish council may agree to carry out the work, again subject to a commuted sum being paid. The open space should be fully laid out, equipped and ready for use before either the District Council, town or parish council accepts responsibility.

20

### **Commuted Payments**

Payments will be held by the District Council on behalf of the developer. If the contribution has not been used after five years of the commencement of the development, and an ongoing project on which the contribution is to be used, for example a new recreation ground, has not been identified, the contribution will be returned to the developer.

# Adopted Local Plan - Appendix V

## Car Parking Guidelines

1

The guidelines are classified according to the Town and County Planning (Use Classes) Order 1987.

2

Unless stated to the contrary all floor areas are deemed to be gross external floor areas (GFA); fractional space requirements will be rounded up to the next whole number.

3

The standards set out in this appendix have been derived with regard to the consultation draft of the revised PPG13 and the joint county-wide approach to car parking policy. In accordance with paragraph 34 of PPG13, these standards set out maximum car parking requirements.

4

Car parking spaces should be constructed to a minimum size of 2.4m x 5m with a minimum aisle width of 6m. Nose to tail parking areas should be 2.4m x 7m. Unconventional parking arrangements e.g. herringbone or fishbone pattern should have included minimum rectangular spaces of 2.4m x 5m and aisle widths sufficient to accommodate ease of operation. In the case of parking spaces for people with mobility difficulties spaces should be dimensioned 3.6m wide x 5m, but where grouped, each two spaces of 2.4m x 5m with a common side aisle of 1.2m will be acceptable. Such spaces should be appropriately marked and located.

5

### Parking Standards and Accessibility

Maximum parking standards are set out in the table below. These standards will be applied having regard to the accessibility of individual development sites to alternative modes of transport (walking, cycling and public transport), with the intention of reducing on-site parking provision to a level consistent with the need to minimise car use. Supplementary Planning Guidance (SPG) will be published that will establish zones of accessibility for walking, cycling and public transport. This SPG will allow the parking standards to be interpreted so that the appropriate level of car parking for each development site can be established. The parking standards and SPG will also be used in combination as the basis of the Council's contributions policy for transport purposes.

## APPENDIX V - Maximum Car Parking Standards

### A1 Retail

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Total GFA<800m2 (<800m2 food retail)	1 per 35 m2 (<1000m2)	PIWFR
Total GFA >800m2	1 per 20 m2 (>1000m2)	PPG13
Food Retail >800m2	1 per 14 m2 (>1000m2)	PPG13

## A2 Financial & Professional Services

Recommended Maximum	Origin of Standard
1 per 30 m2	PIWFR

## A3 Food and Drink

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Restaurants, Cafes, Public Houses and Bars	1 per 25 m2	PIWFR
Takeaways	1 per 10 m2	PIWFR

## B1 Business (Including Offices)

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Total GFA <2500m2	1 per 30 m2	PIWFR
Total GFA > 2500m2	1 per 30 m2	PPG13

## B2 Business General Industry

Land Use/ Use Class	Recommended Maximum	Origin of Standard
GFA <235m2	1 per 30 m2	PIWFR
GFA >235m2	1 per 50 m2 (min. 8)	PIWFR

## B3-B7 Special Industry Groups

Recommended Maximum	Origin of Standard
1 per 50 m2	LPI

## B8 Storage & Warehousing

Land Use/ Use Class	Recommended Maximum
GFA <235m2	1 per 30 m2
GFA > 235m2	1 per 200 m2 (min 8)

## C1 Hotels & Hostels

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Hotels, Boarding & Guest Houses	1 per bedroom (including staff)(+ req. for public facilities)	PIWFR

## C2 Residential Institutions

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Residential Schools & Colleges	1 per bed (including staff bed spaces) + 1 per 2 non-residential and ancillary staff	LPI
Hospitals	1 per 4 staff + 1 per 3 visitors	PIWFR
Nursing Homes	1 per 4 beds + 1 per 2 staff	PIWFR

### C3 Dwelling Houses

Land Use/ Use Class	Recommended Maximum	Origin of Standard
5+ Beds	3 per unit + 1 per 5 units	PIWFR
Upto 4 Beds (inc.flats)	2 per unit + 1 per 5 units	PIWFR
Sheltered Accommodation	1 per 2 units + 1 per 5 units	PIWFR
Other retirement homes	1 per unit + 1 per 5 units	PIWFR

### D1 Non Residential Institutions

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Places of Worship, public halls, clinics, health centres, surgeries	1 per 5 5 spaces per consulting room	PIWFR
Libraries, Arts Galleries & Museums		PIWFR
Education Centres:(Nursery, Primary, Secondary, Sixth Forms & Colleges of Further Education)		
Staff	2 per 3 staff	PIWFR
Visitors	1 per 7 staff	PIWFR
Pupils/Students	1 per 10 2nd year sixth formers	PIWFR
College Students	1 per 4 students	PIWFR
Parents (Nursery)	1 per 12 pupils	PIWFR
Parents (Infants)	1 per 12 pupils	PIWFR
Parents (Primary)	1 per 20 pupils	PIWFR
Parents(Senior)	1 per 30 pupils	PIWFR
Higher & Further Education College	Staff: 1 per 2 staff + 1 per 15 students a	PPG13

### D2 Assembly & Leisure

Land Use/ Use Class	Recommended Maximum	Origin of Standard
---------------------	---------------------	--------------------



Land Use/ Use Class	Recommended Maximum	Origin of Standard
Cinemas & Conference Facilities	1 space per 5 seats	PPG13/ PIWFR*
Music & Entertainment (>1000 m2)	1 space per 22 m2	PPG13*
Music & Entertainment (<1000 m2)	1 space per 5 seats	PIWFR*
Dance Halls, Bingo Halls, Casinos (>1000 m2 )	1 per 22 m2	PPG13
Dance Halls, Bingo Halls, Casinos (<1000 m2 )	1 per 5 m2	PIWFR
Sports Facilities (>1000 m2)	1 space per 22 m2	PPG13
Sports Facilities (<1000 m2)	1 per 2 players + 1 per 5m2	PIWFR
Field Sports	Max. No of participants	PIWFR
Stadia (over 1500 seats)	1 per 15 seats b	PPG13

### Other Use Classes

Land Use/ Use Class	Recommended Maximum	Origin of Standard
Vehicle Service Stations	1 per 1.5 employees	LPI
Tyre & Exhaust Centres	1 per 1.5 employees	LPI
Petrol Filling Stations	1 per 2 employees	LPI

### Key

#### PPG13

Planning Policy Guidance Note 13: Transport, March 2001

#### PIWFR

Oscar Faber 'Parking in Wiltshire Final Report, 2000/2001 commissioned by WCC, Swindon Borough Council and the District Councils of Wiltshire

#### LPI

Presented at Local Plan Inquiry: Joint statement of Wiltshire County Council & Salisbury District Council, March 2000

\*

Category titles changed following publication of PPG13

a

The standard for students relate to the total number of students attending an educational establishment, rather than full-time equivalent figures

b

For Stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.

c

Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, Parking for Disabled People.

d

For mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. For

land uses not covered in PPG13 the most stringent regional or local standards should apply.

# Adopted Local Plan - Appendix VI

## Cycle Parking Guidelines

The following table lists minimum cycle parking standards for development control.

The cycle parking standards attached apply to both new build and change of use. The tabulated minimum standard should be observed for the relevant use.

In some cases where change of use is sought, the appropriate standard will be physically impossible. In these cases the individual application will be considered on its merits to determine whether sub standard provision is acceptable.

Land use	Minimum cycle parking standards
Employment	2 covered cycle spaces plus one space per each 500m <sup>2</sup> above 1000m <sup>2</sup> gross floor area.
Retail / Leisure	2 covered cycle spaces plus one rack per each 500m <sup>2</sup> above 1000m <sup>2</sup> gross floor area together with the above standard for employees.
Housing	2 covered spaces per unit (2m x 1.5m), either additional space within a garage or elsewhere within the curtilage of the property.
Primary and secondary schools	<ul style="list-style-type: none"> <li>1 space per 3 staff</li> <li>1 space per 45 visitors</li> <li>1 space per 5 pupils (5 – 11 years)</li> <li>1 space per 3 pupils (over 11 years)</li> </ul>
Sixth form colleges and colleges of further education	<ul style="list-style-type: none"> <li>1 spaces per 3 staff</li> <li>1 space per 3 pupils</li> </ul>



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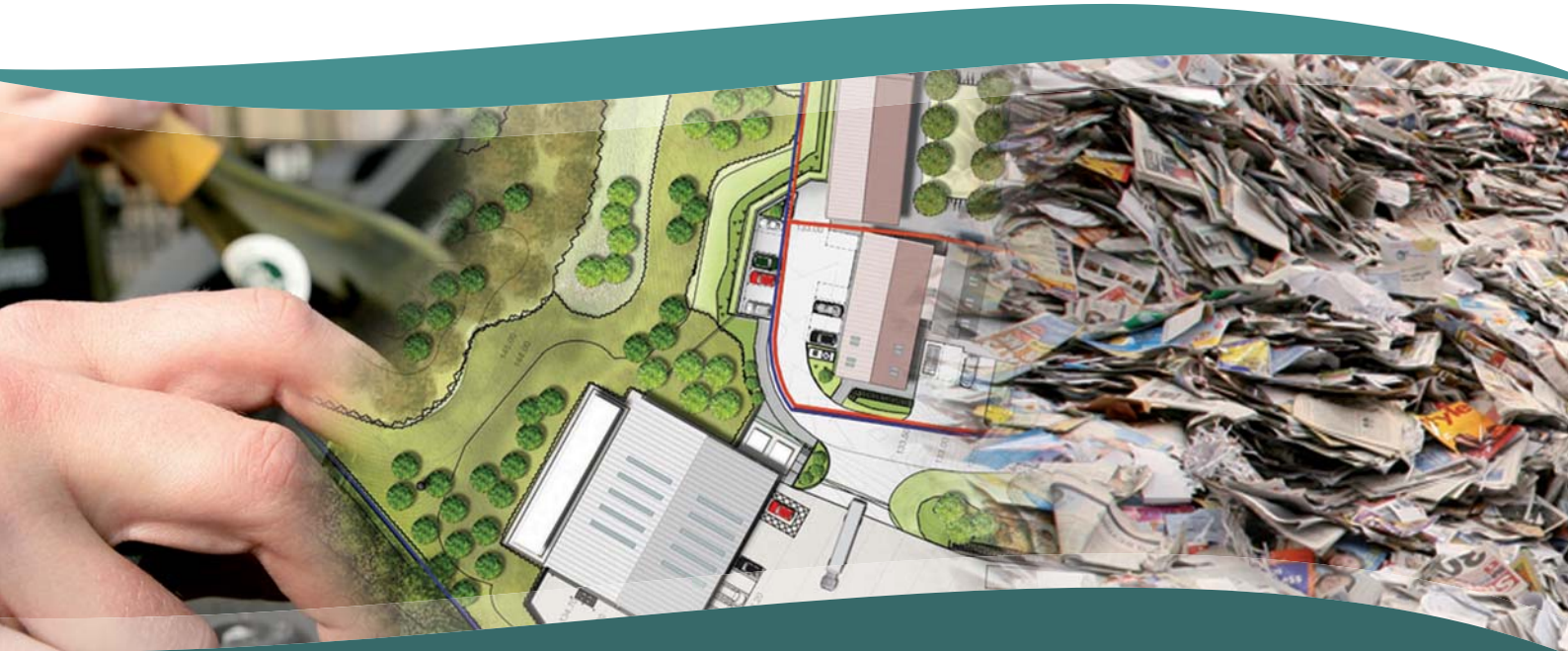
**POLICIES CONTAINED IN SALISBURY DISTRICT LOCAL PLAN 2003**

<b>Policy No.</b>	<b>Name</b>
G1	General principles for development policies
G2	General criteria for development
G3	The water environment
G5	Water Services
G7	The water environment
G8	The water environment
G9	Planning Obligations
G10	Enabling Development
G12-G13	MOD land
D1-D3	General townscape
D4-D6	Salisbury Townscape
D8	Public Art
H1	Housing (district wide)
H2 D, E, F	Housing (Salisbury)
H3	Housing (Old Man. Hosp)
H4	Housing (E. Chequers)
H5	Housing (Salt Lane car park)
H6	Housing (Brown St Car Park)
H7	Housing (Salisbury)
H8	Housing (Salisbury)
H9	Housing (Amesbury)
H10	Housing (Dinton)
H11 A	Housing (Downton Wick Lane)
H12	Housing (MOD Durrington)
H14	Housing (Tisbury)
H15	Housing (Bulbridge)
H16	Housing (Policy Boundaries)
H17	Important Open Spaces
H18	Amenity open space
H19	Housing restraint areas
H20	Special restraint areas
H21	Special restraint areas
H22	Application of Housing Policy Boundaries

H23	Land outside Housing Policy Boundaries
H24	Housing for the elderly
H25	Affordable housing
H26	Rural exceptions
H27	Housing for Rural Workers
H28	Housing for Rural Workers
H29	Housing for Rural Workers
H30	Replacement Dwellings and Extensions in the Countryside
H31	Replacement Dwellings and Extensions in the Countryside
H32	Mobile Homes
H33	Accommodation for Dependent Persons
H34	Gypsy Sites
E1	Employment – Old Sarum site
E2	Employment- London Rd site
E3	Employment –Salisbury Central Area
E4	Employment – Salisbury Chequers
E5	Employment – Brown St
E6	Employment – Old Manor Hospital
E7	Employment – Southampton Rd
E8	Employment- Amesbury and northern employment allocations
E10	Employment- Dinton
E12	Employment –Mere
E14A	Employment –Tisbury
E14B	Employment –Tisbury
E16	Employment – General
E17	Employment – General
E18	Employment –Special Restraint Areas
E19	Employment in the countryside
E21	Employment in the countryside
CN1- CN24	Conservation policies
C2	The rural environment
C3	The rural environment
C4	Landscape Conservation
C5	Landscape Conservation
C6	Landscape Conservation
C7	Landscape Conservation
C8	Landscape Conservation
C9	Loss of woodland
C11	Nature Conservation
C12	Development Affecting protected species
C13	Enhancement of retained wildlife habitat sites in developments
C14	Features of geological or geomorphological importance
C15	Nature Conservation
C16	Local Nature Reserves

C17	Nature Conservation
C18	Nature Conservation
C19	Best agricultural land
C20	Development essential to meet the need of agricultural, forestry and horticulture
C21	Farm diversification
C22	Change of Use & Conversion of Buildings
C23	Change of use of large houses in the countryside
C24	Extensions to buildings in the countryside
HA1	Development in the New Forest
HA2	Housing within the New Forest Villages
HA3	Commoner's dwellings
HA4	Replacement of existing dwellings in the New Forest
HA5	Small-scale business development in the New Forest
HA6	Extensions or redevelopment of existing business premises
HA7	Change of use of buildings
HA8	Indoor sports and recreation facilities
HA9	Outdoor recreation facilities
HA10	Golf courses in the New Forest
HA11	Riding establishments
HA12	Private non-commercial stables
HA13	Tourist attractions
HA14	New hotels in the New Forest
HA15	Change of use of buildings to hotel, B&B, guest house or self-catering accommodation
HA16	Holiday chalet accommodation
S1	Primary Frontages in Salisbury and Amesbury
S2	Secondary Shopping Areas in Salisbury and Amesbury
S3	Location of Retail Development
S5-S7	Salisbury
S9	Local shops
S10	Shopfronts
S11	Farm shops
TR18	Measures to assist motorcycling
R1A	Sports and leisure facilities
R1C	Recreation – General
R2-R3	Open Space Provision
R4	Indoor Community and Leisure Provision
R5	Protection of Existing Outdoor Facilities
R6	Urban Parks
R7	Dual use of educational facilities
R8-R13	New Sports and Recreation Provision
R14	New Leisure Provision
R15	Golf courses
R16	Developments With River Frontages And Public Access
R17	Public Rights of Way
R18	Public rights of way
R20	Allotments
TR1-7	General

TR8-9	Park and Ride
TR10	Brunel Link
TR11-17	District Wide Policies
TR20	A350 Shaftesbury Eastern Bypass
T1-3	Tourist Attractions and Facilities
T4, T6-9	Tourist Accommodation
PS1	Community Facilities
PS2	Community Facilities
PS3	Community Facilities
PS4	Education
PS 5	New education facilities
PS 6	Proposals for playgroups, childminding facilities and day nurseries
PS7	Telecommunications
PS8	Renewable Energy
PS9	Cemeteries



# Wiltshire and Swindon Waste Site Allocations

Local Plan  
Adopted February 2013



## Swindon Borough Council

If you require Council information in another format, please contact Customer Services on 01793 463725

আপনার যদি অন্য কোন আকারে বা রূপে তথ্যের দরকার হয়, কাস্টমার সার্ভিসেসকে (01793) 463725 নম্বরে টেলিফোন করুন।

Bengali

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Gujarati

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Per informazioni in altro formato, contattare il Servizio Clienti chiamando il numero: 01793 463725

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Punjabi

Hadaad u baahatid macluumaad hab kale ku qoran fadian la soo xinir Adeega macmiisha (Customer Services) oo kasoo wac lambarkan (01793) 463725

Somali

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Urdu

## Wiltshire Council

Information about Wiltshire Council services can be made available in other formats (such as large print or audio) and languages on request. Please contact the council on 0300 456 0100, by textphone on (01225) 712500 or by email on customerservices@wiltshire.gov.uk.

如果有需要我們可以使用其他形式（例如：大字體版本或者錄音帶）或其他語言版本向您提供有關威爾特郡政務會各項服務的資訊，敬請與政務會聯繫，電話：0300 456 0100，文本電話：(01225) 712500，或者發電子郵件至：customerservices@wiltshire.gov.uk

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Front cover: Imagery used at the public consultation for Bore Hill Farm, Warminster.  
Client: Malaby Biogas. Landscape Architects: Macgregor Smith Landscape Architects

Wiltshire and Swindon  
Waste Site Allocations Local Plan  
February 2013

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## Executive Summary

The Wiltshire and Swindon Waste Site Allocations Local Plan is the final document in the current waste planning policy framework for Wiltshire and Swindon. The document takes its lead from the policy framework set out in the adopted Wiltshire and Swindon Waste Core Strategy (July 2009) and Waste Development Control Policies (September 2009).

This plan presents a framework of 35 strategic and local scale sites offering a range of potential waste uses to flexibly meet the capacity requirements of Wiltshire and Swindon up to 2026<sup>(1)</sup>.

Following extensive assessment and appraisal work undertaken since 2005/06, the following list of sites are considered to represent the best and most deliverable options for future waste management development. Once adopted, these sites will have 'preferred area' status.

For ease of reference, the plan is divided into sections that broadly equate to the former district council areas:

- Section 2: North Wiltshire waste sites
- Section 3: West Wiltshire waste sites
- Section 4: East Wiltshire waste sites
- Section 5: South Wiltshire waste sites
- Section 6: Swindon waste sites

Each proposed site is illustrated on an inset map which links to an adopted policies map. These are accompanied by a table providing a brief description of the site and highlighting issues that should be addressed in detail at the planning application stage. The list of issues to address should not be seen as exhaustive, particularly as circumstances will change over time and the exact details relating to individual site specific proposals cannot be pre-determined.

The site inset maps illustrate the site boundary that will be safeguarded for waste management purposes. Where the site location is an existing or proposed employment allocation or industrial estate, it will be safeguarded for potential future waste use in line with policy WCS4 of the Waste Core Strategy.

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1 Until reviewed, the adopted Waste Core Strategy establishes 2026 as the 'plan period' for all Wiltshire and Swindon waste planning policy documents.



1	Introduction	1
2	North Wiltshire	11
	<b>2.1 Strategic sites</b>	<b>11</b>
	<b>2.2 Local sites</b>	<b>33</b>
3	West Wiltshire	53
	<b>3.1 Strategic sites</b>	<b>53</b>
	<b>3.2 Local sites</b>	<b>69</b>
4	East Wiltshire	85
	<b>4.1 Local sites</b>	<b>85</b>
5	South Wiltshire	103
	<b>5.1 Strategic sites</b>	<b>103</b>
	<b>5.2 Local sites</b>	<b>109</b>
6	Swindon	119
	<b>6.1 Strategic sites</b>	<b>119</b>
	<b>6.2 Local sites</b>	<b>129</b>
	Appendix 1: Glossary of terms	143
	Appendix 2: Saved Waste Local Plan (2005) policies	151

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## List of tables

Table 1.1 Capacity allocated within the adopted Waste Core Strategy Policy WCS3 to be delivered in the Waste Site Allocations Local Plan	7
Table 1.2 Additional permitted waste management capacity in Wiltshire and Swindon 2006 - 2010	7
Table 1.3 Overall remaining capacity to be delivered by the Waste Site Allocations Local Plan	8
Table 1.4 Monitoring indicators set out in the Waste Core Strategy	9
Table 1.5 Monitoring indicators for the Waste Site Allocations Local Plan	9
Table 2.1 Parkgate Farm, Purton	13
Table 2.2 Purton Brickworks Employment Allocation, Purton	16
Table 2.3 Hills Resource Recovery Centre, Compton Bassett	19
Table 2.4 Land East of HRC/WTS, Stanton St Quintin	23
Table 2.5 Land West of HRC/WTS, Stanton St Quintin	26
Table 2.6 Park Grounds Farm, Royal Wootton Bassett	29
Table 2.7 Barnground, South Cerney	35
Table 2.8 Whitehills Industrial Estate, Royal Wootton Bassett	38
Table 2.9 Bumpers Farm Industrial Estate, Chippenham	41
Table 2.10 Thingley Junction, Chippenham	44
Table 2.11 Leafield Industrial Estate, Corsham	47
Table 2.12 Porte Marsh Industrial Estate, Calne	50
Table 3.1 Hampton Business Park, Melksham	55
Table 3.2 West Wilts Trading Estate, Westbury	58
Table 3.3 Northacre Trading Estate, Westbury	62
Table 3.4 Lafarge Cement Works, Westbury	66
Table 3.5 Bowerhill Industrial Estate, Melksham	71
Table 3.6 Canal Road Industrial Estate, Trowbridge	74
Table 3.7 Warminster Business Park, Warminster	78
Table 3.8 Land at Valley Farm, Chitterne	82
Table 4.1 Hopton Industrial Estate, Devizes	87
Table 4.2 Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes	90
Table 4.3 Salisbury Road Business Park, Marlborough	94
Table 4.4 Everleigh Waste Management Facility, Everleigh	97
Table 4.5 Pickpit Hill, Tidworth	100
Table 5.1 CB Skip Hire, St Thomas Farm, Salisbury	105
Table 5.2 Brickworth Quarry and Landfill, Whiteparish	111
Table 5.3 Former Imerys Quarry, Quidhampton	115
Table 6.1 Chapel Farm, Blunsdon	121
Table 6.2 Waterside Park, Swindon	125
Table 6.3 Brindley Close/Darby Close, Swindon	131
Table 6.4 Land at Kendrick Industrial Estate, Swindon	134
Table 6.5 Rodbourne Sewage Treatment Works, Swindon	137
Table 6.6 Land within Dorcan Industrial Estate, Swindon	140
	143

# 1 Introduction

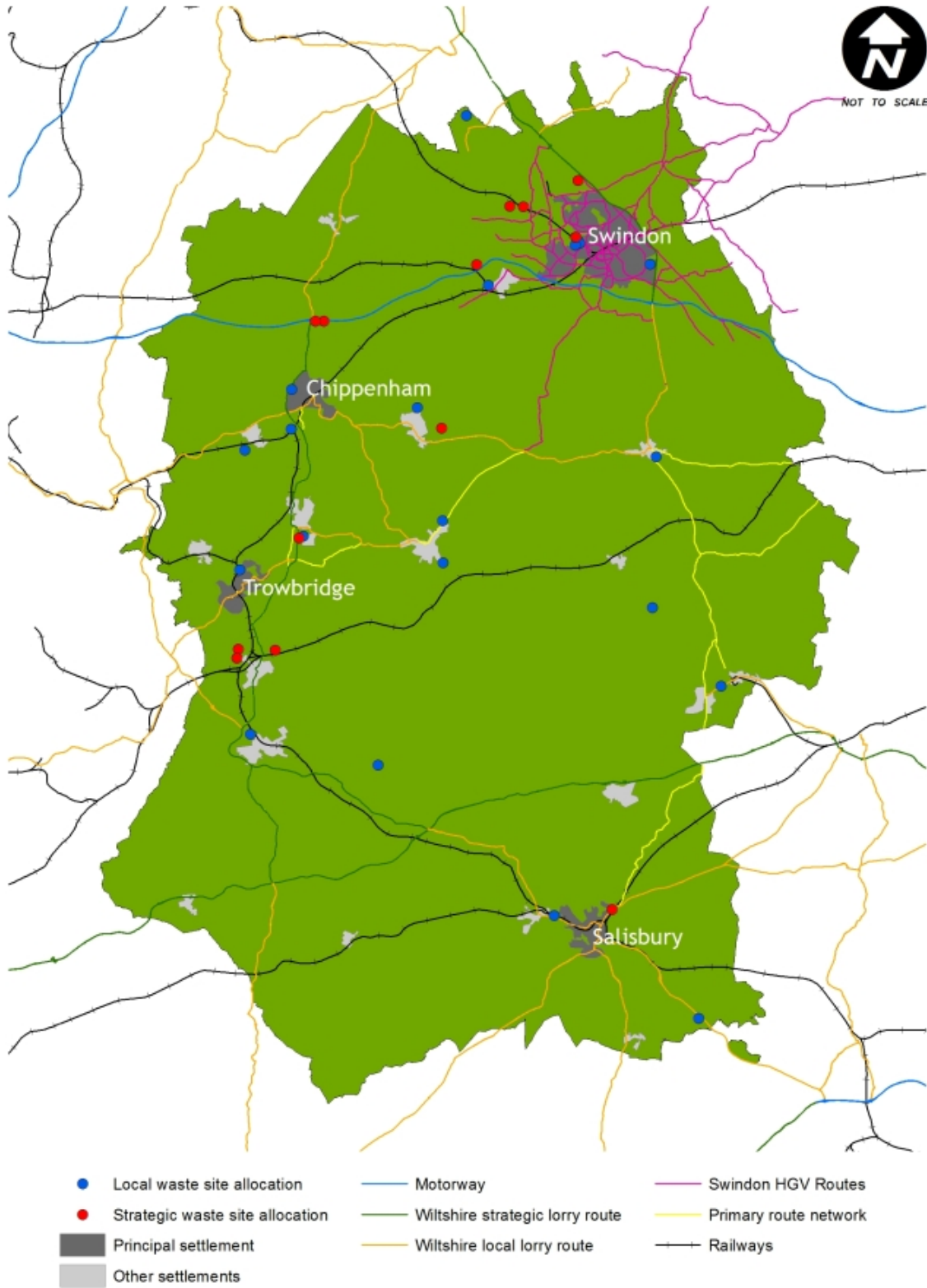
- 1.1** The submission draft Waste Site Allocations Local Plan is the third in a series of documents designed to guide the use of land within Wiltshire and Swindon for waste management development. Once adopted, it will form part of both Wiltshire and Swindon's Local Development Plans and, as such, should be read within the context of the wider development plan for these areas. This document takes its lead from the policy framework set out in the adopted Wiltshire and Swindon Waste Core Strategy (July 2009) and Waste Development Control Policies Development Plan Documents (DPDs) (September 2009)<sup>(2)</sup> It provides a spatial representation of the principles set out in these documents by presenting what Wiltshire Council and Swindon Borough Council consider to be a sound framework of local and strategic sites suitable to meet future waste management needs across Wiltshire and Swindon up to 2026.
- 1.2** The sites contained in this document are classed as either 'strategic' or 'local' and, as set out above, these definitions accord with the overarching policy framework set out in the adopted Waste Core Strategy. In addition, the site allocations have been identified in accordance with national policy and include:
- i. Site specific allocations; or
  - ii. Areas of search comprising land allocated for employment uses, including existing industrial areas within which waste uses could be accommodated, as and when natural churn provides opportunities to utilise vacant plots; or areas of land capable of accommodating new, or additional waste management development and all required mitigation measures within the designated site boundary.
- 1.3** In recognition of the need to be flexible and responsive to change, sufficient sites have been identified (figure 1.1) to provide room for existing waste management facilities to grow, as well as provide opportunity for new facilities and/or technologies to become established. In accordance with the provisions of the revised European Waste Framework Directive and national policy, the councils support the principle that waste should be thought of as a resource, rather than materials for crude disposal. The overall aim of the Wiltshire and Swindon Waste Development Plan is to encourage waste to be driven up the waste management hierarchy in order to break the reliance on landfill and thereby to maximise the re-use of material as a resource.
- 1.4** In principle the councils will be supportive of applications for appropriate waste management facilities within the locations set out in this document. Each allocation will be subject to a detailed planning application process. Proposals for waste management development on sites not included within this document will still be considered on their own merits, if they demonstrate that they are in keeping with national policy and the policies of the development plan (see policy WSA1). Where appropriate, opportunities to develop waste management facilities within the strategic site allocations set out within the emerging Wiltshire Core Strategy may also be explored. Such schemes could take the form of appropriately scaled and designed recycling facilities or district heating schemes. In all such cases, the policies of the local Development Plan (principally the Waste Development Plan) will be used to determine detailed proposals.

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2 The Waste Core Strategy sets out the strategic planning policy framework for waste management until 2026. The Waste Development Control Policies DPD contains a series of policies for determining applications for waste management development within Wiltshire and Swindon. These documents were adopted prior to the Town & Country Planning (England) (Local Development) Regulations 2012 and hence the term 'Development Plan Document' has since been replaced with the term 'Local Plan'. For the purpose of this document these plans are still referred to as DPDs.



Figure 1.1 Waste site allocations in Wiltshire and Swindon



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## **WSA1: Presumption in Favour of Sustainable Development**

When considering waste development proposals the councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Each council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or policies in other adopted Local Plans of the Councils) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then planning permission will be granted unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits assessed against the policies in the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

### **The evidence base**

**1.5** A significant amount of evidence has been gathered to establish whether, in principle, the sites contained within this document are suitable for waste development. Clearly, the evidence used to support a site allocation in the development plan will not be as detailed as expected for a planning application. Therefore, further detailed and up to date evidence will be required to support a planning application for waste management uses. For this reason, the councils have, for each site identified within this document, included a site profile table highlighting particular issues to be addressed at the planning application stage. This will also assist applicants in meeting the requirements of policy WDC2 of the adopted Waste Development Control Policies DPD.

**1.6** The main evidence base to support this document comprises:

- Report on site selection process (detailing the consultation and evidence gathering work undertaken since 2006)
- Summary of waste site appraisal matrices report (initial site appraisal matrices to highlight key issues)
- Waste management directory (summary of waste management facilities/technologies being considered)
- Joint waste site allocations site survey report (Atkins, 2010) covering assessments on:
  - Cultural heritage
  - Landscape/visual impact
  - Noise
  - Air quality and odour
  - Water environment
  - Contaminated land
  - Transport
- Waste capacity gap report (updating the evidence used to estimate the need for waste management facilities in Wiltshire and Swindon)
- Flood risk and development sequential test report

- Level 1 Strategic Flood Risk Assessment (SFRA) update (Scott Wilson, 2010)
- Ecological site briefings report and test of likely significance on European sites
- Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) report (including Cumulative Effects Assessment) (Enfusion, 2011)
- Habitats Regulation Assessment (HRA) report (Enfusion, 2011).

**1.7** The councils will keep the evidence base up-to-date through continuous monitoring and review.

### **Site selection and appraisal**

**1.8** Between June 2005 and March 2006, over 100 potential waste sites were appraised using a site appraisal methodology developed by the councils. Sites appraised during this period were identified from a number of sources, including:

- The formerly adopted Waste Local Plan (WLP, 2005) preferred areas
- Sites placed in 'reserve' following previous site appraisal processes
- Site suggestions made through a site assessment survey with waste management operators
- Site suggestions made through plan area wide leafleting campaign
- Sites suggested by the Wiltshire and Swindon Waste Development Forum (see paragraph 1.10)
- Sites identified by the councils through examination of existing waste management facilities and lists of mineral workings sites
- Sites identified by the councils through examination of employment sites set out in the adopted former district and the borough local plans
- Sites identified through examination of the key industrial and employment areas in the plan area.

**1.9** All of the sites listed for appraisal were visited by officers and where appropriate, assessed against criteria within a site appraisal matrix.

**1.10** The site appraisal process involved seven meetings of the Wiltshire and Swindon Waste Development Forum, a stakeholder group of over 160 organisations with an interest in appropriately planning for future waste development. The meetings of the Forum produced a detailed report, prepared by the appointed facilitators that documented the Forums conclusions from their discussions on each of the sites appraised. The outcomes of this process were used to inform the draft site allocations presented in an Issues and Options (I&O) report published for consultation in March 2006. This report contained a list of 57 sites that were deemed potentially suitable by the councils for future waste management development.

**1.11** Following the consultation on issues and options in March 2006, a combination of a change in regulations (2008)<sup>(3)</sup> and a decision to concentrate resources on the production of the Waste Core Strategy and Development Control Policies DPDs meant that work on the Site Allocations Local Plan ceased between August 2006 and May 2009.

**1.12** The Waste Core Strategy and Development Control Policies DPDs were adopted in July and September 2009 respectively. To augment the work previously undertaken in 2005/06, the councils prepared and consulted on a revised waste site appraisal methodology in the summer of 2009. The intention of the revised methodology was to incorporate SA/SEA objectives and re-appraise sites contained in the I&O report. The revised methodology also sought to appraise any new sites that had been put forward for consideration since 2006.

---

3 An update to the Town & Country Planning (England)(Local Development) Regulations 2004.

- 1.13** Between September 2009 and May 2010, 58 sites were appraised using the revised methodology, including 48 sites contained in the I&O report. Of these 58 sites, 52 sites were included in the Waste Site Allocations Additional Informal Consultation document which was published as part of a widespread consultation that took place between January and March 2010 to refresh the work undertaken in 2006.
- 1.14** In early 2010 the councils appointed consultants to undertake detailed environmental assessments to consider and establish the potential planning and environmental constraints associated with the 52 waste sites. The results of the detailed assessments and the representations made on the additional consultation document have informed the allocation of the sites contained within this submission draft document.
- 1.15** As a result of all work undertaken to date, the councils consider that a total of 35 sites are suitable to accommodate future waste management uses over the plan period to 2026.

### **Strategic and local sites**

- 1.16** As set out in the adopted Waste Core Strategy,<sup>(4)</sup> waste should be treated at, or as close to source as possible. In accordance with national policy,<sup>(5)</sup> this essentially means that waste will be managed at the closest available facility. Within this document the councils refer to 'strategic' and 'local' scale sites. Strategic waste management facilities are large and/or more specialist facilities that will operate at a broad spatial scale and manage high tonnages of waste, and/or more specialist wastes.
- 1.17** In line with adopted waste policy WCS2, strategic waste facilities will be located as close as practicable (i.e. within 16km) to the principal settlements of Swindon, Chippenham, Trowbridge and Salisbury because, by virtue of their spatial extent, these are the areas which are forecast to produce the most waste over the Plan period.<sup>(6)</sup> Strategic-scale sites are generally considered to include (but not exclusively):
- Large-scale waste treatment facilities - e.g. energy from waste, mechanical biological treatment (MBT), pyrolysis, gasification, anaerobic digestion and in-vessel composting
  - Strategic materials recovery facilities (MRFs) - e.g. collecting, separating, sorting and bulking a significant quantity and wide range of waste materials prior to transfer (includes waste from black box collections) received from a wide area - e.g. an amalgamation of municipal waste collection rounds serving a number of towns across Wiltshire and Swindon
  - Strategic-scale composting facilities - e.g. on large waste management sites receiving inputs from a wide area
  - Landfill/landraise facilities.
- 1.18** It is expected that strategic facilities will serve either large areas of the county and borough, the whole plan area, or areas of Wiltshire and Swindon and surrounding local authorities. Such sites will have characteristics that will prevent them from being accommodated on small and/or sensitive sites and locations in the county and the borough.
- 1.19** Where these specialist or strategic sites cannot adequately meet smaller-scale local needs, it will be more appropriate for similar waste management operations to be undertaken at a smaller, more localised scale. These facilities may be located within or outside the 16km principal settlement zones and are just as essential, helping to provide local solutions for

4 See 'The Vision for waste planning in Wiltshire and Swindon 2026', Strategic Objective 2, policy WCS1 and policy WCS2.

5 Planning Policy Statement 10 – Planning for Waste (updated 2011).

6 These settlements were formerly referenced in the draft Regional Spatial Strategy (RSS) for the South West as Strategically Significant Cities and Towns (SSCTs). Following the governments intention to revoke RSSs and for the purpose of this document all referencing to SSCTs has been amended to 'principal settlements'. The term 'principal settlements' is also used in the emerging Wiltshire Core Strategy.

collecting, sorting, bulking, transferring and treating wastes as well as complementing the county, borough and sub-regional level solutions provided by strategic waste management facilities. Factors which have led to a local scale allocation when a site is within 16km of a principal settlement are provided in the site profiles.

**1.20** Local-scale waste management facilities will serve local needs and will be expected to handle waste sourced from a limited geographical catchment. They are generally considered to include (but not exclusively):

- Local household recycling centres (HRC) - public facilities, where household waste can be taken for recycling
- Local recycling facilities - e.g. collecting, storing and bulking particular waste materials prior to transfer (can also include metal recycling, car de-pollution and waste electrical and electronic equipment (WEEE) facilities)
- Local-scale materials recovery facilities - facilities receiving waste from a limited geographical area
- Waste transfer stations (WTS) - where waste is deposited, stored and then transferred in larger loads to a strategic-scale waste treatment or disposal facility
- Inert waste recycling and transfer facilities e.g. the sorting, screening or crushing of limited quantities of inert material prior to transfer
- Local-scale composting/anaerobic digestion/in-vessel composting - e.g. on farm solution, or small-scale waste management sites receiving limited inputs from local sources.

**1.21** Small neighbourhood recycling facilities such as the 'bring facilities' often found at supermarkets are not covered within the scope of this document as they do not normally require planning permission. However, in terms of offering local choice, such facilities will assist the overall strategy in terms of driving waste up the management hierarchy.

### **Where should new waste management facilities be located?**

**1.22** The adopted Waste Core Strategy sets out the commitment to locate strategic-scale facilities as close as practicable (i.e. within 16 km) of Swindon, Chippenham, Trowbridge and Salisbury, but not within designated Areas of Outstanding Natural Beauty (AONBs). The councils consider that local-scale facilities can be located within suitable locations outside of these (16 km) catchment areas - including within AONBs, but only where they are appropriately designed and serving defined local needs.

### **The need for additional waste management sites to 2026**

**1.23** The draft Regional Spatial Strategy (RSS) for the South West (July, 2008) currently sets out the sub-regional apportionments for waste recovery, recycling and landfill for municipal, industrial and commercial waste for each planning authority. As part of the production of the Waste Core Strategy, the sub-regional apportionments were compared against the estimated operational capacities of existing waste management facilities across the plan area. This highlighted a notional 'capacity gap' for the period up to 2026 that the Waste Site Allocations Local Plan would need to address.

**1.24** In July 2010 the government announced its intention to revoke RSSs. Despite this, the government has advised that the evidence which informed the preparation of the RSSs can still be used as material consideration in the preparation of plans and local decision making<sup>(7)</sup>. With this in mind, the councils have continued to rely on the capacity projections set out in the adopted Waste Core Strategy.

7 Letter to Chief Planning Officers from Steve Quartermain (CLG), regarding the Abolition of Regional Spatial Strategies, dated 6 July 2010 (<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1631904.pdf>).

**1.25** Policy WCS3 of the Wiltshire and Swindon Waste Core Strategy identifies a need to deliver the following capacities through the Waste Site Allocations Local Plan (Table 1.1):

**Table 1.1 Capacity allocated within the adopted Waste Core Strategy Policy WCS3 to be delivered in the Waste Site Allocations Local Plan**

Waste stream	Capacity to be delivered as at 2006
Municipal	<ul style="list-style-type: none"> <li>54,000 tonnes per annum (tpa) of treatment capacity for municipal waste management for Wiltshire and Swindon</li> <li>Three HRCs, a MRF and a composting facility for the management of Wiltshire's municipal waste</li> <li>Suitable municipal waste management facilities in Swindon to achieve the target of 50% recycling by 2010 and to meet the objectives of the Swindon Municipal Waste Strategy.</li> </ul>
Industrial and Commercial	<ul style="list-style-type: none"> <li>915,870 cubic metres of void space capacity for the management of industrial and commercial waste</li> <li>250,000 tpa of treatment capacity for industrial and commercial waste management for Wiltshire and Swindon</li> <li>150,000 tpa of recycling capacity for industrial and commercial waste management for Wiltshire and Swindon.</li> </ul>
Inert	<ul style="list-style-type: none"> <li>950,000 cubic metres of void space capacity for the management of inert waste</li> <li>90,000 tpa of transfer capacity for the management of inert waste in Wiltshire and Swindon.</li> </ul>

**1.26** The requirements set out in Policy WCS3 were established using a base date of 2006. Since then, a number of waste management facilities have been permitted, thereby increasing the existing (permitted) capacity for the plan area<sup>(8)</sup>. Table 1.2 illustrates what has been permitted between 2006 and 2010.

**Table 1.2 Additional permitted waste management capacity in Wiltshire and Swindon 2006 - 2010**

Waste stream	Type of facility	Capacity
Municipal	Waste Treatment	60,000 tonnes per annum (tpa) (in Wiltshire of which only 38,000 tpa of biodegradable waste diverted from landfill)
	Outdoor Composting	45,050 tpa
	Recycling	28,000 tpa
Industrial and Commercial	Waste Treatment	127,000 tpa
	Recycling	91,538 tpa
	Landfill	552,666 cubic metres
Inert	Recycling/Transfer	96,730 tpa
	Landfill	988,000 cubic metres

8 See the Waste Site Allocations Local Plan: Waste Capacity Gap Report for details.

**1.27** Table 1.3 shows the revised ‘capacity gap’ figures that the councils need to provide for over the plan period to 2026 and provides the context for the sites identified in this document.

**Table 1.3 Overall remaining capacity to be delivered by the Waste Site Allocations Local Plan**

Waste stream	Capacity to be delivered
Municipal	<ul style="list-style-type: none"> <li>-6,000 tonnes per annum (tpa) of treatment capacity for municipal waste management for Wiltshire and Swindon</li> <li>A HRC and a MRF for the management of Wiltshire’s municipal waste</li> <li>Suitable municipal waste management facilities in Swindon to continue achieving the target of 50% recycling and to meet the objectives of the Swindon Municipal Waste Strategy.</li> </ul>
Industrial and Commercial	<ul style="list-style-type: none"> <li>363,204 cubic metres of void space capacity for the management of industrial and commercial waste</li> <li>123,000 tpa of treatment capacity for industrial and commercial waste management for Wiltshire and Swindon</li> <li>58,462 tpa of recycling capacity for industrial and commercial waste management for Wiltshire and Swindon.</li> </ul>
Inert	<ul style="list-style-type: none"> <li>0 cubic metres of void space capacity for the management of inert waste</li> <li>0 tpa of transfer capacity for the management of inert waste in Wiltshire and Swindon.</li> </ul>

**1.28** In order to be flexible and responsive to a constantly changing market, the Waste Site Allocations Local Plan will still need to provide room for a range of existing waste management uses and sites to grow, as markets change. Making provision for a higher number of strategic recovery, recycling or treatment sites than is nominally required will provide opportunity to divert more waste from landfill, thus driving more waste up the management hierarchy. A range of suitable sites and areas of search for each waste management type should therefore be provided.

## Monitoring

**1.29** The preparation of the Waste Site Allocations Local Plan has been informed by a supporting evidence base. The sites contained within the plan must be monitored and reviewed to ensure that the document responds to changing needs and circumstances and any other factors affecting the deliverability of the sites contained within it. Policy WCS7 in the Waste Core Strategy sets out the councils' commitment to delivering a ‘plan, monitor and manage’ approach to both implementing and reviewing proposals for sustainable waste management. In line with this, the councils have prepared a monitoring framework for the Waste Site Allocations Local Plan.

**1.30** The monitoring framework prepared by the councils comprises a set of indicators and targets. These are consistent with statutory indicators, those included in the councils Annual Monitoring Report (AMR) and the SA/SEA which support the Waste Site Allocations Local Plan.

**1.31** The information on monitoring of the site allocations will be reported in the councils AMR. Site allocations related monitoring indicators set out in the adopted Waste Core Strategy are shown in Table 1.4. Additional indicators which have been prepared as part of this plan are set out in Table 1.5.

**Table 1.4 Monitoring indicators set out in the Waste Core Strategy**

Policy	Indicator	Responsible agency	Target	Threshold for investigation
WCS3	Percentage of waste management facilities permitted outside of the preferred locations for each facility.	Wiltshire Council/Swindon Borough Council	0%	20%
	Percentage of sites permitted for waste management not contained in the Site Allocations Local Plan.	Wiltshire Council/Swindon Borough Council	0%	20%
WCS4	Percentage of non waste developments permitted for safeguarded waste sites.	Wiltshire Council/Swindon Borough Council	0%	20%
	Percentage of objections to other planning applications affecting waste developments or allocations.	Wiltshire Council/Swindon Borough Council	0%	20%

**Table 1.5 Monitoring indicators for the Waste Site Allocations Local Plan**

Indicator	Responsible agency	Target
Number, type and outcome of waste planning applications submitted on safeguarded sites.	Wiltshire Council/Swindon Borough Council	N/A
Number of safeguarded sites where circumstances have changed to the extent that they are no longer considered suitable for waste development.	Wiltshire Council/Swindon Borough Council	0

## Site profiles and maps

**1.32** For ease of reference, this document is divided into sections that broadly equate to the former district council areas:

- Section 2: North Wiltshire waste sites
- Section 3: West Wiltshire waste sites
- Section 4: East Wiltshire waste sites
- Section 5: South Wiltshire waste sites
- Section 6: Swindon waste sites




**1.33** Each proposed site is illustrated on an inset map which links an adopted policies map. These are accompanied by a table providing a brief description of the site and highlighting issues that should be addressed in detail at the planning application stage. The list of issues to address should not be seen as exhaustive, particularly as circumstances will change over time and the exact details relating to individual site specific proposals cannot be pre-determined. For each site, the inset map defines the area of land within which any subsequent planning application and all required mitigation measures will be sited.

**1.34** The site inset maps illustrate the site boundary that will be safeguarded for waste management purposes. Where the site location is an existing or proposed employment allocation or industrial estate, it will be safeguarded for potential future waste use in line with policy WCS4



of the Waste Core Strategy. For all other site allocations set out within this plan, only the footprint of new, or expanded waste development will be safeguarded following the grant of planning permission. In all cases, the unnecessary sterilisation of land will be avoided through a rigorous process of monitoring and review.

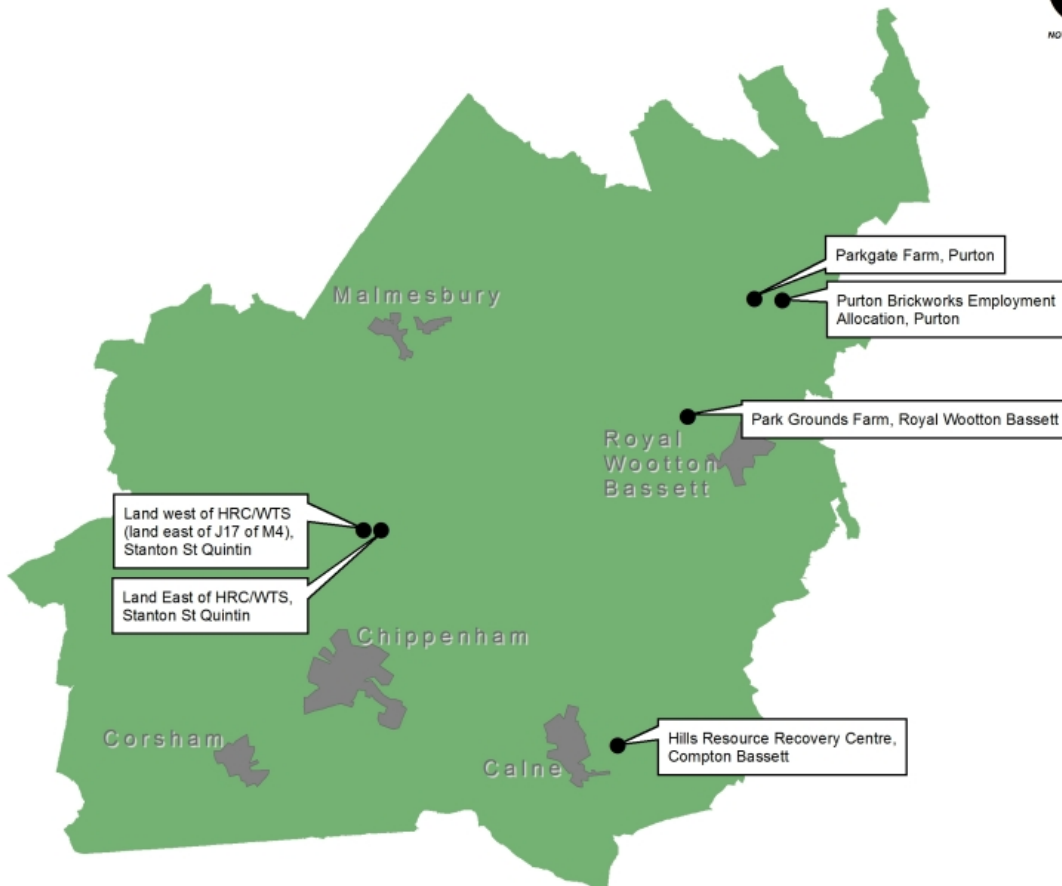
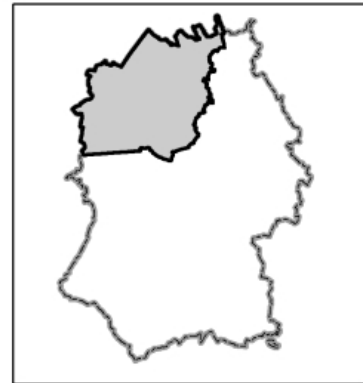
**Key to inset map symbols**

	Wiltshire and Swindon Border		
	New Forest National Park Authority (WCS3; WDC7; MDC5)		
	Principal Settlements (formerly known as SSCTs)*		
	Former District Areas		
<b>Biodiversity/Geodiversity (WDC8; MDC8)</b>		<b>Transportation* (WCS2; WDC5; WDC11; MCS9; MDC8)</b>	
	SACs		Freight-Motorways
	SPAs		Wiltshire Strategic Lorry Routes
	National Nature Reserves		Wiltshire Local Lorry Routes
	SSSIs		Railway
	RIGS		Swindon HGV Route Network (WCS2; WDC2; MCS9; MDC8)
	Local BAP Habitats and Species	<b>Water Environment (WDC2; WDC3; MCS7; MCS10; MDC3)</b>	
	County Wildlife Sites		Flood Zone 2
	Local Nature Reserves		Flood Zone 3
	Great Western Community Forest	<b>Waste Specific</b>	
<b>Landscape (WCS2; WDC7; MDC5)</b>			Principal Settlement 16km Buffer Zones (WCS2; MCS2)
	AONB		Existing Waste Sites (WCS3; WCS4; MCS2)*
<b>Historic Environment and Cultural Heritage (WDC9; MDC7)</b>			Airfield Safeguarding Areas (WDC6)
	Scheduled Monuments	<b>Minerals Specific</b>	
	Registered Battlefields		Rail Aggregate Depot (MSC6)
	Conservation Areas		Minerals Sites (MCS2; MCS6)*
	Historic Parks and Gardens		Mineral Resource Zones (MCS1; MCS6)
	Listed Buildings**		Minerals Safeguarding Areas (MCS6; MDC4)
	Locally Important Archaeological Sites		Minerals Site Allocations (MSC6)
	World Heritage Site (WDC4; WDC9)		Birdstrike Buffer Zone (MCS10; MDC10)

\*Only shown on proposals map

\*\*Only shown on inset maps

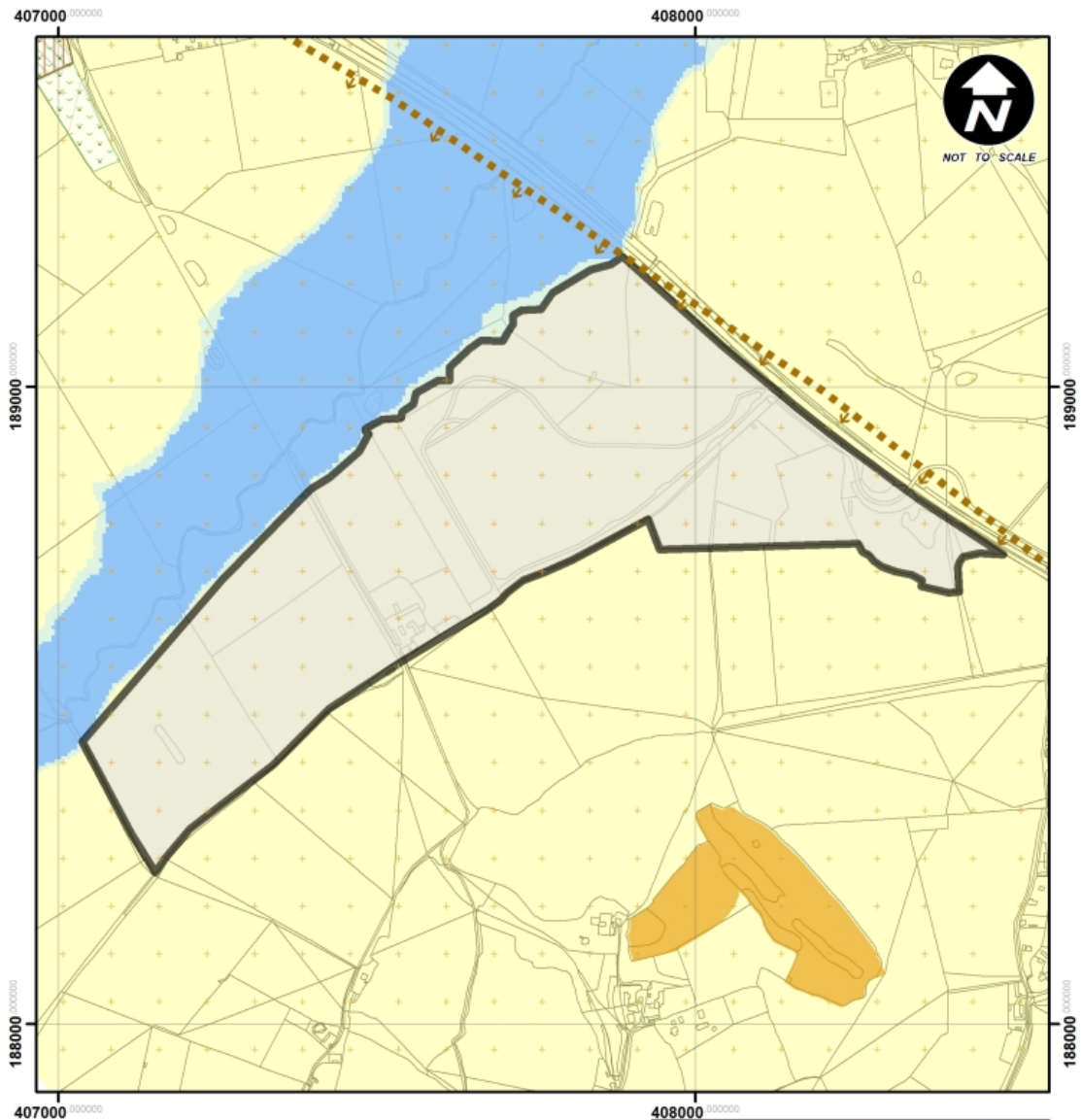
# North Wiltshire strategic scale waste sites



**Key**

- Strategic waste sites in North Wiltshire
- Key settlements in North Wiltshire
- North Wiltshire

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## Inset map N1

Parkgate Farm,  
Purton

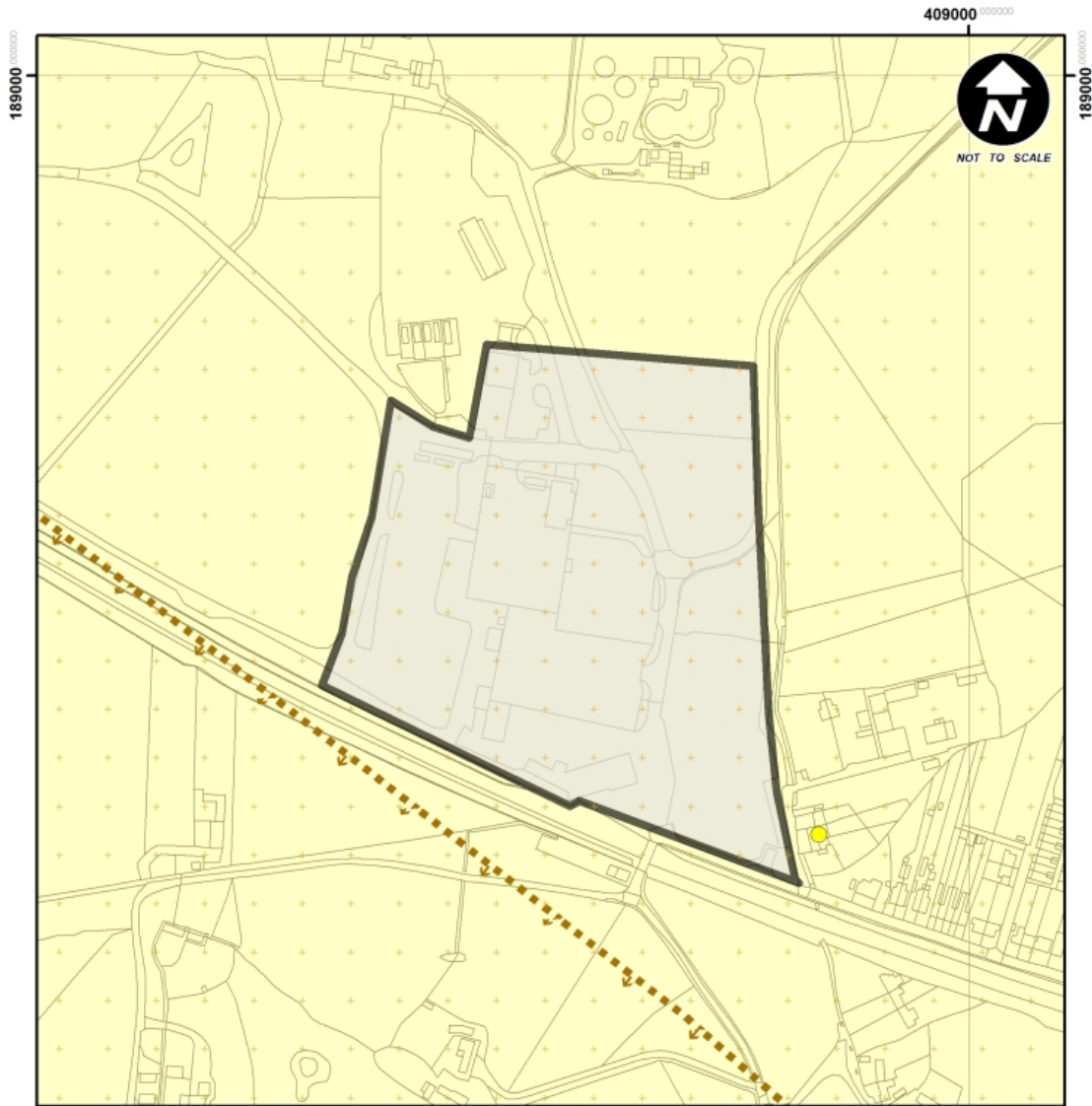


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Table 2.1 Parkgate Farm, Purton

<b>Parkgate Farm, Purton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	407675 188866
<b>Current use/s</b>	The site operates as a strategic landfill for hazardous and non-hazardous waste. Permission has also been granted for a composting facility and a tyre shredding/recycling facility. A HRC is located on the adjacent Purton Brickworks Employment Allocation.
<b>Description of site</b>	The site is located approximately 1km to the north west of Purton. A railway line runs immediately adjacent to the north east boundary. The River Key is in close proximity to the north west boundary of the site. A number of Public Rights of Way (PRoWs) run through the site.
<b>Size of site</b>	43.6 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan although there is an existing employment allocation a short distance to the west of the site, on the north side of the railway line.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The ecology of the area will need extensive Phase I extended habitat survey work prior to planning application especially in respect of European protected species.
Historic environment and cultural heritage	<p>An archaeological survey may be required as a Scheduled Monument is located approximately 500m south of the site.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p>
Human health and amenity	<p>Mitigation for any dust, odour and bio-aerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Any assessment should account for the environmental and topographical influence of Paven Hill (to the south) on local air flows.</p> <p>Potential visual impacts and impacts on noise, vibration and nuisance levels will also need to be investigated.</p> <p>Any development will need to safeguard PRoWs.</p>

<b>Parkgate Farm, Purton</b>	
Landscape, townscape and visual	The design of any major buildings is a key consideration. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required.
Traffic and transportation	Proposals for waste development will need to ensure that there are no significant adverse impacts on sensitive receptors (particularly Cricklade) and the highway network. Access arrangements will also need to be investigated. Mitigation may be required at the Cricklade Road/B4553 Packhorse Lane junction to improve visibility and safety. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Transport Assessment should investigate the impact on the M4 Junction 16 and A419 dependent on the scope of geographical area the facility would serve. Any application should be accompanied by a robust Travel Plan.
Water environment	The western half of the site is underlain by a secondary aquifer. Watercourses in the vicinity of the site are potential controlled water receptors and any contamination risks identified would need to be appropriately dealt with. The site borders areas of Flood Zone 2 and 3 associated with the River Key (a main river) which is in close proximity to the north west boundary of the site. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. There is a risk from fluvial flooding and also risk of changing surface water runoff causing pluvial flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Further investigation should be carried out to assess the true nature of this risk. Proposals should consider mitigation such as a surface water drainage scheme and Sustainable Drainage Systems (SuDS) within site design to control runoff. A Flood Risk Assessment/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application at this location.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the Ministry of Defence (MoD) statutory safeguarding zones - Royal Air Force (RAF) Lyneham and RAF Fairford Statutory Birdstrike Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N2

Purton Brickworks  
Employment Allocation,  
Purton

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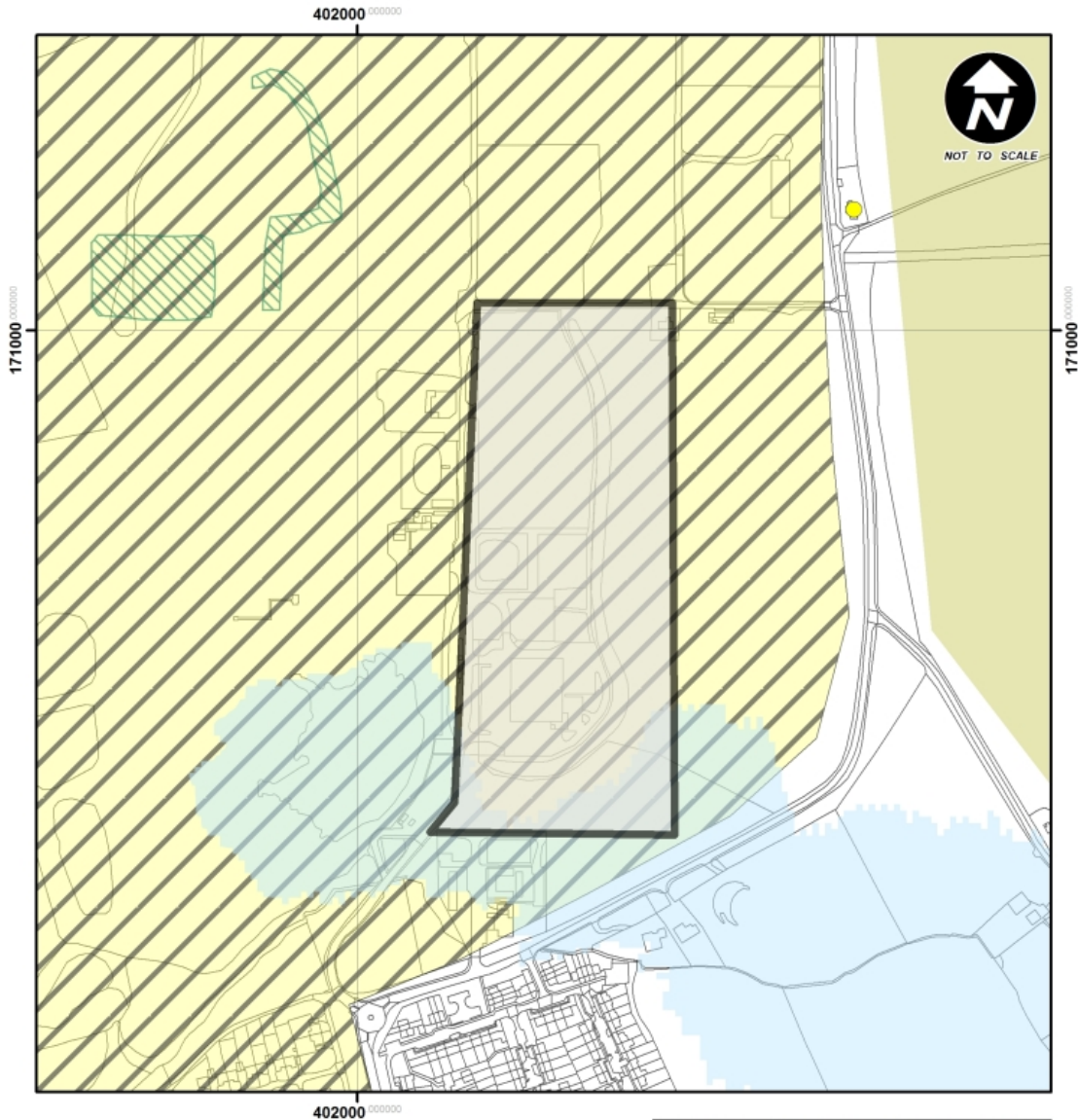


Table 2.2 Purton Brickworks Employment Allocation, Purton

<b>Purton Brickworks Employment Allocation, Purton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	408777 188722
<b>Current use/s</b>	The site is covered by an employment allocation in the North Wiltshire Local Plan and accommodates a HRC. The site comprises several industrial and commercial compounds, with a mix of building styles from large industrial sheds and temporary cabins through to offices of a brick construction.
<b>Description of site</b>	The site is located approximately 1km north of Purton. A railway line forms the southern boundary of the site. Immediately to the west of the site is Purton landfill. There is a Public Right of Way (PRoW) running north-south through the site, with several side routes leading off in various directions.
<b>Size of site</b>	5 ha
<b>Planning context</b>	The site is allocated for employment in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	An extended Phase I habitat survey, with particular reference to reptiles and badgers will be required to inform the planning decision.
Historic environment and cultural heritage	<p>An archaeological survey may be required as a Scheduled Monument is located approximately 650m south west of the site.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p> <p>No.33 New Road, Widham is a grade II listed building located immediately to the south-east corner of the site. Its setting should be taken into account in any planning application.</p>
Human health and amenity	<p>Noise is a concern on the site. It is considered that the site is unlikely to be able to support all of the proposed uses simultaneously. However with careful siting and use of mitigation measures the site is considered suitable for limited intensification of use i.e. only one of the possible uses. Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and southern boundaries of the site.</p> <p>Measures to control emissions, dust, odour and bioaerosols will be required. Detailed assessment at properties surrounding the site will also need to be undertaken to support a planning application.</p>

<b>Purton Brickworks Employment Allocation, Purton</b>	
	Any development will need to safeguard PRow.
Landscape, townscape and visual	Visual impacts, on surrounding residences and farms are a key concern, mitigation through sensitive site planning with low, single or double storey facilities in keeping with the rural style, along with suitable screening will be required.
Traffic and transportation	Proposals for waste development will need to ensure that there are no significant adverse impacts on sensitive receptors (particularly Cricklade) and the highway network. Access arrangements will need to be investigated. Mitigation may be required at the Cricklade Road/B4553 Packhorse Lane junction to improve visibility and safety. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Transport Assessment should investigate the impact on the M4 Junction 16 and A419 dependent on the scope of the geographical area the facility would serve. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is in Flood Zone 1 and is on unproductive strata (non-aquifer). There are proximate surface water features and potentially contaminating land uses on the site. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial flooding should be investigated. Any increase in surface water discharge following development of the site must be managed within the site and limited to no greater than existing rates. Opportunities to reduce run-off from the site should be sought, for example by the reduction of impermeable areas. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment/surface water drainage plan, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>Site falls within the MoD statutory safeguarding zones - RAF Lyneham and RAF Fairford Statutory Birdstrike Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and addressed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.





### **Inset map N3**

Hills Resource  
Recovery Centre,  
Compton Bassett



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Table 2.3 Hills Resource Recovery Centre, Compton Bassett

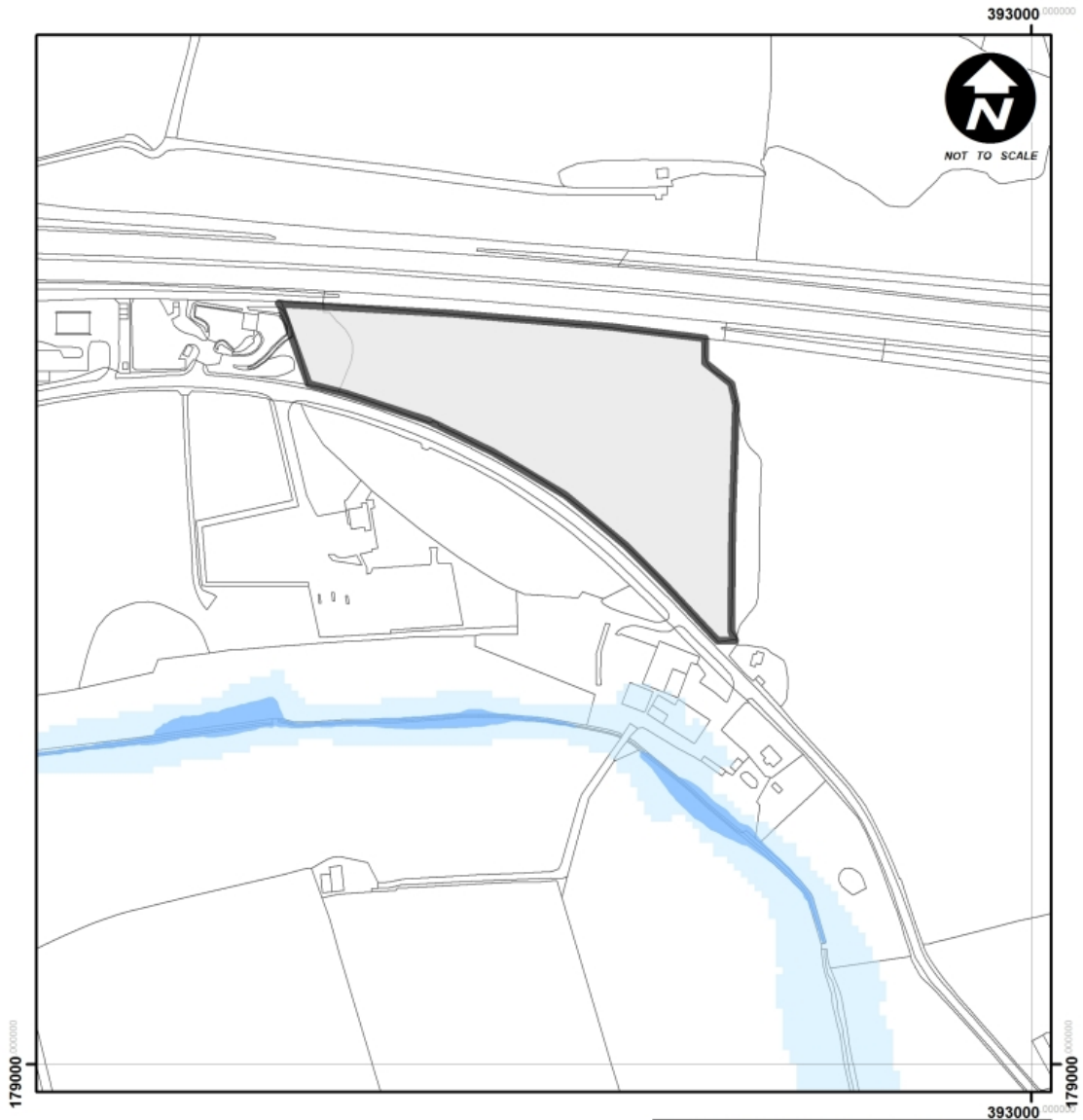
<b>Hills Resource Recovery Centre, Compton Bassett</b>	
<b>Potential use/s</b>	Waste Treatment (excluding energy from waste).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	402156 170841
<b>Current use/s</b>	The site is located within an operational waste management facility which includes non-hazardous landfill, landfill gas electricity generation, HRC, composting operations, materials recovery facility and a skip waste recycling operation.
<b>Description of site</b>	The site is located approximately 1.25km east of Calne and approximately 1km north of the A4. Access to the site is via a single two lane carriageway road which forms the minor arm of a ghost island priority junction with the A4. Site buildings consist of large scale industrial sheds, temporary site offices and landfill associated plant and machinery. A small cluster of residential properties are located to the south of the site off Spreckley Road, as well as a few scattered residential properties to the east along Spreckley Road including the Old Camp Farm to the northeast corner of the site. New housing development is being built adjacent to Sandpit Road (leading from the A3012 to the site via Sands Farm). A Sustrans National Cycle Route runs in proximity to the eastern border of the site.
<b>Size of site</b>	7.1 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Old Camp Sandpit Regionally Important Geological and Geomorphological Site (RIGS) is approximately 160m west of the site. In ecological terms the location of the waste facility must not impact on current or previous mitigation measures or enhancements such as the planting that was part of previous planning permissions. A site level survey will be required to inform a planning application especially in respect of badgers and great crested newts which are both found in substantial numbers in close proximity to the site. The proposed waste site should be contained as far as possible within the existing buildings and hard standing area to avoid further land take. Substantial mitigation and enhancement will be required to offset the cumulative impacts of the proposed site and all existing neighbouring operations.
Historic environment and cultural heritage	The grade II listed Tudor Lodge, Compton Bassett Road lies a short way to the east of the allocated site and potential impact upon its setting, including to environmental quality, should be considered.
Human health and amenity	Potential impacts on neighbouring receptors will need to be considered as part of any planning application.  Noise impacts from any additional facility is a concern. Acoustic screening in the form of bunds, buildings or fences may be required on the north east and southern boundaries. Any waste treatment facility should be sited as far away from residential properties as practical and by at least 150m.

<b>Hills Resource Recovery Centre, Compton Bassett</b>	
	<p>Mitigation for litter, dust, bioaerosols and odour is recommended. Detailed assessment will need to be undertaken to examine the impacts of bioaerosols if the waste treatment facility is an open process.</p> <p>Any development will need to safeguard Public Rights of Way.</p>
Landscape, townscape and visual	<p>A full landscape and visual impact assessment will be required to determine the full impacts on local residences and the nearby North Wessex Downs Area of Outstanding Natural Beauty (AONB). Any landscape and visual impacts from a waste treatment facility will need to be mitigated through sensitive site planning and screen planting.</p>
Traffic and transportation	<p>It is recommended that improvements be made to the site access road in the form of increased width if possible, or a more sufficient access management plan for the access road. The level of mitigation required is dependent upon an anticipated increase in traffic using the site and planning/third party land constraints. It is also recommended that the existing speed bump on the access road is removed to minimise the impact of noise and vibration on local residents. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site falls predominantly into Flood Zone 1, but the southern fringe may just enter Flood Zone 2. The site lies within an 'Area Susceptible to Surface Water Flooding' and further investigation should be carried out to assess the true nature of the risk. There is a risk from fluvial flooding and also risk of changing surface water runoff causing pluvial flooding. Flooding could interrupt site operations and cause pollution to spread from the site. Proposals should consider mitigation such as surface water drainage schemes and SuDS within site design to control runoff. It may be advisable for any site layout to avoid locating buildings/equipment in the site's southern fringe. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. A Flood Risk Assessment will be required to support a planning application.</p>
Any other issues or comments	<p>The site is in proximity to Sands Farm quarry and landfill. Account should be taken of the combined impacts of operations on both sites upon the locality.</p> <p>This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. RAF Lyneham has effectively closed. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>

## Hills Resource Recovery Centre, Compton Bassett

### Links to the Waste Core Strategy

The site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N4

Land East of HRC/WTS,  
Stanton St Quintin

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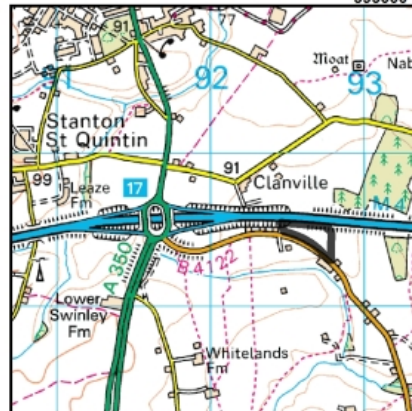


Table 2.4 Land East of HRC/WTS, Stanton St Quintin

<b>Land East of HRC/WTS, Stanton St Quintin</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	392539 179518
<b>Current use/s</b>	The site is currently agricultural land (arable). It is adjacent to a Highways Agency depot and an existing HRC and WTS to the west.
<b>Description of site</b>	The site is located approximately 1.5km south east of Stanton St Quintin immediately south of the M4 (Junction 17) on the B4122 (a busy commuter road). The site is generally flat, comprises a medium scale arable field, fully enclosed to the west, south and east by hedgerows with hedgerow trees. There is a small woodland copse in the north west corner of the site. The M4 runs along the northern boundary of the site, with a low hedgerow boundary; only a few trees along the site act as screening.
<b>Size of site</b>	3.7 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The location and proximity of the site to the motorway means that the land serves as important wildlife commuting corridors into adjacent habitat areas and the wider landscape. All tree lines and hedgerows within and bordering the site are retained within the development. Site level survey will be necessary to inform the planning application and in particular this should include an extended Phase I habitat survey and surveys for bats, badgers, great crested newts and farmland/arable/ground nesting birds (there are numerous records of all these species in close proximity to the site). There is another waste allocation within 500m of this site. Some significant habitat enhancement may be required for both sites to ensure that the overall cumulative impact of the sites is mitigated for in relation to the surrounding habitat.
Human health and amenity	<p>Potential impacts on neighbouring receptors, particularly odour and bioaerosols, will need to be considered as part of any planning application. Further consideration will be needed if there is the potential for heat and power that could be used to supply the local users.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required and the facility should be sited towards the west of the site and at least 100m away from the residential property to the south east. A full noise assessment to support a planning application will be required.</p> <p>Air quality risks for the intended use are moderate to high without mitigation. Measures to control emissions of local air pollutants from a waste treatment facility will be required. A detailed assessment will need to support a planning application.</p>

## Land East of HRC/WTS, Stanton St Quintin

Landscape, townscape and visual	The isolated and enclosed setting of the site means it has capacity to accommodate change. However mitigation will be required to reduce the visual impacts on users travelling along the M4. Mitigation could include the use of native and evergreen hedgerows and trees and native woodland planting to site boundaries to screen views into the site and strengthen rural character. Any site buildings will need to be in keeping with the local building vernacular, using traditional building materials where possible. A full landscape assessment will be needed to support a planning application.
Traffic and transportation	A new priority access junction with a ghost island right turn lane is recommended to provide access to the site. A formal access design will be required when submitting a planning application. A Transport Assessment, including a capacity assessment on the nearby M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is in Flood Zone 1 and is on unproductive strata (non-aquifer). The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. There is a low risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. A Flood Risk Assessment will be required to support a planning application. Proposals should consider mitigation in the form of SuDS within site design and infiltration devices.
Any other issues or comments	Account should be taken of the combined impacts of operations on this site and other existing/proposed waste sites/depots in the locality.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N5

Land West of HRC/WTS,  
Stanton St Quintin

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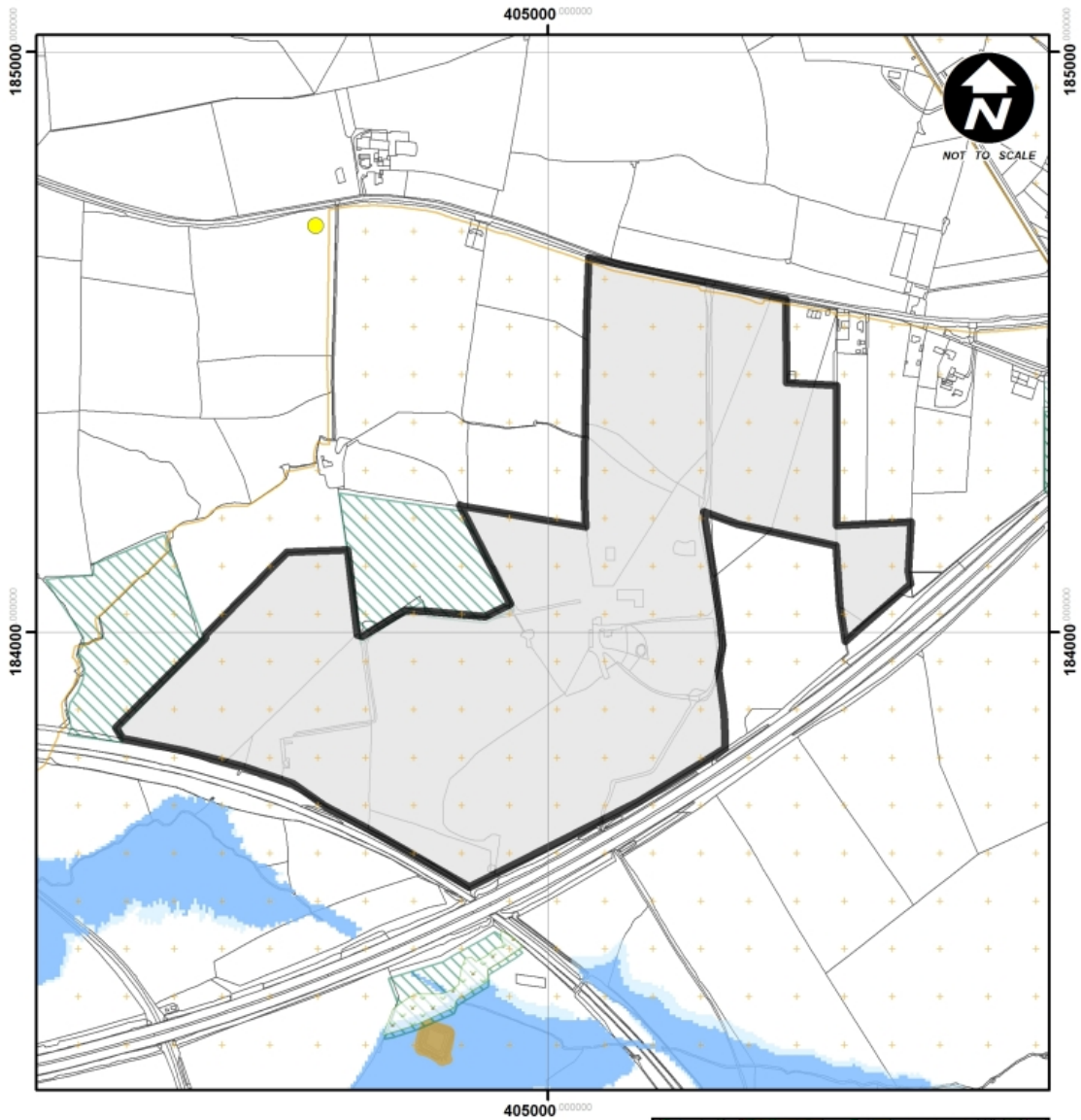


Table 2.5 Land West of HRC/WTS, Stanton St Quintin

<b>Land West of HRC/WTS, Stanton St Quintin</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	391965 179461
<b>Current use/s</b>	The site is Greenfield but not 'natural' (comprises material that was dug out during construction of the M4). The Highways Agency depot and existing HRC and WTS is immediately east of the site.
<b>Description of site</b>	The site is located approximately 900m south east of Stanton St Quintin immediately to the south of the M4 (Junction 17) on the B4122 (a busy commuter road). The northern boundary of the site is formed by the slip road of the M4, the southern boundary by a semi mature hedgerow and the B4122 and the western extent by the motorway junction and an immature hedgerow. The site is a medium scale field which is domed and at its highest point shares the same elevation to the adjacent motorway junction. The ground falls away to the south.
<b>Size of site</b>	6.4 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The location and proximity of the site to the motorway means that the land serves as important wildlife commuting corridors into adjacent habitat areas and the wider landscape. All tree lines and hedgerows within and bordering the site are retained within the development. Site level survey will be necessary to inform the planning application and in particular this should include an extended Phase I habitat survey and surveys for bats, badgers, great crested newts and farmland/arable/ground nesting birds (there are numerous records of all these species in close proximity to the site). There is another waste allocation within 500m of this site. Some significant habitat enhancement may be required for the two sites to ensure that their overall cumulative impact on the local environment is mitigated for in relation to surrounding habitat. Appropriate enhancement for biodiversity in relation to this site allocation would include additional planting along the northern and western boundaries with native trees and shrubs, to increase habitat and landscape connectivity.
Human health and amenity	Any potential waste facility will have to assess potential impacts on the neighbouring receptors, in particular odour and bioaerosols. Further consideration will also be needed if there is the potential for heat and power that could be used to supply the local users.
Landscape, townscape and visual	The isolated and enclosed setting of the site means it has capacity to accommodate change however mitigation will be required to reduce the visual impacts on users travelling along the M4. Mitigation could include a visual bund and landscaped backdrop to a waste facility or the use of native and evergreen hedgerows and trees and native woodland planting to site

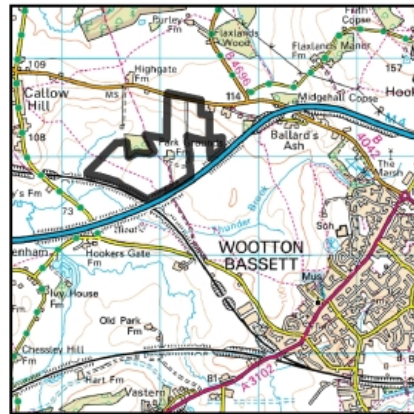
## Land West of HRC/WTS, Stanton St Quinton

	boundaries to screen views into the site and strengthen rural character. Any site buildings will need to be in keeping with the local building vernacular, using traditional building materials where possible. A full assessment will need to support a planning application.
Traffic and transportation	There is currently no vehicular access into the site. The most suitable location for a new site access would be located towards the south east side of the site, onto the B4122, which is approximately 6.4m wide and has a speed limit of 60mph. This access would be approximately 260m west of the existing access into the HRC and would provide an ideal location in terms of providing suitable visibility from access onto and leaving the site. It is recommended that the proposed access takes the form of a ghost island right turn to prevent any delays caused by right turners into the site and improve safety. A Transport Assessment, including a capacity assessment on the nearby M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	A Flood Risk Assessment will be required to support a planning application.
Any other issues or comments	Account should be taken of the combined impacts of operations on this site and other waste sites/depots in the locality.  This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters should be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N6

Park Grounds Farm,  
Royal Wootton Bassett



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Table 2.6 Park Grounds Farm, Royal Wootton Bassett

<b>Park Grounds Farm, Royal Wootton Bassett</b>	
<b>Potential use/s</b>	Landfill/landraise extension and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	405054 183946
<b>Current use/s</b>	The current site operates as a waste management facility, with landraise, composting and recycling facilities. A pyrolysis plant to recover energy from waste wood has gained planning permission, but is not currently operational.
<b>Description of site</b>	The site is located approximately 1.5km north west of Royal Wootton Bassett. The proposed site comprises agricultural land with large fields bounded by low hedgerows rising to the north, allowing views throughout the site. There is an existing landraise within the site. The site is accessed from the north of the site via the B4042 which forms the northern boundary of the site. Highgate Farm and several properties run along the B4042. A field and residential properties are located to the east of the site. The southern boundary is formed by the M4 and a railway line. A former landfill site is located to the south of the railway, between the site and the M4. Agricultural fields are located to the west of the site. Two Public Rights of Way (PRoWs) cross the site.
<b>Size of site</b>	59.6 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is located immediately adjacent to Callow Hill Farm Meadow County Wildlife Site (CWS) and Withybed, Royal Wootton Bassett CWS. Both of these sites have been treated with due care during existing permissions by ensuring that ground and surface water issues do not result in changes to the environmental conditions within the designated sites. Any further development of the existing site must not impact on the nearby CWSs or on current mitigation strategy for extant permission; this includes lighting constraints for bats, habitat creation and enhancement for great crested newts and habitat management for great crested newts.
Historic environment and cultural heritage	Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological field surveys will need to be undertaken to assess the nature, extent and significance of any surviving remains. The two archaeological sites recorded in the western part of the site should be subject to archaeological evaluation in advance of any proposed land extraction in this area. Further mitigation may be required depending on the outcome of the evaluation.
Human health and amenity	Potential impacts on neighbouring receptors will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required on all but the southern boundary. The site should be located a minimum of 150m from any residential dwellings.

## Park Grounds Farm, Royal Wootton Bassett

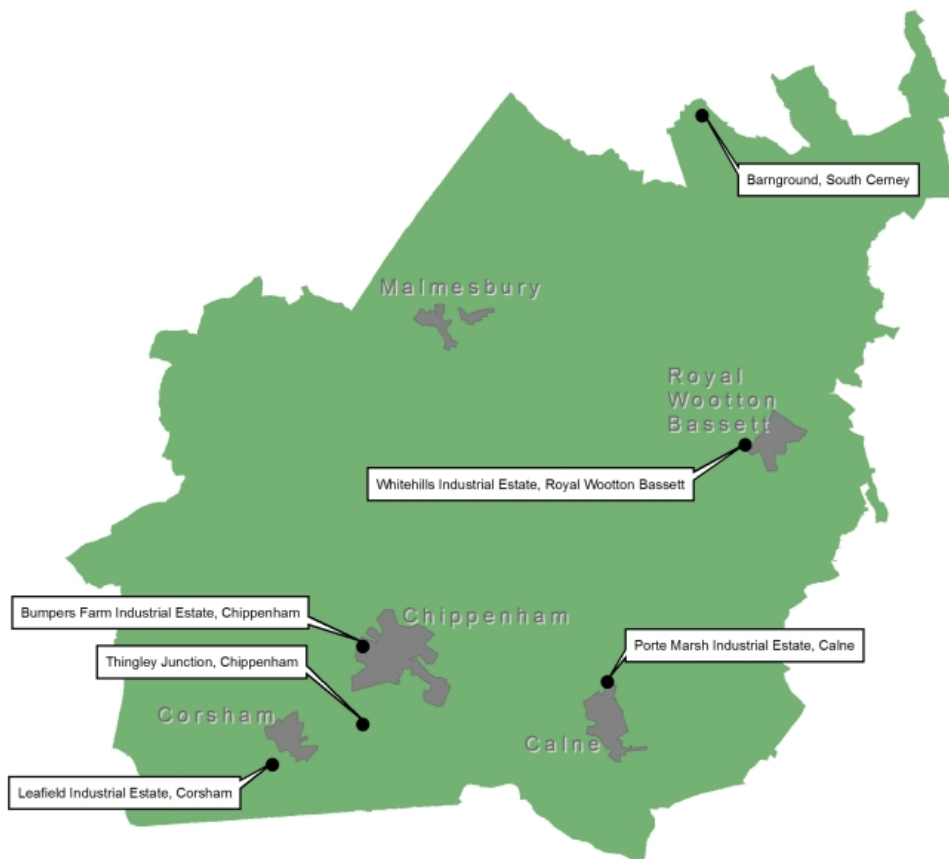
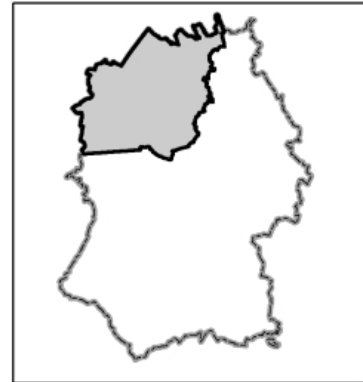
	<p>Air quality risks for the intended use are low to high without mitigation. Mitigation for dust, odour and bioaerosols will be required. Detailed assessment is recommended for bioaerosols and odour if the layout of the site is to include facilities within 250m of sensitive receptors. Given the size of the site, there is potential for these activities to be located beyond 250m through sensitive site planning.</p> <p>Any development will need to safeguard PRoWs.</p>
Landscape, townscape and visual	<p>Proximity to the M4 and the composting centre to the south of the site degrade the current landscape character of the area. Sensitive site planning (facilities to be located to the base of the ridge adjacent to Park Grounds Farm) and use of native and evergreen hedgerows and screen planting will improve the site enclosure. This will allow the site to accommodate change while minimising adverse landscape and visual impacts of development. Any waste facilities should be in keeping with the local vernacular/agricultural style.</p>
Traffic and transportation	<p>The site is in a good location for access to the Heavy Goods Vehicle (HGV) Route Network, although vehicles will have to pass a number of residential dwellings. Additional traffic may exacerbate existing congestion issues at M4 Junction 16 at peak times. Any proposals for a waste site at this location would need to be assessed and be cognisant of the junction improvements proposed at Junction 16 resulting from the Wichelstowe development. The potential impact on the Strategic Road Network (SRN) will also need to be considered. The site access is suitable to provide good visibility at the access to the site but may need to be upgraded. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>There are surface water courses in proximity to the site and an investigation into risk of contamination will be required to support a planning application. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. If culverting is required for accessing the site, Flood Defence Consent from the Environment Agency will be required. The site lies within an area identified as being 'Susceptible to Surface Water Flooding' and further investigation should be carried out to assess the true nature of this risk. Safeguarding groundwater abstractions and the surrounding watercourses must be appropriately addressed. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application. Appropriate mitigation will be essential.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p>

## Park Grounds Farm, Royal Wootton Bassett

	<p>Site falls within the MoD statutory safeguarding zones - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



# North Wiltshire local scale waste sites

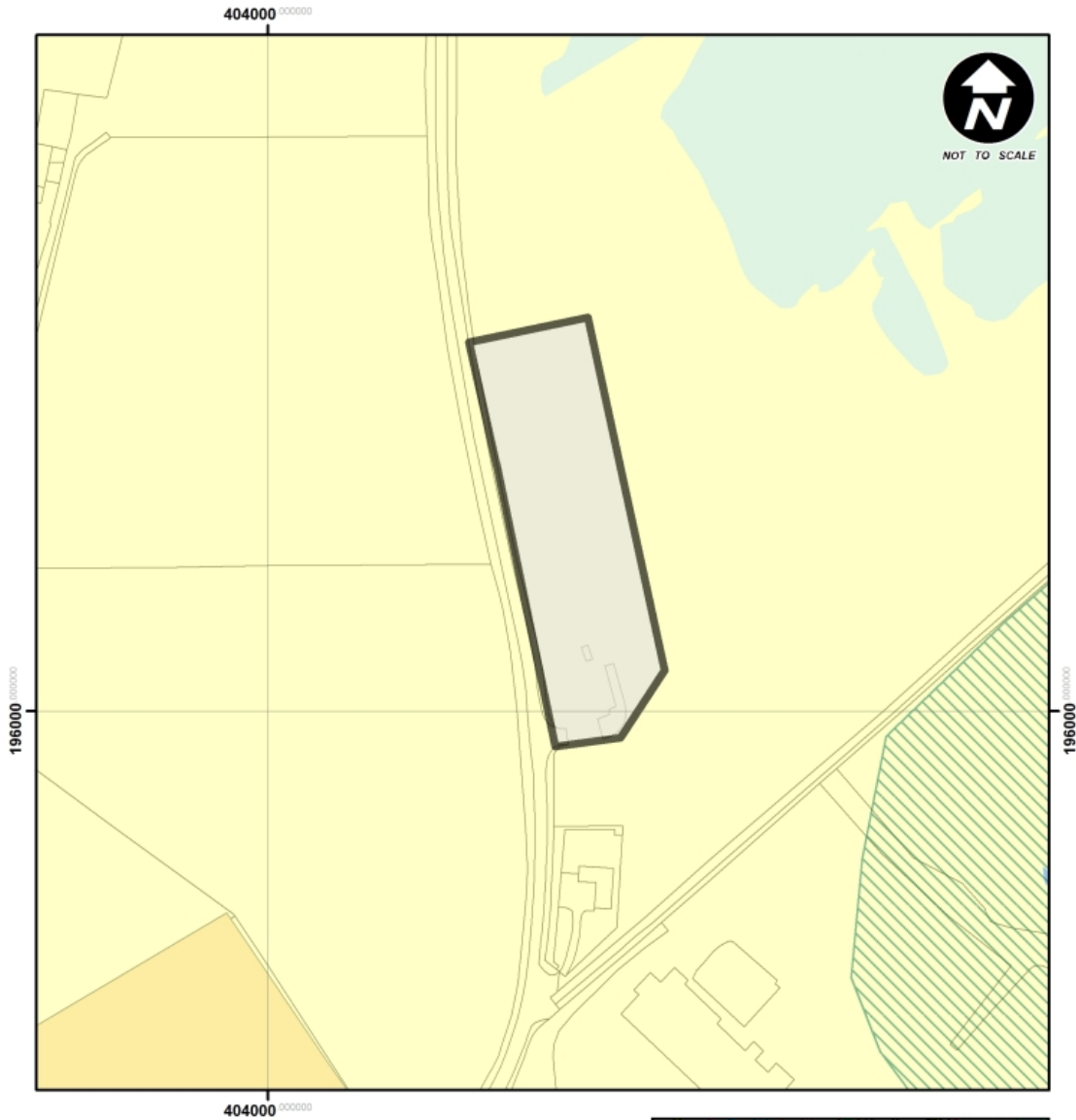


**Key**

- Local waste sites in North Wiltshire
- Key settlements in North Wiltshire
- North Wiltshire

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## Inset map N7

Barnground,  
South Cerney

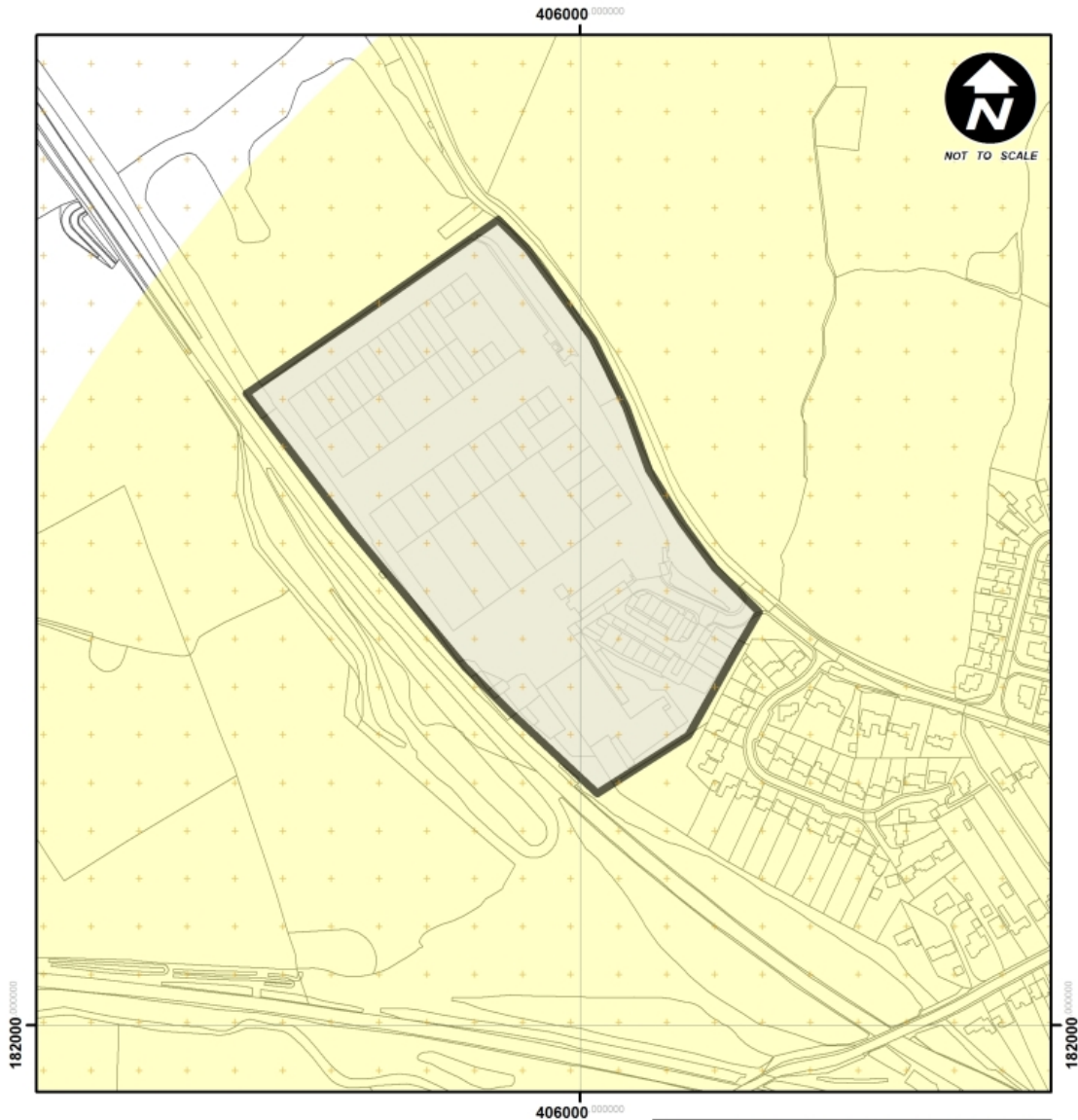


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Table 2.7 Barnground, South Cerney

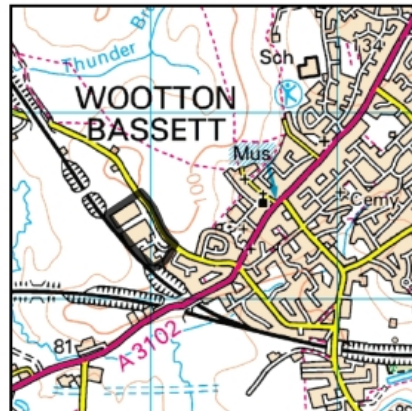
<b>Barnground, South Cerney</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limited footprint of developable land; and limited capacity for vehicles to turn within the site and/or queue at peak times).
<b>Grid reference</b>	404164 196088
<b>Current use/s</b>	The site is a former mineral processing site located on the former access track to the restored landfill (industrial and commercial waste) and is bounded by low hedgerows with hedgerow trees. The site is currently agricultural land (pasture) used for grazing sheep.
<b>Description of site</b>	The site is located approximately 600m south east of South Cerney. It is currently accessed from an unclassified road called Ashton Road which meets the Cotswold Water Park Spine Road approximately 750m south of the proposed site. The site is approximately 5km from the nearest A419 junction to the east, which is accessed via the B4696. To the north and east of the site is the restored former landfill beyond which lies, a school and residential area to the north east and one of the Cotswold Water Park lakes to the east, used for water sports. A house/office and a cement manufacturing works are located to the south of the site. The western boundary is formed by Ashton Road beyond which lies agricultural grazing land and the Cotswold Community sharp sand and gravel quarry.
<b>Size of site</b>	1.4 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required to inform a planning application and should include a Phase I habitat survey plus surveys for badgers, reptiles and commuting bats.
Historic environment and cultural heritage	There is a Scheduled Monument located approximately 400m to the south-west of the site. Any potential impacts will need to be investigated.  Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
Human health and amenity	Potential for noise impacts. Acoustic screening in the form of bunds, buildings or fences may be required on the southern boundary if the nearest non residential building is converted into residential use.

<b>Barnground, South Cerney</b>	
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning (facilities to be located to the south adjacent to the cement works) and screen planting. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	It is recommended that improvements be made to the site access in terms of a ghost island right turn lane. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	<p>The site is underlain by a secondary aquifer and overlies a Source Protection Zone 2. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is potential for contamination issues from past activities and any development would need to address any contamination risks. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices.</p> <p>There is no foul sewer connection to this site. Any drainage from waste handling/storage areas would have to be contained in a sealed tank and then taken off-site for disposal.</p> <p>A Flood Risk Assessment/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	This site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N8

Whitehills Industrial Estate,  
Royal Wootton Bassett



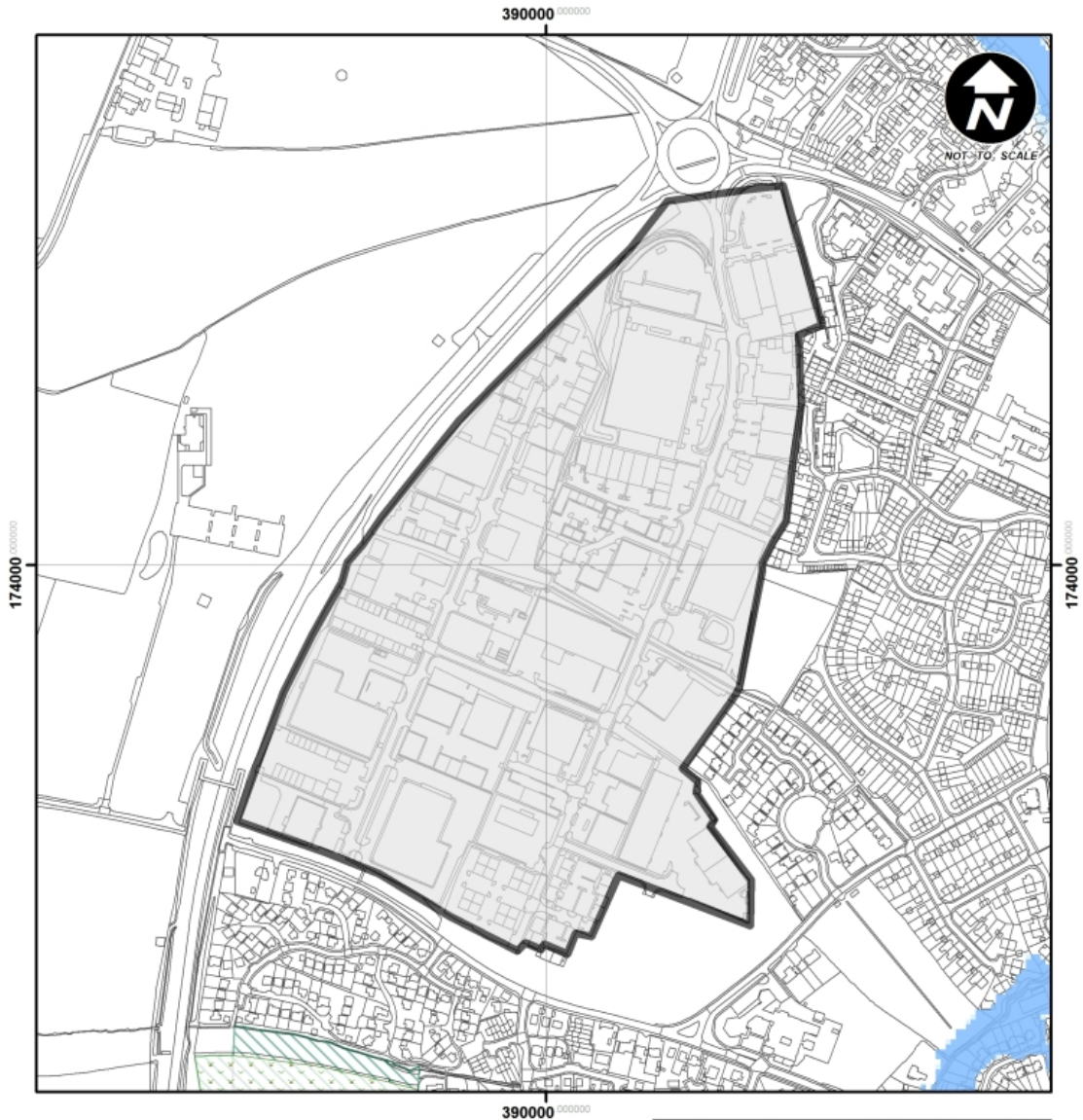
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Table 2.8 Whitehills Industrial Estate, Royal Wootton Bassett

<b>Whitehills Industrial Estate, Royal Wootton Bassett</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential access and congestion issues; limited opportunity potential of the site; and associated potential impacts on existing users of the estate).
<b>Grid reference</b>	405929 182302
<b>Current use/s</b>	The site is an existing industrial estate with office, general industrial and warehousing uses.
<b>Description of site</b>	The site is located on the south western fringe of Royal Wootton Bassett. The site is currently accessed from a priority junction with Whitehill Lane. Whitehill Lane itself forms the minor arm of a priority junction with the High Street (A3102). The site is approximately 5km from J16 of the M4. The north eastern boundary of the site is formed by Whitehill Lane and the south eastern boundary is formed by the residential settlement located along Whitehill Lane on the east of the site. The south western boundary is delineated by a railway and to the north west of the site is scrub land and fields.
<b>Size of site</b>	7.3 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features. There are existing records of badgers on land to the north west of the site and if construction or other physical change is to be undertaken near the boundary of the existing hard standing, it would be prudent to check for badger activity within 30m of the site boundary so that necessary actions can be taken to avoid harming badgers or destroying their setts.
Human health and amenity	Potential impacts on neighbouring receptors, particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required depending on the sitting of the facilities. The facilities should be sited as far away from the south eastern boundary as practical and by at least 150m.
Landscape, townscape and visual	Visual impacts on surrounding residences and farms should be mitigated through sensitive site planning and screen planting, as well as the creation of vegetated earth bunds to the north and west boundaries. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and strengthen rural character. Where possible, site buildings should be in keeping with the local vernacular/architectural style.
Traffic and transportation	The environmental impact associated with an increased number of HGVs, as well as access to the site via the Whitehill Lane/Bath Road junction is an area

## Whitehills Industrial Estate, Royal Wootton Bassett

	<p>for concern. A Transport Assessment, including the likely impact on the M4 Junction 16, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>There are surface water features in proximity to the site. Safeguarding the surrounding watercourses should be appropriately addressed. A Flood Risk Assessment will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. The operational status of RAF Lyneham is currently in transition but is likely to be retained by the MoD for use as an Army training college. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map N9**

Bumpers Farm  
Industrial Estate,  
Chippenham

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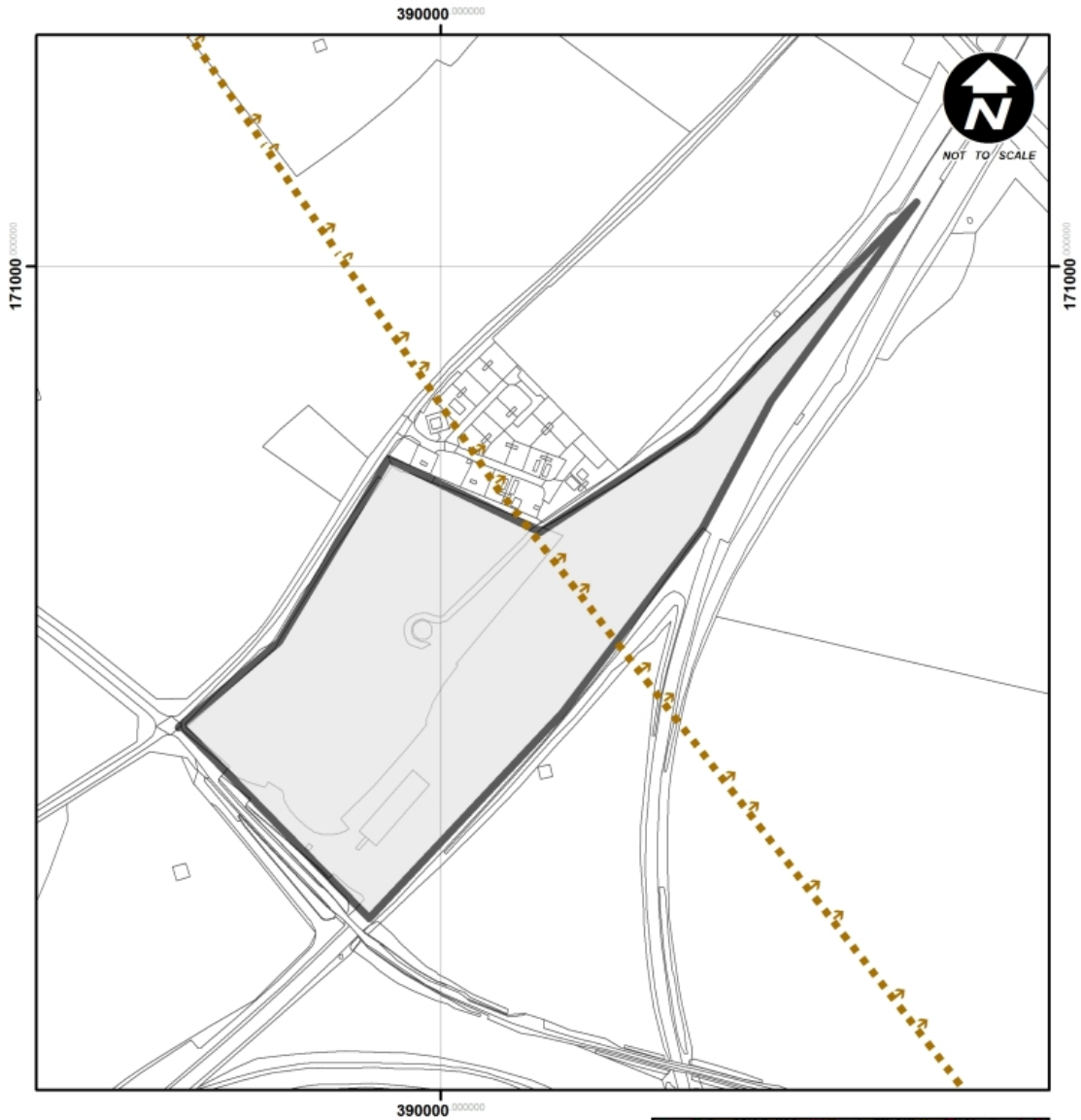
Table 2.9 Bumpers Farm Industrial Estate, Chippenham

<b>Bumpers Farm Industrial Estate, Chippenham</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limited opportunity potential of the site; and associated potential impacts on existing users of the estate).
<b>Grid reference</b>	389936 173889
<b>Current use/s</b>	The site is an existing industrial estate comprising of variety of employment and retail uses.
<b>Description of site</b>	The site is located on the western fringe of Chippenham. The existing access to the site is via a direct connection to the A350/A420 roundabout which provides good access to the M4 (approximately 5.5km north of the site). The site is flanked by residential properties to the east on Longstone Road and to the south beyond Frogwell. The western boundary of the site is delineated by the A350 which is screened with a bund and tree planting. Beyond the A350 Chippenham Rugby Union Football Club is located. St Peters church and school is located to the south west of the site. A Public Right of Way (PRoW) runs through the site.
<b>Size of site</b>	25.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan although a proposed residential allocation is situated adjacent to the north eastern boundary of the site.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	A site level survey will be required in order to design appropriate enhancement for biodiversity relative to the existing surrounding habitat features.
<b>Human health and amenity</b>	<p>Potential impacts on neighbouring receptors, particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. Facilities should be sited as far away from the southern and eastern boundary as practical (i.e. towards the mid west part of the site) and at a minimum distance of 150m from any dwelling.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.</p> <p>Any development will need to safeguard PRoW.</p>
<b>Traffic and transportation</b>	Capacity/impact assessments of the local and strategic (A350 and M4 motorway) highway network will be required. A capacity assessment of the site access roundabout will be needed to confirm that the M4 J17 can accommodate the proposed traffic volumes. Consideration will also need to



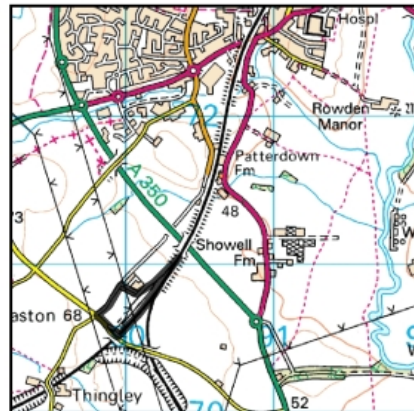
## Bumpers Farm Industrial Estate, Chippenham

	<p>be given to the existence of on-street parking along the access road which prohibits two HGVs to pass unopposed. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site lies on a secondary aquifer and is in a Source Protection Zone 2. The site's eastern boundary adjoins an ordinary watercourse. It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert along the site's boundary should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Ground levels should not be raised within this area. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Robust design measures should be put in place to protect public water resources. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A Flood Risk Assessment and an investigation into risk of contamination and hydrological survey to anticipate whether works may penetrate the natural winter water table will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map N10

Thingley Junction,  
Chippenham

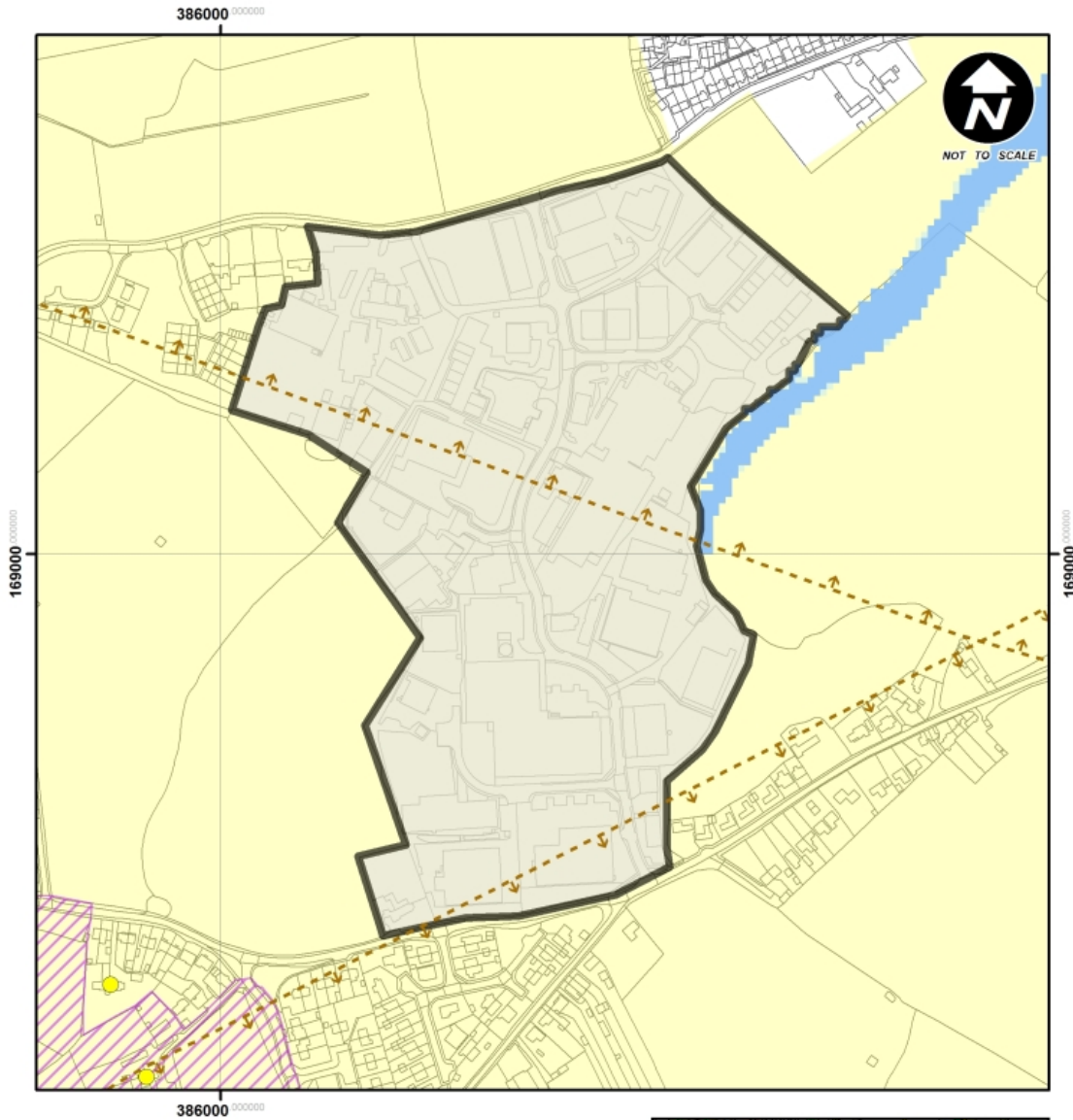


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Table 2.10 Thingley Junction, Chippenham

<b>Thingley Junction, Chippenham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: highway connectivity; and proximity to the existing Gypsy and Traveller camp).
<b>Grid reference</b>	390092 170726
<b>Current use/s</b>	The site is a Brownfield site comprising former sidings and open storage land used for stocking ballast and railway track.
<b>Description of site</b>	The site is located approximately 1.5km south west of Chippenham. An unclassified road links the site to the A4 to the north west and a very narrow road provides access to the A350 to the south east. The northern boundary is formed by a traveller's site. The eastern boundary is delineated by a slightly elevated Chippenham-Bath railway line beyond which is restored landfill site. The south western boundary is formed by the abutment of a railway bridge and the north western boundary is a tree belt adjacent to an unclassified road. There are a number of scattered dwellings and farm buildings to the west of the site.
<b>Size</b>	7.1 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current North Wiltshire Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	There are existing Great Crested Newt records within 350m of the site and several records of some of the rarer butterfly species. A full ecological survey will be required to inform any future planning application and this should be a full Phase I survey with additional reptile and Great Crested Newt surveys (if no water body exists within 500m, a habitat suitability index for Great Crested Newts should be drawn up). An invertebrate survey will also be required. Enhancement of the site boundaries with additional planting should complement the current ecology of the site. Proposals for site enhancement should aim to help meet targets in the Wiltshire Biodiversity Action Plan (BAP), particularly within the "Batscapes" project that is part of the bat species action plan.
Human health and amenity	<p>Potential impacts on neighbouring receptors (traveller's site and scattered buildings); particularly noise, odour and bioaerosols will need to be considered as part of any planning application. Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited as far away from the northern boundary as possible and by at least 125m.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour control measures will be required but detailed assessment is not necessary.</p>

<b>Thingley Junction, Chippenham</b>	
<b>Landscape, townscape and visual</b>	There is potential for landscape and visual impacts on local receptors due to the open nature of the site. Visual impacts should be mitigated through facility design and screen planting. The use of native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and minimise impact on the surrounding area. Where possible, site buildings should be small to medium scale, in keeping with an agricultural style.
<b>Traffic and transportation</b>	Extensive physical works to the site access will need to be carried out. Some local widening will be required along the unnamed road linking the site to the A4. A Transport Assessment, including any potential impact on the M4 Junction 17, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
<b>Water environment</b>	The site lies on a secondary aquifer and is in Source Protection Zone 2. There is a low risk of fluvial flooding but potential for pluvial flood risk and flood risk from groundwater. There is potential for impacts in relation to the water environment and contaminated land as a result of extensive past and present industrial use of the site including landfilling. Robust design measures should be put in place to protect the public water resource. Proposals should consider mitigation such as SuDS within site design and infiltration devices. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A Flood Risk Assessment and contamination risk assessment will be required to support a planning application.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects in relation to traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map N11

Leaffield Industrial Estate,  
Corsham

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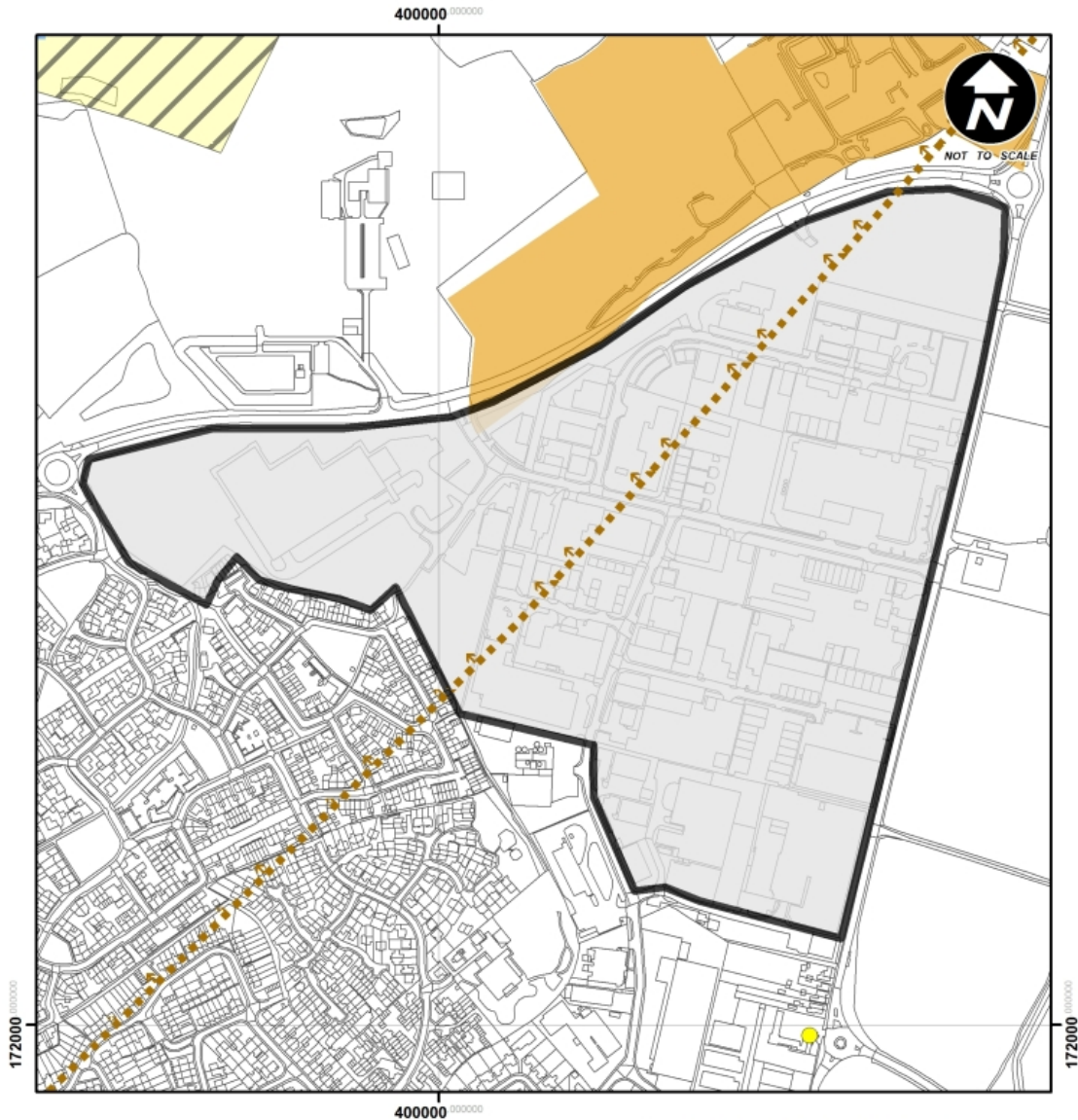


Table 2.11 Leaffield Industrial Estate, Corsham

<b>Leaffield Industrial Estate, Corsham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential traffic/transport impacts associated with the layout of the estate roads e.g. constraints at Potley Bridge).
<b>Grid reference</b>	386184 169000
<b>Current use/s</b>	The site is an existing industrial estate which generally has a mix of B2 and B8 uses, although there is a leisure centre located on the site.
<b>Description of site</b>	The site is located south west of Corsham approximately 6.5km south west of Chippenham. There are two access roads to the industrial estate. The main access to the site is through residential areas via Potley Lane and Valley Road in the north. The other access is from Elley Green in the south. A Public Right of Way (PRoW) runs along the eastern boundary alongside an ordinary watercourse which is a tributary of the Byde Mill Brook located 1.5km to the northeast of the site.
<b>Size of site</b>	17.1 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the the current North Wiltshire Local Plan, although land bordering the north east of the site is allocated as employment land (saved Policy BD1).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey will be required to inform any future planning application focusing on reptiles and amphibians in grass margins/hedgerow bottoms and bats in trees. Enhancement on a site such as this should aim to improve connectivity of natural habitat as wildlife corridors both around and within the site.
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration and nuisance levels affecting existing workers/users of the industrial estate and residents living in proximity to the site will need to be assessed.</p> <p>There is potential for impacts in relation to noise. Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of the facility. Any facility should be sited as far away from the southern and northern boundaries as practical and at least 150m from any residential dwelling.</p> <p>Any development will need to safeguard PRoW.</p>
Landscape, townscape and visual	There are several visual receptors in close proximity to the site, however the current character and use of the site means it has ability to accept change. Views can be mitigated through careful site planning, building control and screen planting. In particular, facilities should be small to medium scale, below three storeys. Native and evergreen hedgerows and trees and native woodland

## Leaffield Industrial Estate, Corsham

	<p>should be planted along site boundaries to screen views into the site and increase the quality of the landscape within the site.</p>
Traffic and transportation	<p>Appropriate HGV routing is required which includes signing and contractual agreements with the operator to ensure the impact on sensitive land uses is minimised. The preferred routing to the site is via the A4 to the north of the site. A Transport Assessment, including a capacity assessment, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site lies on a secondary aquifer and is in Source Protection Zone 2/3. Robust design measures should be put in place to protect the public water resource. Flood Zone 3 runs up the eastern boundary of the site associated with a watercourse (tributary of Byde Mill Brook). It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert along the site's boundary should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing uses already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - RAF Colerne Statutory Height and Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects in relation to traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map N12**

Porte Marsh  
Industrial Estate,  
Calne

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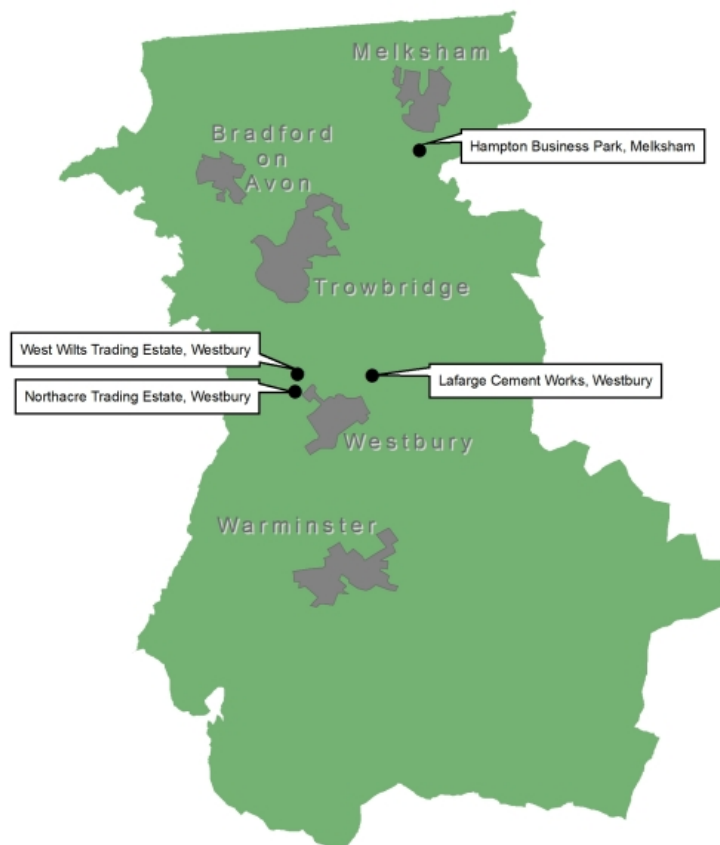
Table 2.12 Porte Marsh Industrial Estate, Calne

<b>Porte Marsh Industrial Estate, Calne</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential impact of traffic on the local highway network; and proximity of large-scale existing quarries and waste management facilities at Lower Compton and Sands Farm).
<b>Grid reference</b>	400253 172376
<b>Current use/s</b>	The site is within an existing industrial estate which generally has a mix of B2 and B8 uses.
<b>Description of site</b>	The site is located on the northern fringe of Calne which is approximately 9.5km east of Chippenham. The site benefits from a number of points of access onto the A3102, which links to the A4 to the south. The site is delineated to the north by the A3102 Beaverbrook Road and to the east by the A3102 Oxford Road, the southern boundary of the site is formed by the new and expanding areas of residential development and schools in northern Calne.
<b>Size of site</b>	33.2 ha
<b>Planning context</b>	The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 8 – Spatial Strategy: Calne Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential and industrial areas will need to be investigated.
Biodiversity and geodiversity	Existing records within the immediate surrounding area indicate that survey for reptiles (especially slow worms) and badgers will be required to inform any future planning application for this site. Enhancement of the site for biodiversity should aim to improve connectivity of habitats for wildlife species both across and around the site.
Historic environment and cultural heritage	The site lies adjacent to a Scheduled Monument (SM); the earthwork remains of a deserted Medieval village. Previous archaeological evaluation within and immediately surrounding the site has revealed the presence of deposits and the potential for further discoveries relating to the adjacent medieval settlement and possible Romano-British activity. Preference should be given to locating waste facilities within, or on the site of, an existing building. This would eliminate the potential for impact on archaeological deposits or setting on the adjacent SM. Further archaeological evaluation will be required where new build is required. Development should be avoided within the existing vacant plot to the north of the site to avoid impacting on the setting of the SM. Should this not be feasible, new buildings should be screened by new planting located within the plot and not on the site boundary (otherwise this may further impact on buried archaeological deposits).

<b>Porte Marsh Industrial Estate, Calne</b>	
	The grade II listed former Bricklayers Arms lies a short way to the south of the allocated site, although as development currently extends up the closest boundary, proposals are unlikely to have a significant additional impact on the setting or environmental quality of the heritage asset.
<b>Traffic and transportation</b>	Detailed investigation is required into the impact that increased traffic could have on Calne town centre and the A4. Capacity issues on the existing roundabouts on the A3102 and A4 in the immediate vicinity should also be assessed. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
<b>Water environment</b>	A Flood Risk Assessment will be required to support a planning application.
<b>Any other issues or comments</b>	Any new facilities must not prejudice the existing uses already permitted within the site boundary.  This site falls within the MoD statutory safeguarding zone - RAF Lyneham Statutory Birdstrike and Safeguarding Zone. RAF Lyneham has effectively closed. Dialogue with MoD Safeguarding will need to be undertaken during any subsequent planning application process.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



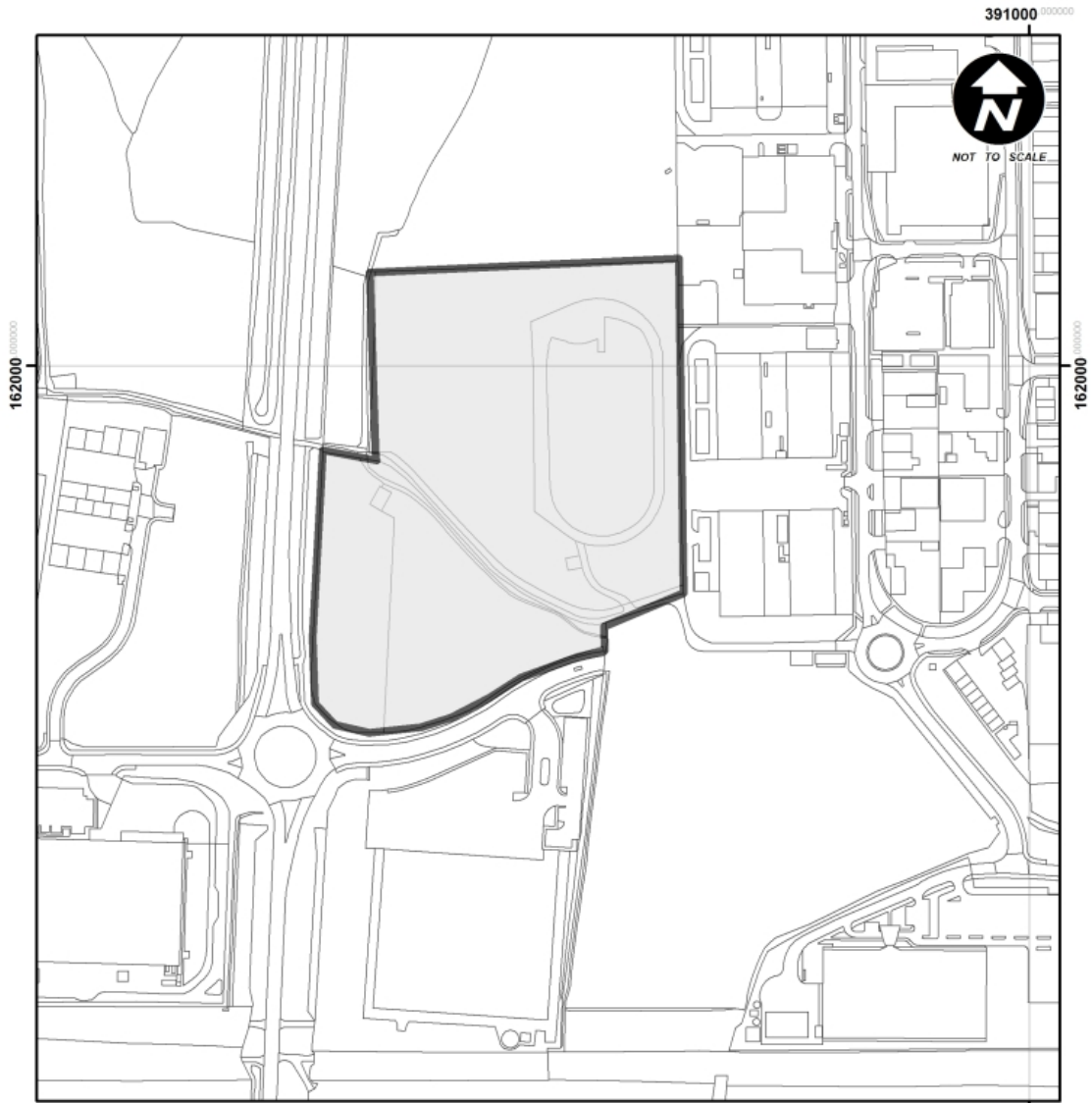
# West Wiltshire strategic scale waste sites



**Key**

- Strategic waste sites in West Wiltshire
- Key settlements in West Wiltshire
- West Wiltshire

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## Inset map W1

Hampton Business Park,  
Melksham

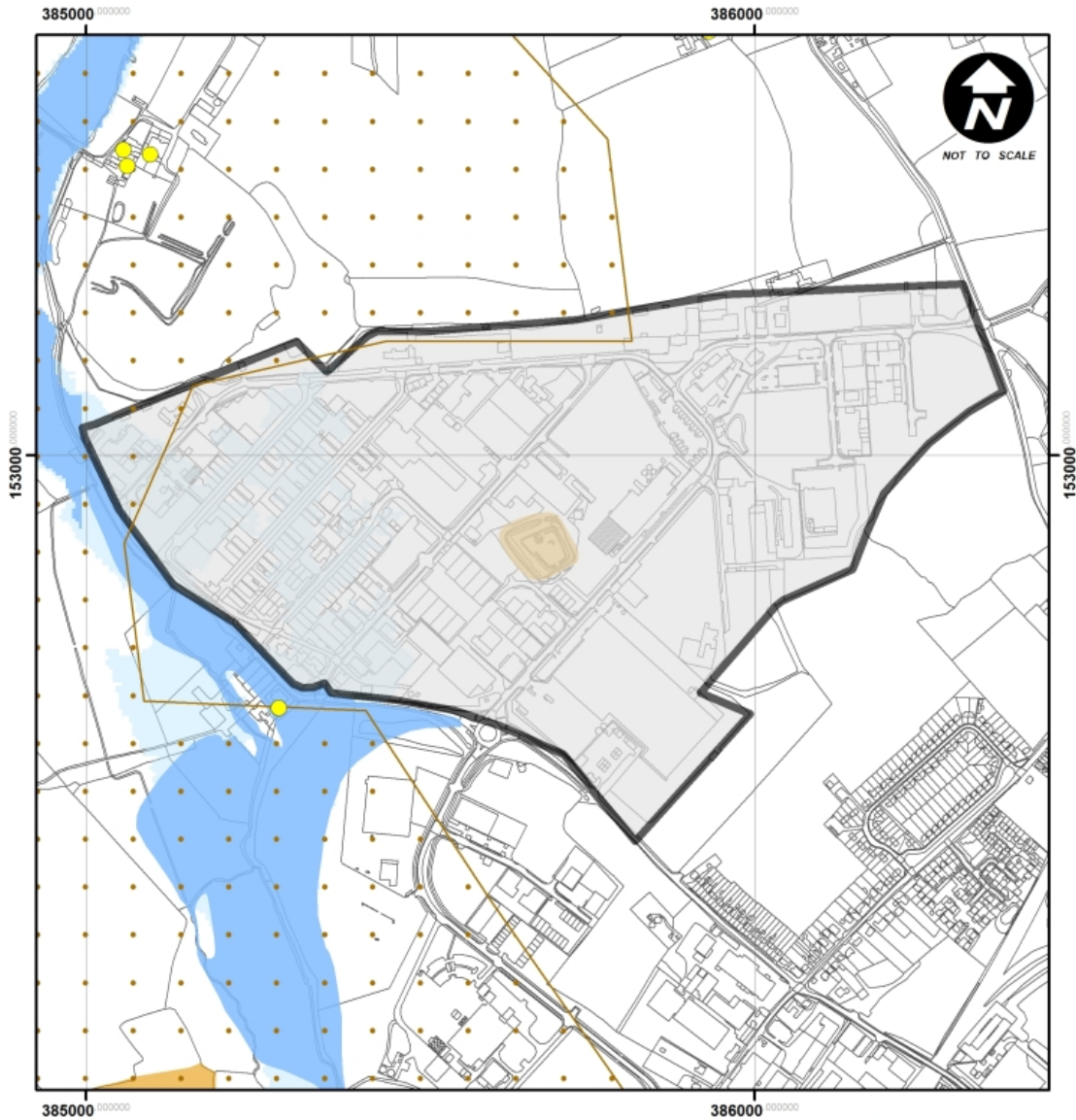


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Table 3.1 Hampton Business Park, Melksham

<b>Hampton Business Park, Melksham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	390638 161900
<b>Current use/s</b>	Greenfield site comprising of two elements; the northern part is a sports field and the southern part is fields used for grazing by cattle.
<b>Description of site</b>	This site is located on the western fringe of Bowerhill approximately 11km north east of Trowbridge. The site is part of a 12ha employment allocation known as Hampton Business Park and adjacent to the existing Bowerhill Industrial Estate. Access to the site is via the adjacent A350 which is part of the Wiltshire HGV Route Network. There is a Public Right of Way (PRoW) crossing the site in a zig-zag running north to south, with access out to the Bowerhill Industrial Estate. A non-segregated public footpath and cycleway also runs adjacent to the site, along the A350. There is a public golf course immediately north of the site. The Kennet and Avon Canal lies approximately 900m south of the site.
<b>Size of site</b>	7.2 ha
<b>Planning context</b>	The site is allocated for General Employment (Policy E1) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 15 – Spatial Strategy: Melksham Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	There are numerous existing records in the surrounding area for bats, badgers, reptiles and great crested newts, therefore an extended Phase I habitat survey with particular respect to these species will be required to inform the planning application for the site. The proposed site is located within an area of Melksham identified as a potential future employment site through the emerging Wiltshire Core Strategy. Enhancement for biodiversity in relation to planning permission for this site would be required to fall in line with any ecological strategy that has been designed for the area as part of the Wiltshire Core Strategy.
Historic environment and cultural heritage	A WWI airfield is adjacent to the site and should be evaluated via a Desk Based Assessment (DBA).
Human health and amenity	The site is situated approximately 420m from housing to the east and west. Mitigation for any dust, odour and bioaerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Potential impacts on air quality (including odour, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will also need to be investigated.

<b>Hampton Business Park, Melksham</b>	
	<p>Mitigation should involve a Site Waste Management Plan and Pollution Incident and Control Plan to specify how excavated material will be handled, stored and disposed of.</p> <p>Any development will need to safeguard PRow.</p> <p>Part of the site covers an existing sports ground which would need to be replaced as part of any development.</p>
Landscape, townscape and visual	<p>There is the potential for landscape and visual impacts on local residences, although the site has high capacity to accommodate change. The design of any major buildings is a key consideration. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and repair rural character. Facilities should be small to medium in scale and in keeping with an agricultural style.</p>
Traffic and transportation	<p>Access arrangements will need to be investigated. A new formal access will need to be constructed between the existing access road and the site to improve visibility and safety. A Transport Assessment, including a capacity analysis on the A350 junctions in the vicinity of the site, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1. There are surface water courses in close proximity to the site, the site is underlain by a secondary aquifer and there are potentially contaminating land uses in the area. Robust design measures should be put in place to protect public water resources. Measures to mitigate against threats such as flooding and groundwater contamination may include a surface water drainage scheme and SuDS designed to control run-off. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency to determine monitoring requirements will need to take place and support a planning application.</p>
Any other issues or comments	<p>The adjacent Bowerhill Industrial Estate is occupied, in part, by existing waste facilities, including a HRC. Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W2

West Wilts Trading Estate,  
Westbury

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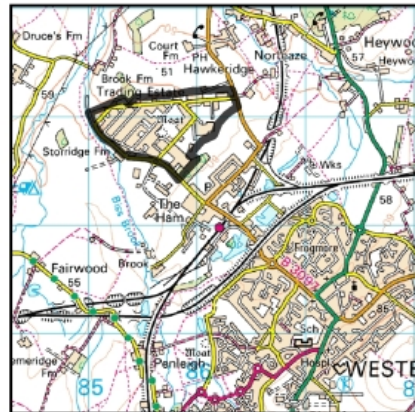




Table 3.2 West Wilts Trading Estate, Westbury

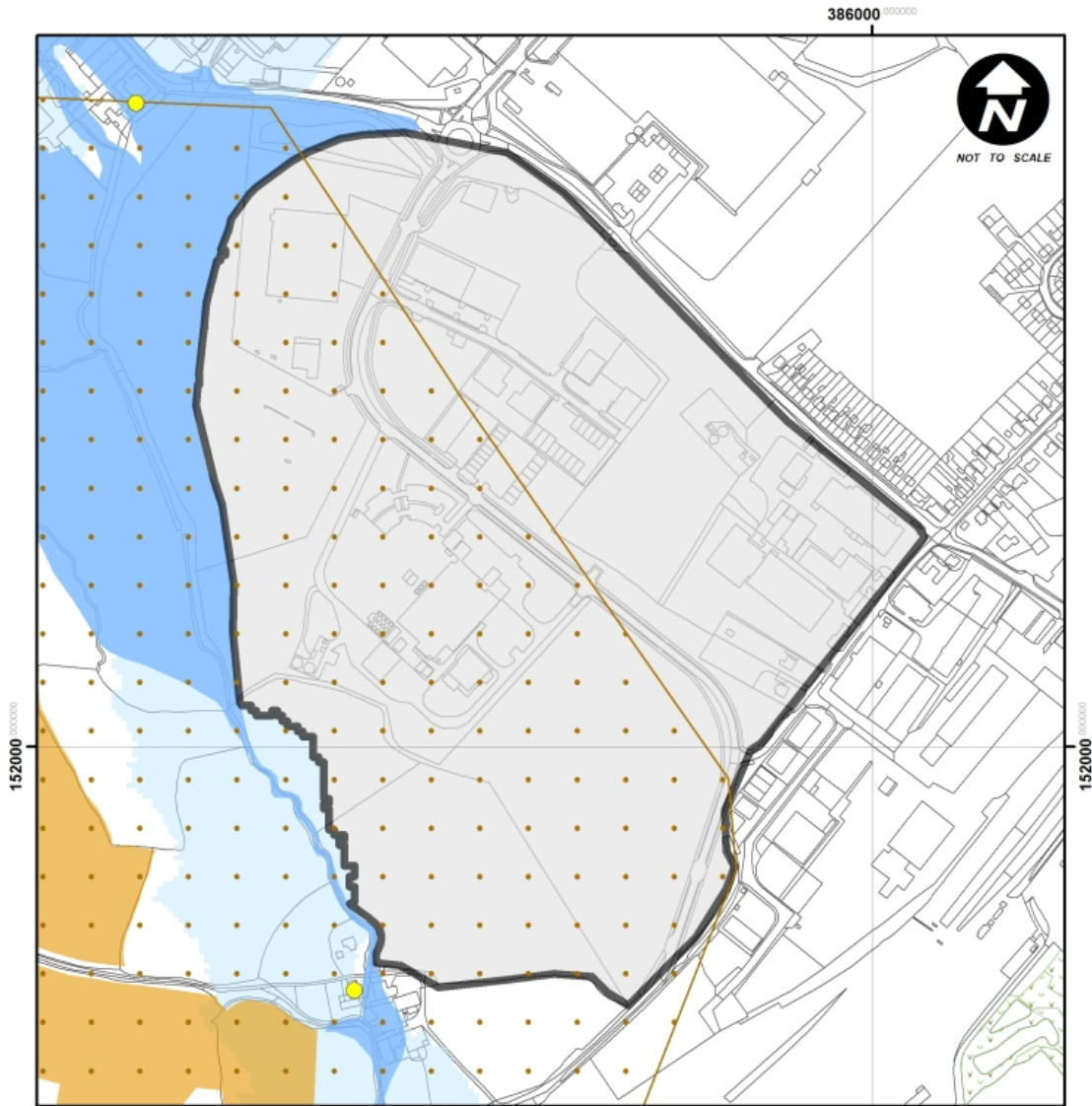
<b>West Wilts Trading Estate, Westbury</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	385862 152853
<b>Current use/s</b>	The site is a large established trading estate which encompasses various uses including some small scale waste uses, processing industries, light industrial uses, car sales and a nightclub.
<b>Description of site</b>	The site is located 1km to the north west of Westbury approximately 6km south of Trowbridge. The site is largely developed but there are some available units and land. Housing is located within 250m of the southern boundary of the site. The northern boundary of the site is defined by hedgerows and tree belts beyond which lies agricultural land. The site is bounded to the east by Hawkeridge Road and a small number of properties located on this road. The site is flanked to the south by The Ham and properties located on Hawkeridge Park and to the west by Storridge Road and Storridge Farm. The local railway line is approximately 500-600m from the eastern and southern boundaries of the site beyond which there are residential areas to the south east of the site. There are two existing access points to the industrial estate, off the B3097 Hawkeridge Road and via a roundabout off Storridge Road, both of which link to the A350. The nearest junction on the A36 is approximately 7km from the site.
<b>Size of site</b>	63.6 ha
<b>Planning context</b>	The site is allocated for General Employment (Policy E1) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	A site level survey should be undertaken if development is on, or adjacent to, the part of the site that is currently occupied by trees, hedgerow or grass/scrub, or immediately adjacent to the River Biss, or if any existing buildings are to be demolished and rebuilt. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites). There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.
<b>Historic environment and cultural heritage</b>	There is a Scheduled Monument (SM) (ref. 12048) in the southern area of the site and the setting of this monument will require consideration within design proposals when a planning application is submitted. There is potential for the SM to become further isolated in the centre of the site which will have

## West Wilts Trading Estate, Westbury

	<p>implications for public access and management. The brownfield site set around the SM moated site will need protecting. Pre-application Desk Based Assessment (DBA) should be produced as a minimum.</p> <p>There is potential for a change in setting to the Brook Hall complex (including the Grade I listed early wing and Grade II listed Hall and barn) lie approximately 350m to the north of the site (ref. 128501). Brook Hall is a long-standing Building at Risk and it is imperative that changes in the vicinity do not further prejudice the possibilities for finding a new use/owner for the site. The Grade II listed Storridge Farm and its model farmyard lies immediately to the south-west of the allocated site and any impact upon its setting will also need to be considered.</p> <p>The potential for the presence of currently unrecorded archaeological deposits is low.</p>
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated. Proximity to housing in the south means that proposals for facilities with higher pollution potential should avoid this part of the site.</p> <p>A full noise assessment will need to be undertaken and acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended uses are moderate to high without mitigation. Measures to control emissions of local air pollutants from combustion plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Land use	<p>Proximity to leisure land use (nightclub) should be considered during any subsequent planning application process.</p>
Landscape, townscape and visual	<p>The design of any major buildings is a key consideration. Mitigation in the form of additional boundary/screen planting for any new developments, locating the facility away from Storridge Road and retaining existing trees and hedgerows on site will be required.</p>
Traffic and transportation	<p>Any proposal for waste development should ensure that there are no significant adverse impacts on sensitive receptors and the highway network. HGV routing should be enforced through Hawkeridge Road towards the north only in order to minimise environmental impacts. The “most appropriate route” (as stated in Wiltshire Councils ‘Freight Routes in Wiltshire’ document) is via the eastern access towards the north. The western secondary access should be used by non-HGV traffic only. A Transport Assessment, including an assessment of the impact on the function and capacity of the A36, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>

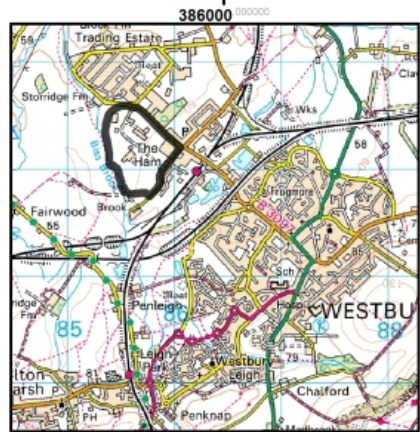
## West Wilts Trading Estate, Westbury

	Proposals should consider using the adjacent rail interchange at Westbury.
Water environment	<p>The site is located partly in Flood Zone 1 and 2, which is the floodplain associated with the Biss Brook. The western part of the site is underlain by a secondary aquifer. The aquifer is likely to be shallow. The potential for pluvial and groundwater flooding should be investigated. Robust design measures should be put in place to protect public water resources. It may be advisable for any site layout to preferentially avoid locating sensitive buildings/equipment in the site's western portion. There are currently outstanding groundwater contamination issues at the site. If development or redevelopment occurs then areas being redeveloped will need to be assessed for their contamination potential and measures taken to address these issues. Proposals should consider mitigation such as SuDS within site design and infiltration devices. It is recommended that a strip of land at least 8m wide adjoining the Biss Brook is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A Flood Risk Assessment contamination risk assessment and determination of monitoring requirements with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



### Inset map W3

Northacre Trading Estate,  
Westbury



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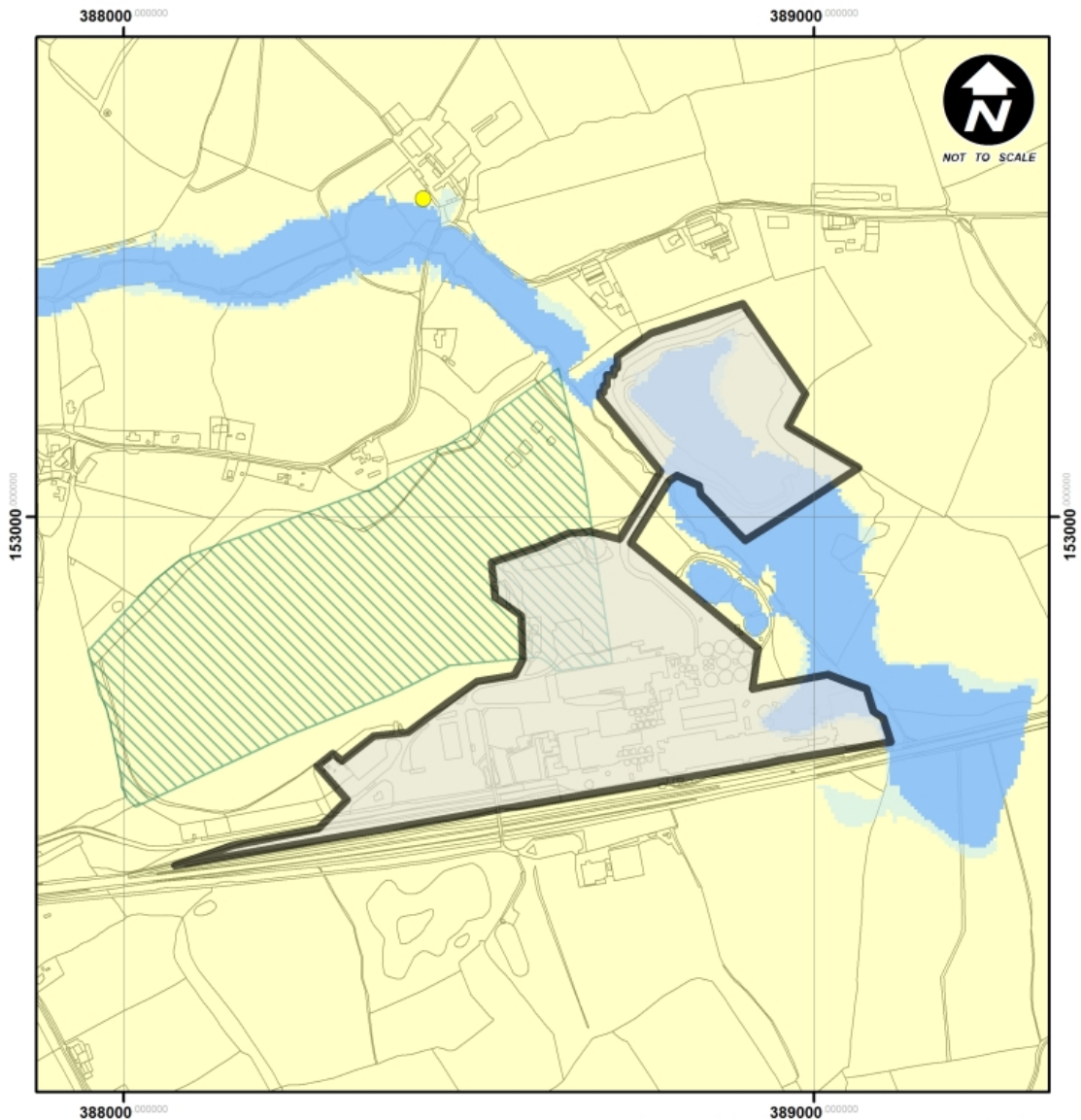
Table 3.3 Northacre Trading Estate, Westbury

<b>Northacre Trading Estate, Westbury</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	385385 152136
<b>Current use/s</b>	The Northacre Trading Estate is a large new trading estate which is part of the existing Brook Lane Trading Estate and a sewage works. Much of the trading estate currently consists of vacant plots of land although part of the site is occupied by a large milk processing dairy. Planning permission has recently been gained for a MBT facility and associated HRC, although both facilities are not currently in operation.
<b>Description of site</b>	The site is located on the north-western fringe of Westbury, fronting onto Storridge Road approximately 6.5km south of Trowbridge. The site is large with vacant land providing a continuation of industrial uses from West Wilts Trading Estate through to Brook Lane Trading Estate. The site is accessed by a new roundabout and road with signage and lighting. Storridge Road and Station Road link to the A350. The nearest junction on the A36 is approximately 6.5km from the site. The site is a large flat area on the edge of the Biss Brook floodplain, which runs close to/along the western site boundary, beyond which is open countryside. To the north, the West Wilts Trading Estate contributes to the general industrial/urban fringe character of the area. A number of detached, two-storey suburban houses face the Northacre Trading Estate on Storridge Road along the north eastern boundary of the site. Westbury Train Station and Brook Lane Industrial Estate are located to the south east. The local railway line is located approximately 150m from the south east boundary of the site (designated Westbury Rail Freight Facility).
<b>Size of site</b>	37.8 ha
<b>Planning context</b>	The site is allocated in the saved policies of the current West Wiltshire District Local Plan as part New Employment Land Allocation (E1) and part Employment Policy Area (E2). The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Development on the currently undeveloped part of the site will require a site level Phase I extended survey with particular reference to water voles, badgers and reptiles (existing records in the immediate area) to inform any future planning application. The site is located within an area of Westbury identified as a principle employment area in the emerging Wiltshire Core Strategy. There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.

Northacre Trading Estate, Westbury	
Historic environment and cultural heritage	<p>There is potential for significant adverse impacts on cultural heritage features within the site. The site contains Brook Deserted Medieval Village (DMV) Scheduled Monument and other, probably related, significant heritage assets.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation. The county archaeologist advises not using the areas west and south-west of the existing Industrial Estate. Otherwise, evaluation required as above.</p> <p>The Grade II listed Brook Farm, Brook Lane, Westbury lies immediately south of the allocated site. Design proposals, and landscaping and screening options will need to be devised in consultation with English Heritage and Wiltshire Council's Conservation Officer in order to ensure appropriate mitigation of any adverse effect on the setting of this.</p>
Human health and amenity	<p>Potential impacts on neighbouring receptors, particularly odour and bioaerosols will need to be considered as part of any planning application. Sensitivity of some existing units to air quality, particularly the dairy and other food processing businesses, will need to be assessed. Vibration, nuisance and noise levels affecting nearby residential (including dwellings in Storridge Road and The Ham), industrial and recreational areas will also need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required, and will depend on the siting of a waste facility within the site. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended use are moderate to high without mitigation. Measures to control emissions of local air pollutants from a treatment plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Landscape, townscape and visual	<p>A landscape assessment will be required to support a planning application. The urban fringe location of the site and proximity of residential properties and footpaths mean that sensitive site planning and visual mitigation will be essential.</p>
Traffic and transportation	<p>A Transport Assessment, including an assessment of potential vehicular movements to and from the site and impact on the function and capacity of the A36 and A350, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1 but is in proximity to the floodplain associated with the Biss Brook (north west of the site). It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings,</p>

## Northacre Trading Estate, Westbury

	<p>structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. Part of the site is identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>The site is situated on shallow aquifers and there are potentially contaminating land uses in the area and potential for contamination from past activities on site. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources.</p> <p>A Flood Risk Assessment and contamination risk assessment will be required to support any planning application.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing industrial and commercial units (including the dairy) already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<p><b>Links to the Waste Core Strategy</b></p>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W4

Lafarge Cement Works,  
Westbury

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Table 3.4 Lafarge Cement Works, Westbury

<b>Lafarge Cement Works, Westbury</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting, Waste Treatment (and associated landfill of residual waste from treatment process).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	388728 152733
<b>Current use/s</b>	<p>The site is occupied by Lafarge Cement Works, which has operated a process of burning waste tyres as part of the fuel for heating the cement kilns. However, the cement kilns have now permanently closed but the existing cement depot operation continues.</p> <p>Westbury Waste Management Facility occupies the north western area of the site and is adjacent to the cement works and former non-inert (non-hazardous) landfill site. Electricity is currently being generated from landfill gas.</p> <p>Planning permission was previously granted for the development of a strategic scale Waste Transfer Station, but the permission was not implemented and has since lapsed.</p>
<b>Description of site</b>	<p>The site is located 1km to the north east of Westbury, approximately 6.5km south east of Trowbridge. Access to the site is gained from the A350 which forms part of the HGV Route Network along the existing site access and haul road. The site also has direct access to the Buckleaze-Westbury railway link (which forms the southern boundary) that was used by Lafarge Cement Works. Recreational facilities including a golf course and fishing lake are located immediately beyond the railway link. Several claypits and ponds are situated in close proximity, forming the northern and eastern boundaries to the site and a tributary of the River Biss forms part of the north east site boundary. At its western end, the site consists of a formal driveway, which leads to the wider works area. A Public Right of Way (PRoW) crosses the access between the clay pit and the plant site.</p>
<b>Size of site</b>	24.4 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current West Wiltshire District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	<p>The site is situated within the existing Lafarge Cement Works site and Claypit RIGS. It is also immediately adjacent to, and partially within, the Blue Circle Cement Works Claypit Meadow County Wildlife Site. An extended Phase 1 Habitat Survey will be required in order to fully assess any areas of the site not previously developed.</p>

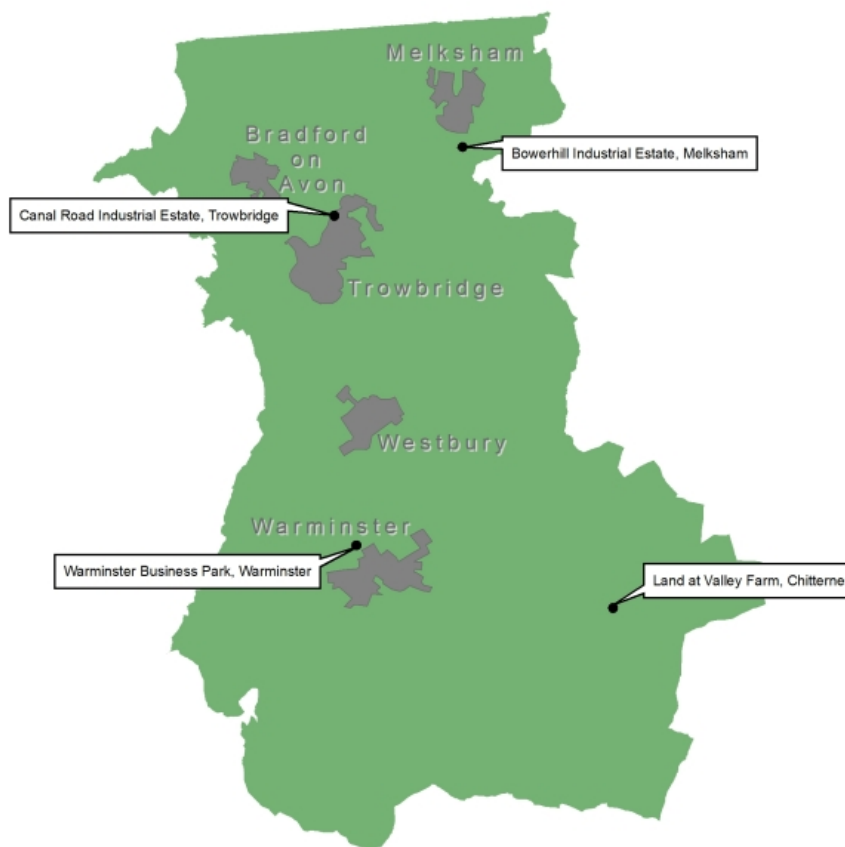
## Lafarge Cement Works, Westbury

Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated. Further consideration will be needed if there is the potential for heat and power that could be used to supply the local users.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries. The facilities should be sited as far away from the north east boundary as practical, with a minimum distance of 150m from any residential development.</p> <p>Air quality risks for the intended use are moderate to high. Measures to control emissions of local air pollutants from a treatment facility, and of dust, odour and bioaerosols will be required.</p> <p>Detailed noise and air quality assessments will need to be undertaken to support a planning application.</p> <p>Any development will need to safeguard PRoW.</p>
Land use	<p>Development should have regard to the approved restoration of the adjacent former landfill area to agricultural use. Any future waste management development at this site must not unduly prejudice the restoration timetable of the adjacent landfill site, or conflict with the permitted agricultural after use of the landfilled area.</p>
Landscape, townscape and visual	<p>The design of any major buildings is a key consideration to ensure no adverse impacts on the surrounding area including Westbury White Horse. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting (i.e. native woodland buffer planting) will be required. There may be an opportunity to enhance parts of the site in visual or landscape terms.</p>
Traffic and transportation	<p>Any proposals should consider the potential vehicular movements to and from the site and impact on the function and capacity of the A350. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site, a feasibility study will be required. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is predominantly in Flood Zone 1 but the northern and eastern parts enter Flood Zone 3b. It will be necessary for any site layout to avoid locating any development/buildings/equipment in this part of the site. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site is partially located on a secondary aquifer. There are potentially contaminating land uses in the area and potential for contamination from past activities on site. Flooding could interrupt operations and cause pollution to spread from the site, although</p>

## Lafarge Cement Works, Westbury

	<p>only a fraction of the site (about a quarter) is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>

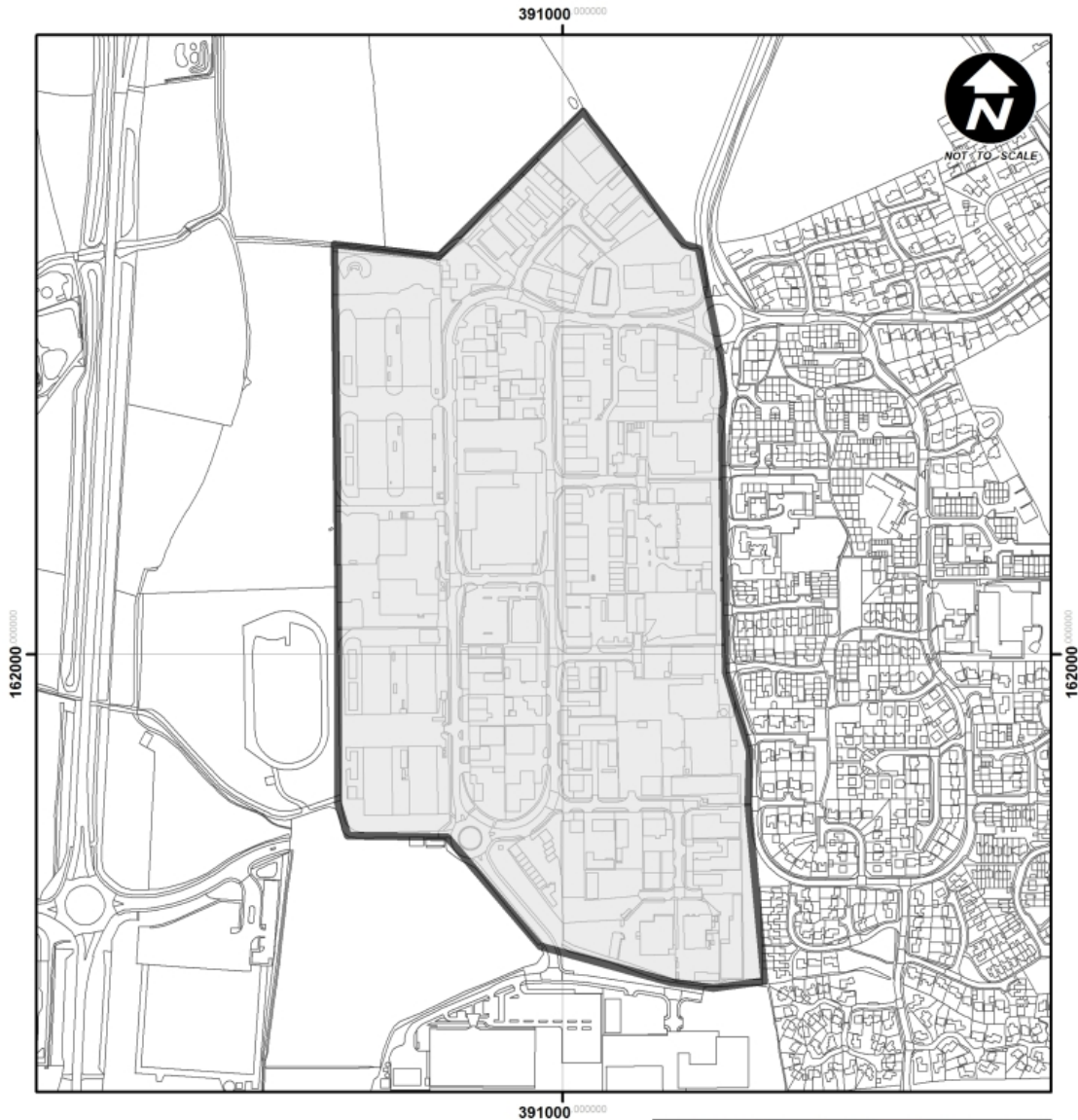
# West Wiltshire local scale waste sites



**Key**

- Local waste sites in West Wiltshire
- Key settlements in West Wiltshire
- West Wiltshire

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## **Inset map W5**

**Bowerhill Industrial Estate,  
Melksham**

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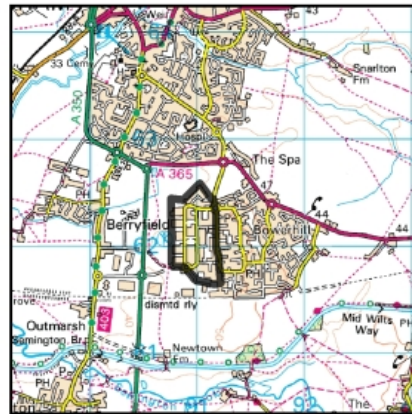
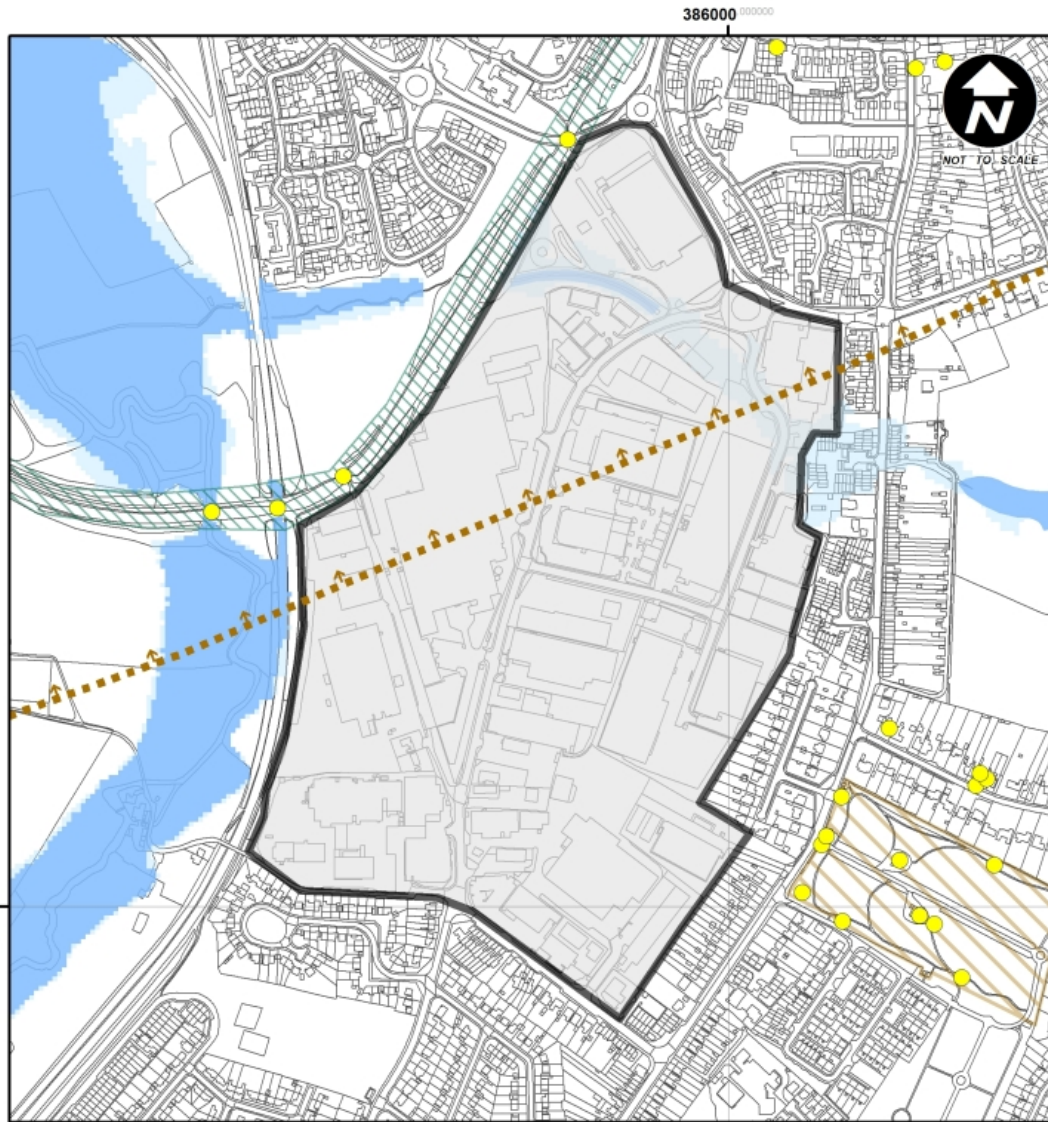


Table 3.5 Bowerhill Industrial Estate, Melksham

<b>Bowerhill Industrial Estate, Melksham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential impact on estate roads and connecting highway; and proximity to adjacent strategic scale operation).
<b>Grid reference</b>	391000 162045
<b>Current use/s</b>	The site is part of a former airfield which has been developed as an industrial estate. The industrial estate is currently occupied predominantly with B2 and B8 uses including small manufacturing and engineering businesses, large scale storage and distribution, a HRC, and a sports and leisure centre.
<b>Description of site</b>	The site is located on the western fringe of Bowerhill, approximately 500m south of Melksham and 11km north east of Trowbridge. The site is an established industrial area and lies adjacent to the employment allocation known as Hampton Business Park. Access to the Bowerhill Industrial Estate is gained via a roundabout on the A365 to the north east of the estate. This access route also serves the residential areas of Bowerhill. The northern boundary of the industrial estate is formed by fields beyond which lies the A365 and Melksham. The eastern extent of the site is defined by Halifax Road beyond which lies the residential area of Bowerhill. The southern extent of the site is formed by a new industrial development, sports ground and a golf course which borders the site, with the A350 approximately 150m to the west. There are two Public Rights of Way (PRoWs) running from the centre of the industrial estate to the road that separates the industrial estate and housing estate to the east of the site.
<b>Size of site</b>	32.4 ha
<b>Planning context</b>	The site is allocated as General and Employment Areas (Policies E1/E2) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 15 – Spatial Strategy: Melksham Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. There are existing records of Great Crested Newts in the surrounding area therefore mitigation and enhancement may need to include maintenance of habitat connectivity.
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration and light pollution affecting existing uses on the industrial estate will need to be assessed.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required.</p>

<b>Bowerhill Industrial Estate, Melksham</b>	
	<p>A full noise assessment will need to be undertaken. Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries, depending on the location of the facility. The facilities should be sited as far away from the eastern boundary as practical with any external activities a minimum of 150m from any residential development.</p> <p>Any development will need to safeguard PRow.</p>
Land use	Proximity to housing in the east and potential for conflict with sports and leisure uses on the site will need to be investigated.
Traffic and transportation	Consideration of the appropriate location of any waste facility within the industrial estate and the potential to link the site directly to the A350 should be given. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. This should include assessment of impacts on the function and capacity of the local highway network, particularly the A350 during peak periods. Any application should be accompanied by a robust Travel Plan.
Water environment	The site's northern boundary adjoins the Bowerhill Watercourse (part culverted) which is a main river under the control of the Environment Agency. It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. This is to ensure that an appropriate environmental corridor to the watercourse/culvert is secured for ongoing maintenance of the drainage system and/or to allow future improvement works. A small part of the site is identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map W6

Canal Road Trading Estate,  
Trowbridge



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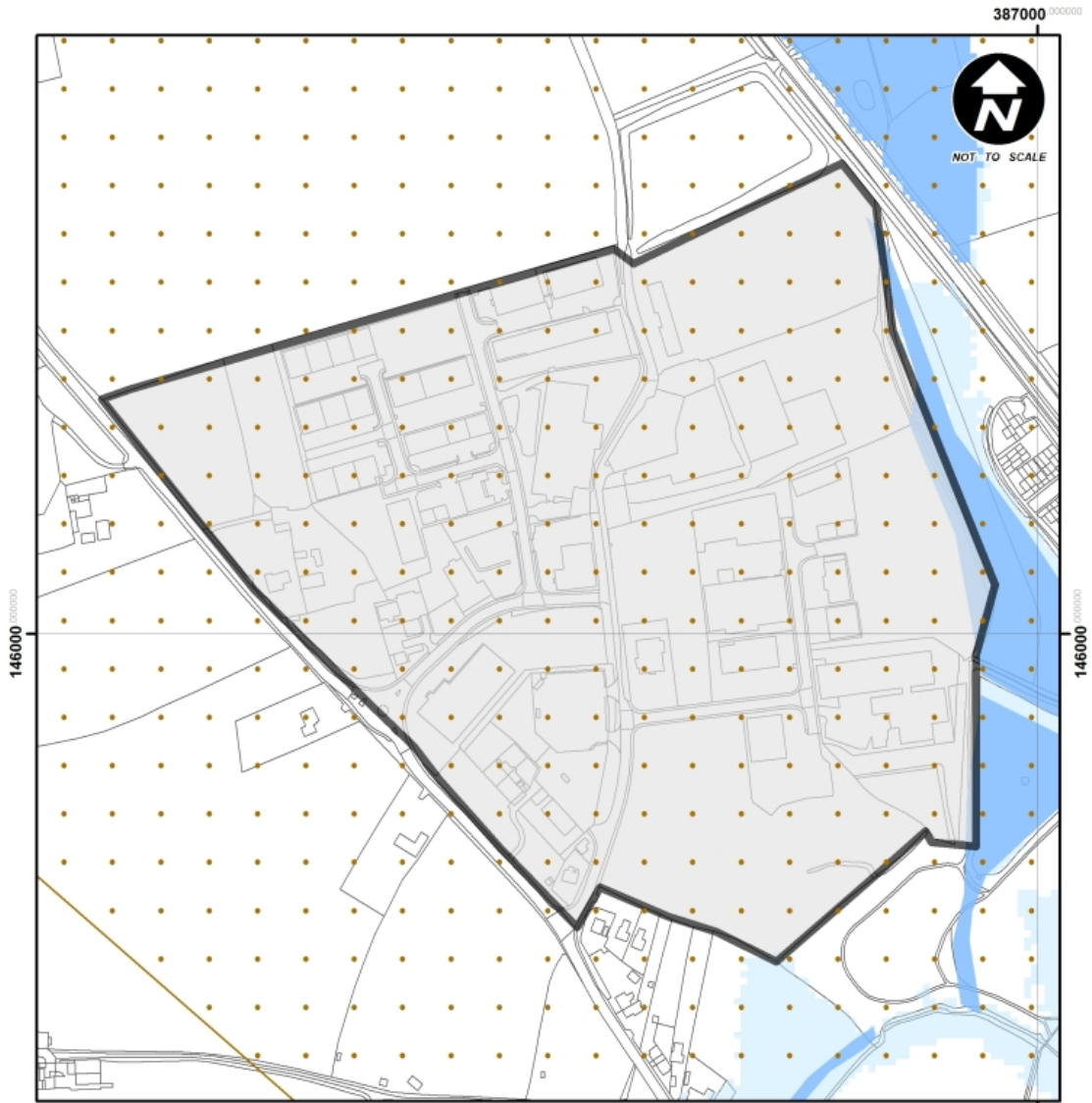
Table 3.6 Canal Road Industrial Estate, Trowbridge

<b>Canal Road Industrial Estate, Trowbridge</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential traffic and transport impacts on Trowbridge town centre and/or the village of Hilperton).
<b>Grid reference</b>	385743 159419
<b>Current use/s</b>	The site is an existing and well established industrial estate with a mix of B1, B2, B8 and A1 uses. There are existing waste uses on the industrial estate including a HRC. There is a small historic landfill site within the site boundary towards the north.
<b>Description of site</b>	The site is located on the northern fringe of Trowbridge. The site has several points of access including roundabouts at the southern and northern ends of the industrial estate, in close proximity to the A361. The site is defined to the north by Towpath Road and Horse Road beyond which lies the residential areas of Hilperton Marsh. The site is flanked to the east by properties located along The Down and Wyke Road and to the south by properties located on Canal Road. There is a cemetery in close proximity to the south east site boundary. The western boundary is formed by the Kennet and Avon Canal and a railway line. Immediately north and north west of the site is Green Belt land which has been allocated for housing. A Public Right of Way (PRoW) runs through the site.
<b>Size of site</b>	35.2 ha
<b>Planning context</b>	The site is allocated as an Employment Area (Policy E2) in the saved policies of the current West Wiltshire District Plan. The District Plan also allocates an area for new housing (Policy H7) to the north and north west of the site and new recreational space 135m to the east of the site.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is situated within an existing industrial estate, but immediately adjacent to the Kennet & Avon Canal. A robust management plan to control litter, dust and surface water run-off will be required to ensure the protection of ecological features of the Kennet & Avon Canal Meadow County Wildlife Site, the River Biss corridor and the ecology of Hilperton Marsh and the wildlife species that these habitats support. A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
<b>Historic environment and cultural heritage</b>	The Kennet and Avon Canal (which is considered as a heritage asset) forms the western boundary of the site. The adjacent pound includes a listed road bridge over the canal and listed aqueducts. To the east, Trowbridge Cemetery is included on the Register of Parks and Gardens and includes numerous listed memorials, gate piers and Gate Lodge. There are also listed houses in the vicinity, on Victoria Road. Impact on the setting and environmental quality of all of these heritage assets will need to be carefully considered.

## Canal Road Industrial Estate, Trowbridge

<p>Human health and amenity</p>	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), noise and vibration levels affecting existing uses on the industrial estate and other surrounding receptors should be assessed. Proximity to housing located in existing residential areas and future housing development will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required and will depend on the final location of any waste facility. Facilities should be sited towards the middle and mid-west of the site and any external activities a minimum of 150m from any residential development.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required but detailed assessment of air quality and odour should not be necessary.</p> <p>Any development will need to safeguard PRoW.</p>
<p>Landscape, townscape and visual</p>	<p>Potential impacts on the existing setting and views onto the site from nearby residential areas and PRoW will require investigation.</p>
<p>Traffic and transportation</p>	<p>The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements. Access for light vehicles from the south is deemed acceptable although further capacity analysis will need to consider this. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
<p>Water environment</p>	<p>The site falls predominantly into Flood Zone 1, but the northern section is bisected by the partially culverted Hilperton Brook main river and a narrow band of Flood Zone 2. It may be advisable for any site layout to avoid locating buildings/equipment in this part of the site. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8m of the top of the bank of the Hilperton Brook. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. There is limited risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is a small historic landfill site within the site which could act as a potential source of land contamination and which should be considered as part of any assessments. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>

<b>Canal Road Industrial Estate, Trowbridge</b>	
<b>Any other issues or comments</b>	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W7

Warminster Business Park,  
Warminster

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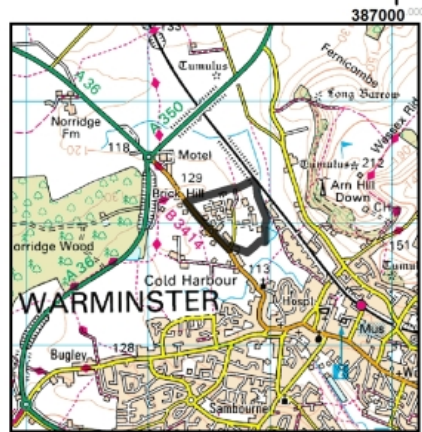


Table 3.7 Warminster Business Park, Warminster

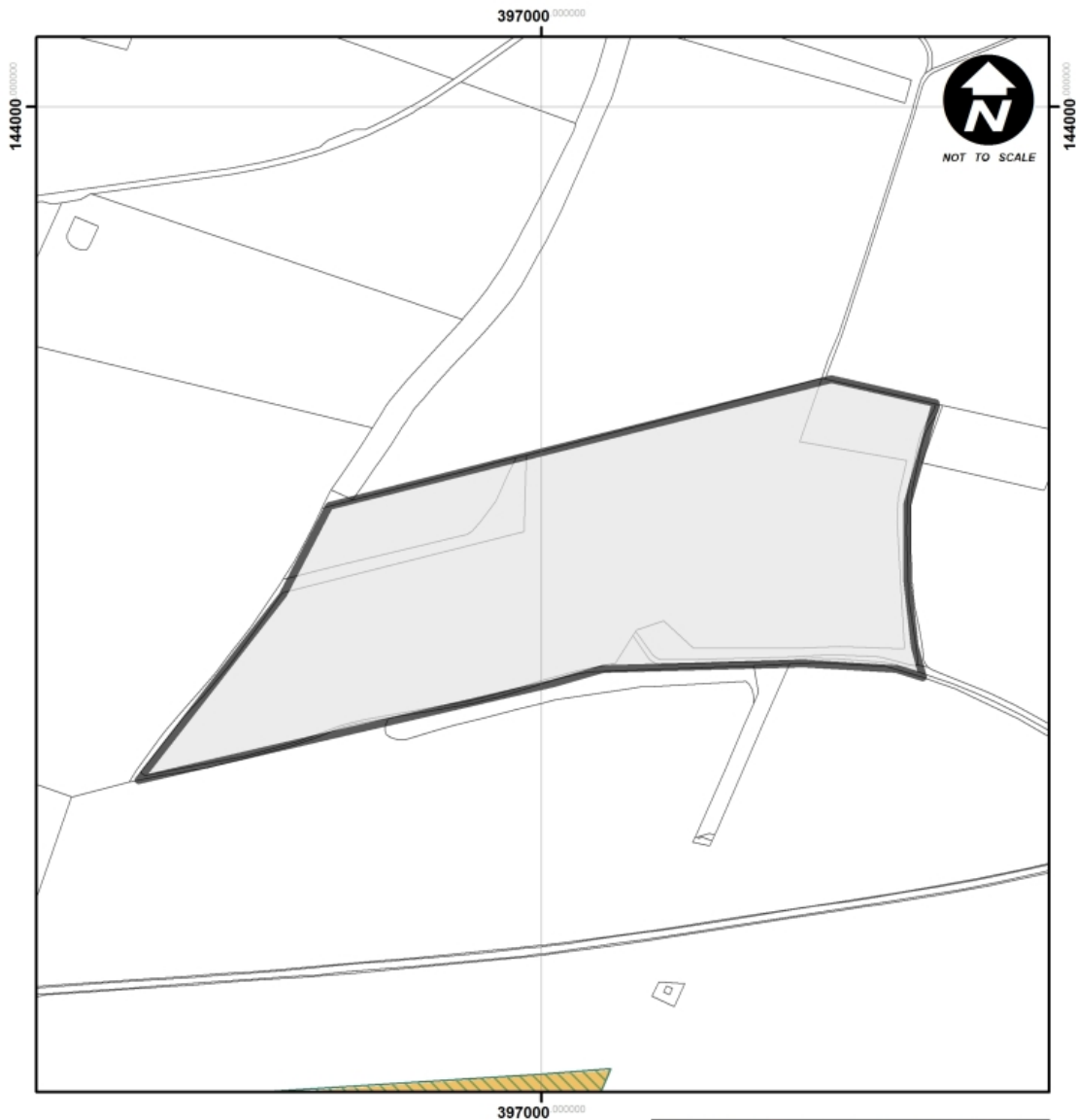
<b>Warminster Business Park, Warminster</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limited scope for accommodating significant development; and potential highway impacts).
<b>Grid reference</b>	386700 146000
<b>Current use/s</b>	The site was previously a gas works (1941) but is now an existing industrial estate that contains a local HRC and other small businesses including manufacturing and engineering.
<b>Description of site</b>	The site is located on the northern edge of Warminster, 15km south of Trowbridge. The business park is accessed directly off the B3414 which leads to the A36/A350 Warminster–Westbury interchange (approximately 500m north of the site). There are two existing access points to the estate; Furnax Way to the south and Roman Way to the north. The northern boundary of the site is formed by fields and approximately 500m beyond this is the A350, to the east is a local railway line and the properties at Arn View. New residential areas are located to the east of the site and new B1 uses are being developed to the west at Bath Road Business Park. A river runs along the eastern boundary of the site and consequently this area is within Flood Zone 2/3.
<b>Size of site</b>	23 ha
<b>Planning context</b>	The site is allocated as an Employment Area (Policy E2) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area and identifies a large area immediately to the west of the site for housing/mixed use (Core Policy 31 – Spatial Strategy: Warminster Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Reptile, badger and water vole surveys should be undertaken, particularly if any ditches are affected. Additional survey work should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
Historic environment and cultural heritage	<p>Arn Hill barrow Scheduled Monument is located approximately 800m to the east of the site boundary and therefore any proposal will require Zone of Theoretical Visibility (ZTV) analysis.</p> <p>There is evidence of Iron Age archaeology on the site. Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject</p>

<b>Warminster Business Park, Warminster</b>	
	to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the business park and surrounding properties will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited towards the centre of the site with a minimum separation distance of 100m from Bath Road and 120m from the residential properties to the east.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour mitigation will be required, although detailed assessment should not be necessary.</p>
Traffic and transportation	Access from the B3414, capacity impacts on the A350/A36 and implications of Warminster weight limit restrictions will need to be investigated. Parking and access arrangements will need to be considered. Mitigation may involve lorry restrictions through Warminster. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is in Flood Zone 1 with the exception of the southern-most tip in Flood Zone 2 and the eastern edge in Flood Zone 3. Areas along the eastern and southern sides of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There are surface water courses in close proximity to the site and the site is close to drainage channels to the east, south and west along with an adjacent attenuation pond to the south. The site is located on a principal aquifer of high vulnerability and Source Protection Zone 2. There is limited risk of fluvial flooding but there is potential for pluvial and groundwater flooding. There are potentially contaminating land uses in the area and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.

## Warminster Business Park, Warminster

### **Links to the Waste Core Strategy**

The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map W8

Land at Valley Farm,  
Chitterne



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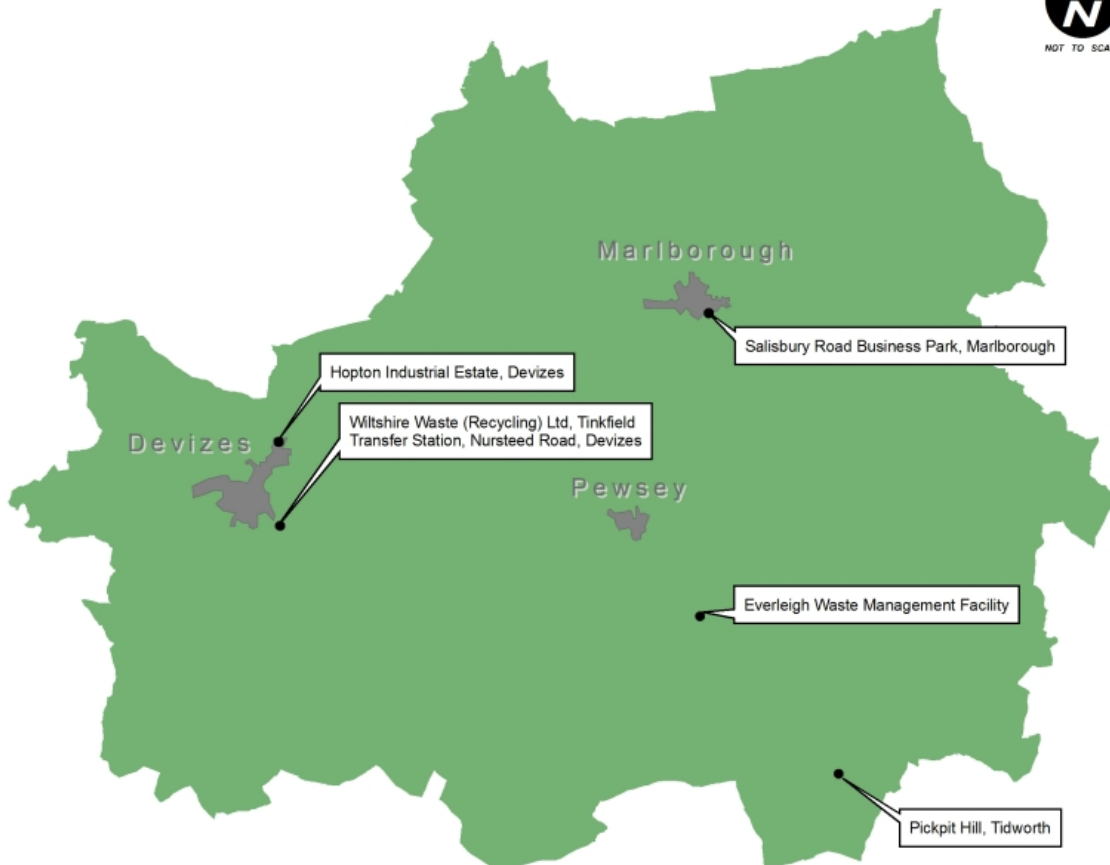
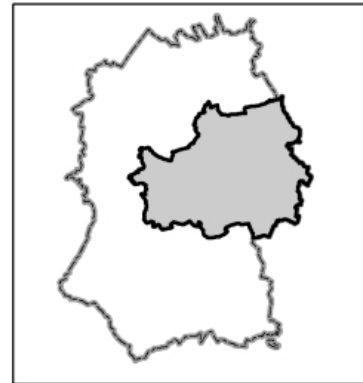
Table 3.8 Land at Valley Farm, Chitterne

<b>Land at Valley Farm, Chitterne</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting and Waste Treatment.
<b>Scale</b>	Local.
<b>Grid reference</b>	396846 143421
<b>Current use/s</b>	Greenfield site. This site is currently pasture land located adjacent to a large scale inert landfill/landraise site.
<b>Description of site</b>	This Greenfield site is located north of the B390, 1km west of the village of Chitterne and 25km north west of Salisbury. The inert landfill site adjacent to the proposed site has an existing access off the B390 which provides good access to the A36 to the west. The site lies within a relatively remote rural area of open rolling grade 3 agricultural land surrounded by a few isolated farms. To the north of the site an area of young woodland has been planted, whilst the northern boundary is defined by a strong belt of mature trees. Mature trees also run along the southern boundary, 230m beyond which lies the B390. The site is in the vicinity of Salisbury Plain Special Protection Area/Special Area for Conservation/Site of Special Scientific Interest (SPA/SAC/SSSI) and Cranborne Chase and West Wiltshire Downs AONB (approximately 1.2km south west of the site).
<b>Size of site</b>	15.5 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the West Wiltshire District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The proposed allocation is situated on a site that appears to be either rough grassland or arable field and within 300m to the north of Codford Down Meadow County Wildlife Site (CWS) (chalk grassland). However, it is considered that if the proposed allocation were to be developed, it would be unlikely to impact on the designated feature since the prevailing wind is from the south west and there is no hydrological connectivity between the allocation site and the CWS. There are several existing records in the immediate area for badgers and reptiles therefore an extended Phase 1 habitat survey with particular reference to (although not exclusively) these species, will be required to inform any future planning application process.
Historic environment and cultural heritage	Potential for development to impact on the heritage resource of the site and immediate area. Extensive field systems within site, large block of Scheduled Monument field system as well as Knook Castle Scheduled Monument likely to be indirectly affected. Zone of Theoretical Visibility (ZTV) analysis pre-application and evaluation/mitigation as planning condition is recommended.  Consideration will need to be given to potential for changes in setting to various Listed Buildings in the settlement of Chitterne (classified as a Conservation Area).

Land at Valley Farm, Chitterne	
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), noise, vibration and nuisance levels affecting surrounding receptors will need to be investigated.
Land use	Potential loss of grade 3 agricultural land will need to be considered.
Landscape, townscape and visual	<p>Potential for landscape and visual impacts on the surrounding area due to the highly visible site location. Mitigation will be required and should include the planting of a 15m woodland buffer around site boundaries to screen views into the site, integrating it with the surrounding rural character. The woodland should connect with existing trees and planting within the area. Opportunities for strategic off-site hedgerow planting, along the B390 to reduce perceptions of the erosion of the rural landscape character of the area should be explored.</p> <p>The form and scale of any built development should respect the agricultural character of the area.</p> <p>Any development will need to safeguard Public Rights of Way (PRoW).</p>
Traffic and transportation	Improvements will need to be made to the site access to accommodate HGVs turning left into the site from the west along the B390. In addition, new signage will be required to highlight the presence of the site access to alert other road users. A Capacity/Impact Assessment will also be required to investigate the likely impact of waste traffic on the A36, A303 and Chitterne village. Chitterne is subject to a Traffic Regulation Order affecting the B390/C22 and therefore development at the site should be controlled by condition and legal agreement to prevent, or at least minimise, vehicle movements accessing or leaving via Chitterne. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate and/or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	<p>The site is in Flood Zone 1 and is located on a principal aquifer of high vulnerability. The site is situated within a valley between two Source Protection Zone (SPZ) 3 areas. A SPZ 1 is situated 2.3km towards the east. Groundwater beneath the site is likely to be discharged within the Chitterne Brook (located 1.7km downslope of the site towards the east). There is a covered reservoir to the south of the site however it is situated at an elevation higher than the proposed waste site so cannot be impacted by any contaminated water emanating from a waste facility. Notwithstanding this, the site lies on a principal aquifer and is in close proximity to a SPZ 1 for a public water supply source, a high level of engineering containment will be required at this site to safeguard the groundwater environment.</p> <p>Areas along the southern boundary of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison on hydrology/surface water drainage issues with the Environment Agency will be required to support a planning application.</p>

<b>Land at Valley Farm, Chitterne</b>	
<b>Any other issues or comments</b>	Any inert waste recovery operation will only be permitted at this site where it is clearly demonstrated to be associated with existing waste inputs to the adjacent landfill operation - additional inputs solely to service the recovery of inert waste at this site will not be acceptable at this location.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

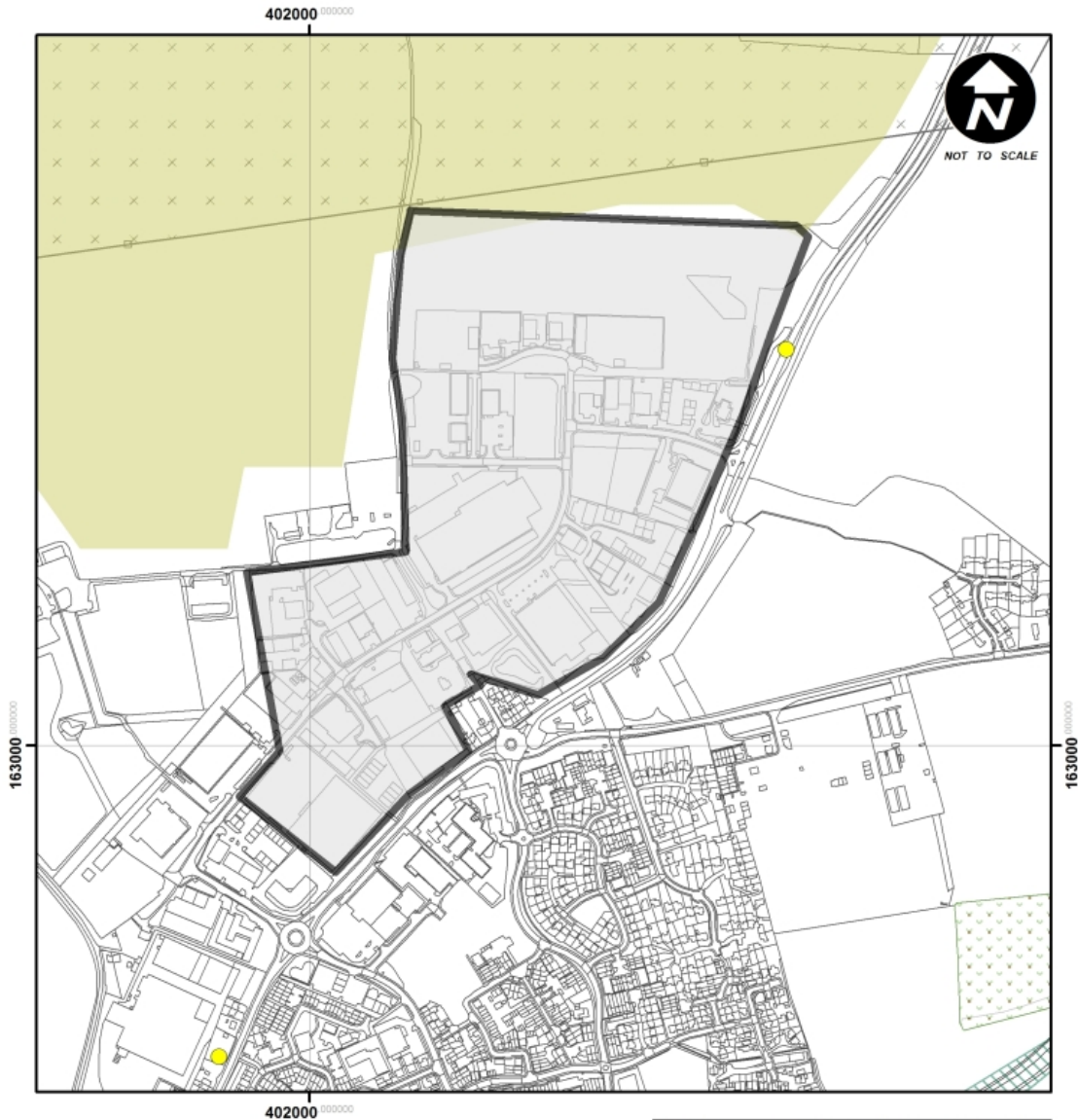
# East Wiltshire local scale waste sites



**Key**

- Waste sites in East Wiltshire
- Key settlements in East Wiltshire
- East Wiltshire

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## Inset map E1

Hopton Industrial Estate,  
Devizes

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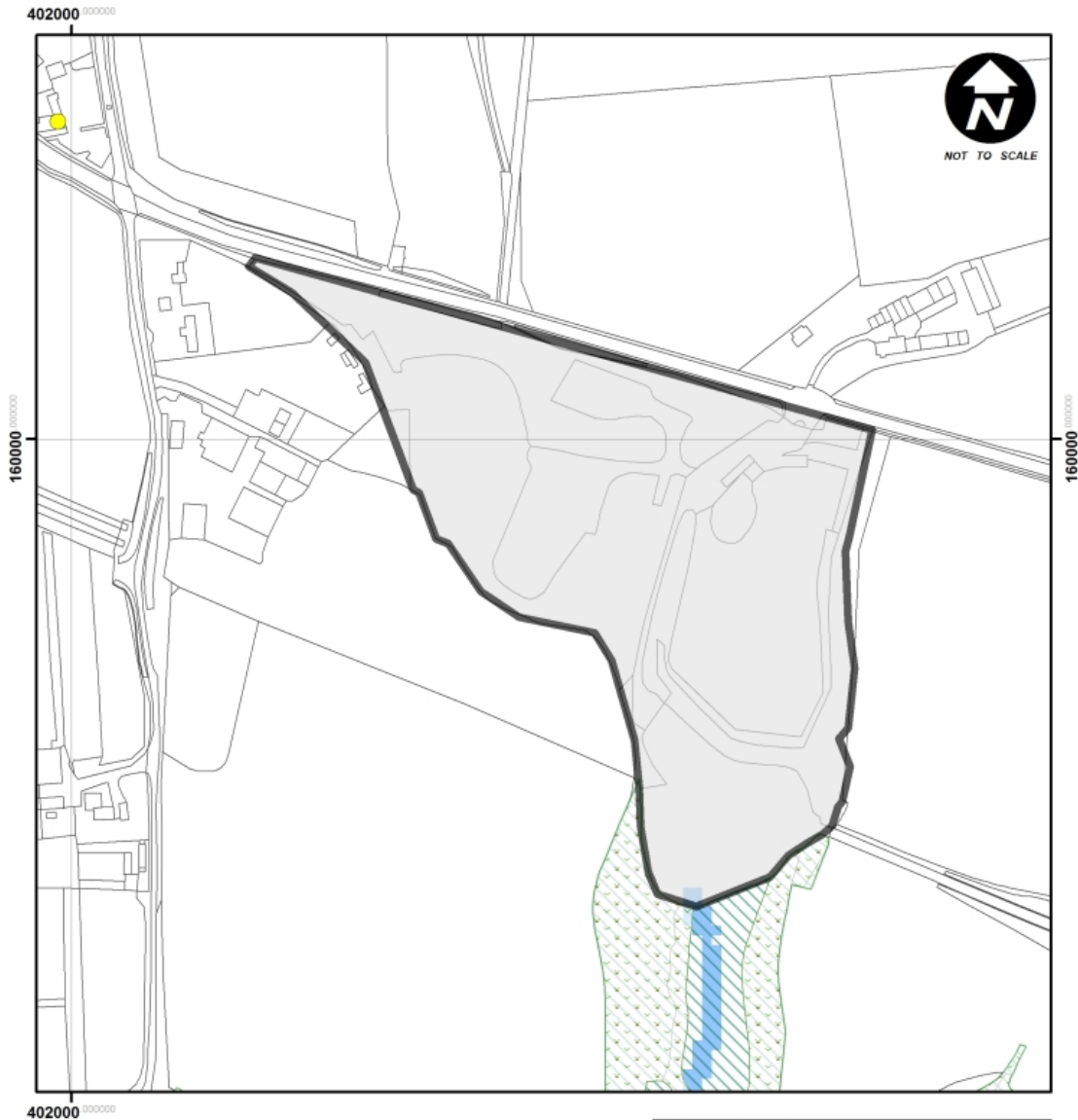


Table 4.1 Hopton Industrial Estate, Devizes

<b>Hopton Industrial Estate, Devizes</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential transport impacts on Devizes; and potential for impact on the North Wessex Downs AONB).
<b>Grid reference</b>	402275 163375
<b>Current use/s</b>	The site comprises an existing industrial/business park with a mix of B2 and B8 uses plus land allocated for employment use. A HRC is currently operational at the site.
<b>Description of site</b>	The site is located on the north eastern edge of Devizes, to the west of the A361 London Road. The estate is connected by wide roads with footways which are currently accessed from three junctions on the A361. The two southern access points are in the form of roundabouts onto the A361 and the northern access point is a priority junction. The northern and western boundaries of the site are defined by hedgerows and trees, with fields beyond. The eastern boundary is delineated by the A361 with a combination of agricultural fields, commercial and residential uses beyond the road. The southern extent of the site merges with the adjacent Garden Industrial Estate. The site has reasonable access to the centre of Devizes and is located approximately 450m north of the Kennet and Avon Canal. The site is located in proximity to a number of designated sites including the North Wessex Downs AONB and is situated 1.3km east of Roundway Down and Covert SSSI. There are numerous Scheduled Monuments located to the west of the site.
<b>Size of site</b>	28.7 ha
<b>Planning context</b>	The site is designated as a Protected Strategic Employment Site and as Land Allocated for Employment Development in the saved policies of the current Kennet District Local Plan and thereby the subject of a number of policies including PD1, ED17 and ED25. The emerging Wiltshire Core Strategy identifies the industrial estate and land to the south of the industrial estate as principle employment areas (Core Policy 12 – Spatial Strategy: Devizes Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Survey at the site level to inform any planning application should consist of an extended Phase I survey with particular respect to badgers, barn owls and farmland birds on adjacent arable fields. Depending on the findings of the survey a lux plot and lighting constraints may be required to ensure avoidance of light pollution onto fields.
Historic environment and cultural heritage	Potential impacts on the setting of the adjacent Roundway Down Registered Battlefield to the north west of the site will need to be considered. Direct impacts are unlikely as the site is an existing industrial estate but note, the listed building milestone in the north east of the site. A Heritage Statement will be required.

## Hopton Industrial Estate, Devizes

Human health and amenity	Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the industrial estate and surrounding receptors will need to be investigated.
Landscape, townscape and visual	<p>The North Wessex Downs AONB is immediately to the north and west of the site. Appropriate screening and landscaping will be required to avoid harming the rural character of the adjacent AONB. This may involve planting of native/evergreen hedgerows and woodland belts to the north of the site. Sensitive site planning should be adopted to minimise the visual impact of new facilities from the AONB. Development should work with the topography of the land, involving sensitive levels design to minimise the impact on the valley-side topography of the northern end of the site and utilise its natural enclosure for screening any development.</p> <p>Consideration will need to be given to the visual impact on local footpaths. Off-site planting should screen views onto the site to reduce the visual impact. Any development will need to safeguard Public Rights of Way (PRoW).</p>
Traffic and transportation	Potential impacts on the A361 and surrounding roads as a result of an increase in traffic will need to be investigated, although the site is considered appropriate for the proposed uses. Issues with on-street parking along Hopton Road will also need to be considered. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is underlain by a principal aquifer. In addition, the north eastern corner of the site abuts Source Protection Zone 2 for a public water supply. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. The site is in Flood Zone 1 however 'Areas Susceptible to Surface Water Flooding' cross the site in a number of locations. Pluvial or groundwater flooding could interrupt site operations and cause pollution to spread from the site. The site could increase the flood risk elsewhere. Proposals should consider mitigation such as SuDS design to control runoff. A Flood Risk Assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E2

Wiltshire Waste (Recycling) Ltd,  
Tinkfield Transfer Station,  
Nursteed Road,  
Devizes

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Table 4.2 Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes

<b>Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes</b>	
<b>Potential use/s</b>	Waste Treatment.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential transport impacts on Devizes; and potential for impact on the North Wessex Downs AONB).
<b>Grid reference</b>	402300 160016
<b>Current use/s</b>	The site is a former landfill site. The eastern part is currently in use as a WTS and inert recycling. An area centrally located within the site has a valid planning permission for green waste composting.
<b>Description of site</b>	The site is located on the south east fringe of Devizes, to the south of the A342 Monument Hill. The site is located in a rural setting surrounded by fields containing small farms. There are residential properties in the area including Ridgcroft, in an elevated position to the north of the site. The site is bounded to the north by the A342, which is screened by a combination of mature hedgerow and bunds. The embankments of a dismantled railway line running parallel to the A342 adjoin the southern end of the site on each side.
<b>Size of site</b>	4.8 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is situated immediately adjacent to Nursteed Farm Woods Meadow County Wildlife Site (CWS). There are existing records of badgers on the site and immediately adjacent land. Any future planning application should be informed by an extended Phase I survey of the application site and surrounding area, with particular reference to badgers and reptiles. There will be a requirement to provide habitat enhancement to buffer the woodland and to provide corridors around and across the site. Consideration will have to be given to the need for sensitive siting of buildings and plant within the site so that waste operations carried out at the site do not result in adverse impact to the CWS.
Historic environment and cultural heritage	The southern tip of the site includes the postulated site of a former flour mill of 1841 and any potential impacts on this will need to be investigated. Development of the site may also impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.
Human health and amenity	Potential for impacts on air quality (including odour, bioaerosols, dust and fumes) and noise levels affecting receptors living in close proximity to the site will need to be examined. Mitigation for dust, bioaerosols and odour is

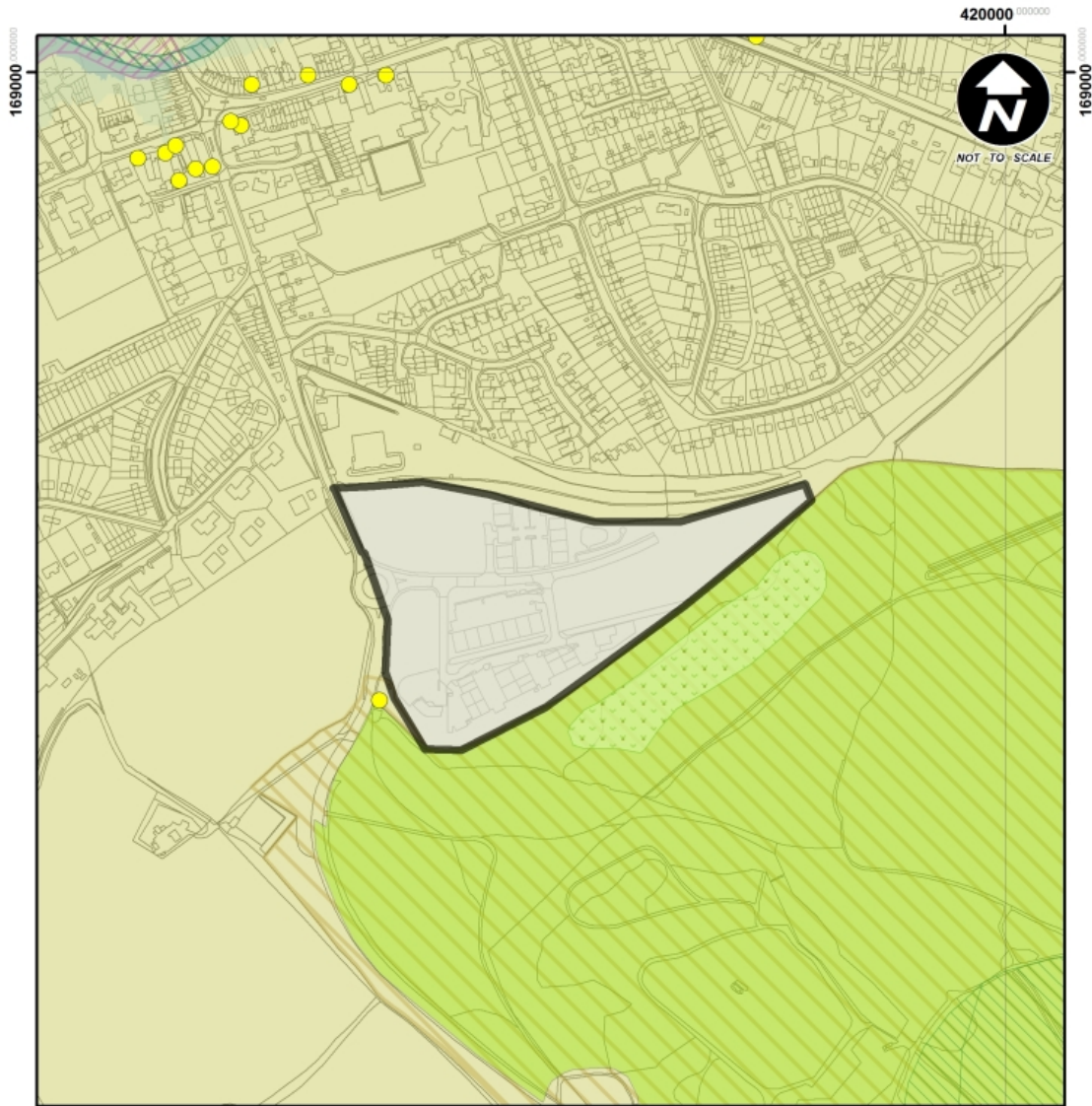
## Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes

	<p>recommended. Detailed assessment should be undertaken. The site is partially shielded from residential properties by the A342 and existing bunding. Acoustic screening in the form of bunds, buildings or fences on the northern, western and eastern boundaries of the facility may be required and the facility should be sited towards the middle of the site area, with a minimum of 150m to the nearest residential dwelling.</p> <p>Any development will need to safeguard Public Rights of Way (PRoW).</p>
Landscape, townscape and visual	<p>Views onto the site from nearby properties and PRoW will need to be considered. Site planning should avoid the loss of mature hedgerows and trees around and within the site, but make use of the existing earth bunds to continue screening views. Care will need to be taken when designing the site entrance to ensure that views into the site from the A342 and Ridgicroft are not opened up.</p>
Traffic and transportation	<p>Potential for impacts on the A342 and A361. Consideration is required of the mitigation measures to ensure the site access is fit for purpose. Mitigation should involve improving visibility and safety at the access point off the A342. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is underlain by a principal aquifer and there is a history of potentially contaminating land use on site. There are two streams that enter the site which is predominantly within Flood Zone 1 (southern tip of the site is in Flood Zone 3 associated with the Stert Valley). There is little risk from fluvial flooding but there is a risk of pluvial or groundwater flooding. It is recommended that a strip of land at least 8m wide above the culvert line is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. The landfill history of the site should be considered in order to determine the appropriate level of groundwater protection. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must consider the existing waste operations already permitted within the site boundary.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>

**Wiltshire Waste (Recycling) Ltd, Tinkfield Transfer Station, Nursteed Road, Devizes**

**Links to Waste Core Strategy**

The site is located within 16km of Chippenham and Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E3

Salisbury Road Business Park,  
Marlborough

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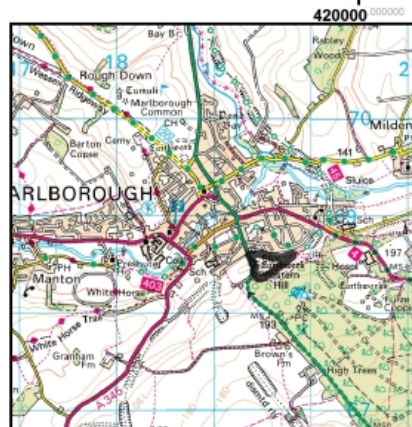
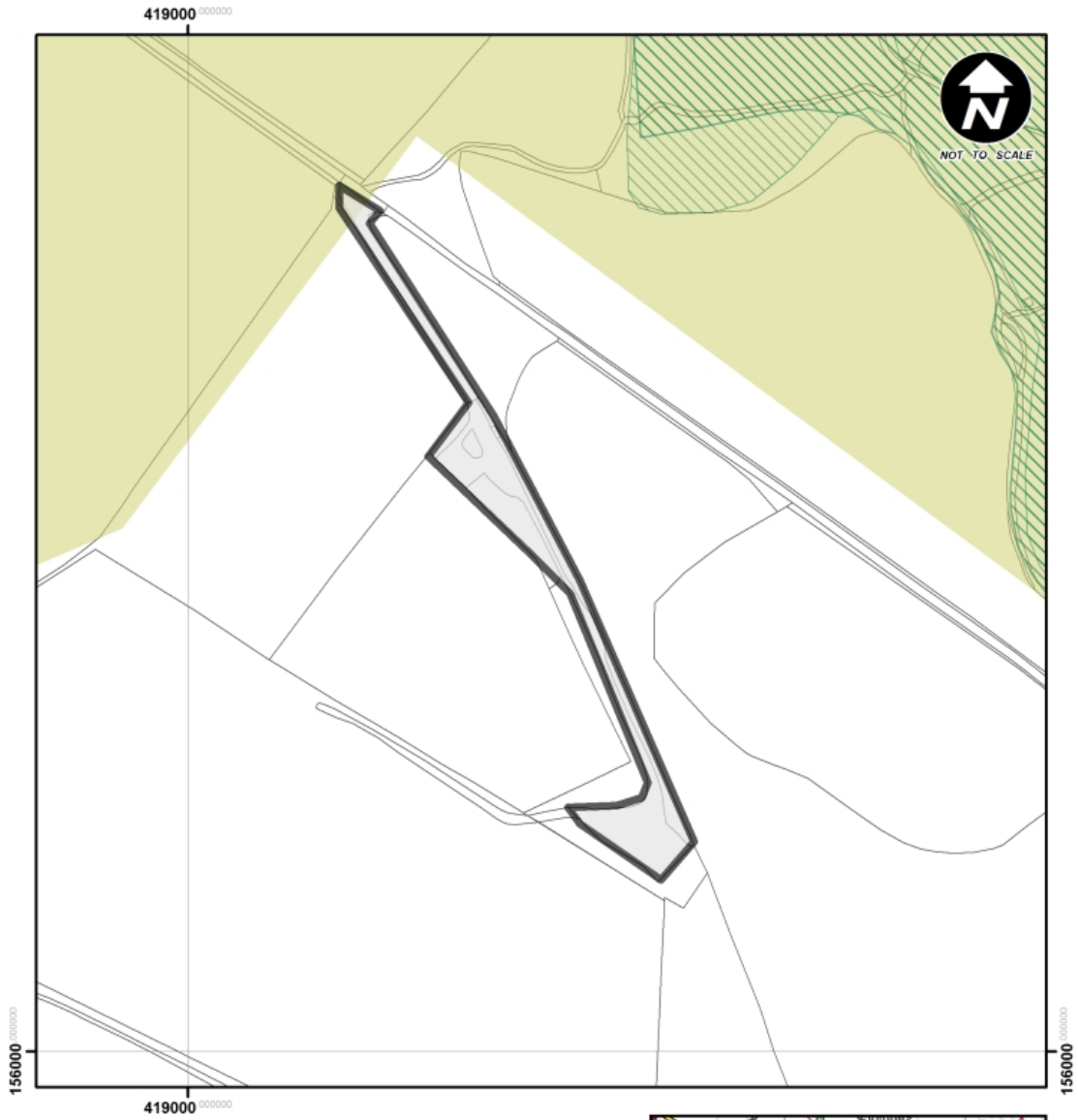


Table 4.3 Salisbury Road Business Park, Marlborough

<b>Salisbury Road Business Park, Marlborough</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: potential highway impacts; limitation in terms of potential developable land; and the potential for impact on the North Wessex Downs AONB).
<b>Grid reference</b>	419520 168500
<b>Current use/s</b>	The site has been prepared with infrastructure and landscaped to accommodate a small business/trading estate with a mix of B1 and B2 employment uses, although not all units have been constructed. A new, purpose-built HRC was opened in the business park in March 2011.
<b>Description of site</b>	The site is located on the southern fringes of Marlborough. The site is bound to the west by the A346 Salisbury Road, to the north by a disused railway (the embankment is covered in dense scrub) and to the south by Savernake Forest SSSI. The site has good links to the Wiltshire HGV Route Network (A4 and A346). The existing access to the site is directly from the A346 Salisbury Road via a purpose built roundabout. The A346 is also classed as a primary route network. The site is located within the North Wessex Downs AONB.
<b>Size of site</b>	6.1 ha
<b>Planning context</b>	The site is allocated as a Rural Employment location in the saved policies of the current Kennet District Local Plan (Policy ED7).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A HRC was granted planning permission, after extensive ecological survey and mitigation for dormice, bats and reptiles. Lighting restrictions have been imposed to protect commuting bats and dormice. Mitigation for any further development will need to complement that already detailed as part of extant permission. An appropriately scoped site level survey should be sufficient to support any future planning application for expansion of development.
Historic environment and cultural heritage	<p>The site was subject to an archaeological investigation ahead of its commercial development because it abuts the Earthworks on Postern Hill. Potential impacts on this asset will need to be considered as part of any planning application.</p> <p>At the south-west corner of the site is the Grade II listed Salisbury Road Lodge to Tottenham House. The site also borders the northern edge of the Grade II* Registered Park of Tottenham House and Savernake Forest. Further impact on these heritage assets, including their environmental quality, should be carefully considered.</p>
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the business park and surrounding receptors will need to be investigated.

## Salisbury Road Business Park, Marlborough

Landscape, townscape and visual	The site is located within the North Wessex Downs AONB. The semi-enclosed setting and existing commercial character of the site means that it can accommodate change, especially away from the A346. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Views into the site from nearby housing estates and Public Right of Way (PRoW) will be of particular importance.
Traffic and transportation	Consideration of the appropriate location of a waste facility within the business park should be considered. There is potential for congestion at peak times and an appropriate routing of HGVs will need to be established in order to minimise environmental impacts. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site has high permeability, overlies a principal aquifer and is in close proximity to a Source Protection Zone 1. Appropriate measures would need to be put in place to protect the water environment. Contamination may be present and any contamination risks will need to be appropriately dealt with. Pluvial flooding could interrupt operations and cause pollution to spread from the site. The Environment Agency will require details of a ground investigation and infiltration tests to assess the suitability of certain sustainable drainage methods. If infiltration cannot be achieved, there is an opportunity to provide a range of above ground SuDS such as ponds, swales and detention basins etc. If contamination proves to be a constraint then most SuDS can be lined to prevent any seepage into the ground. There does not appear to be a foul sewer connection to this site, so any contaminated drainage from waste storage/handling areas would have to be contained in a sealed tank and taken off site for disposal. A Flood Risk Assessment and contamination risk assessment in coordination with the Environment Agency will be required to assess the impact of surface water run-off and any potential sources such as ground water and overland flows.
Any other issues or comments	Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E4

Everleigh Waste  
Management Facility,  
Everleigh

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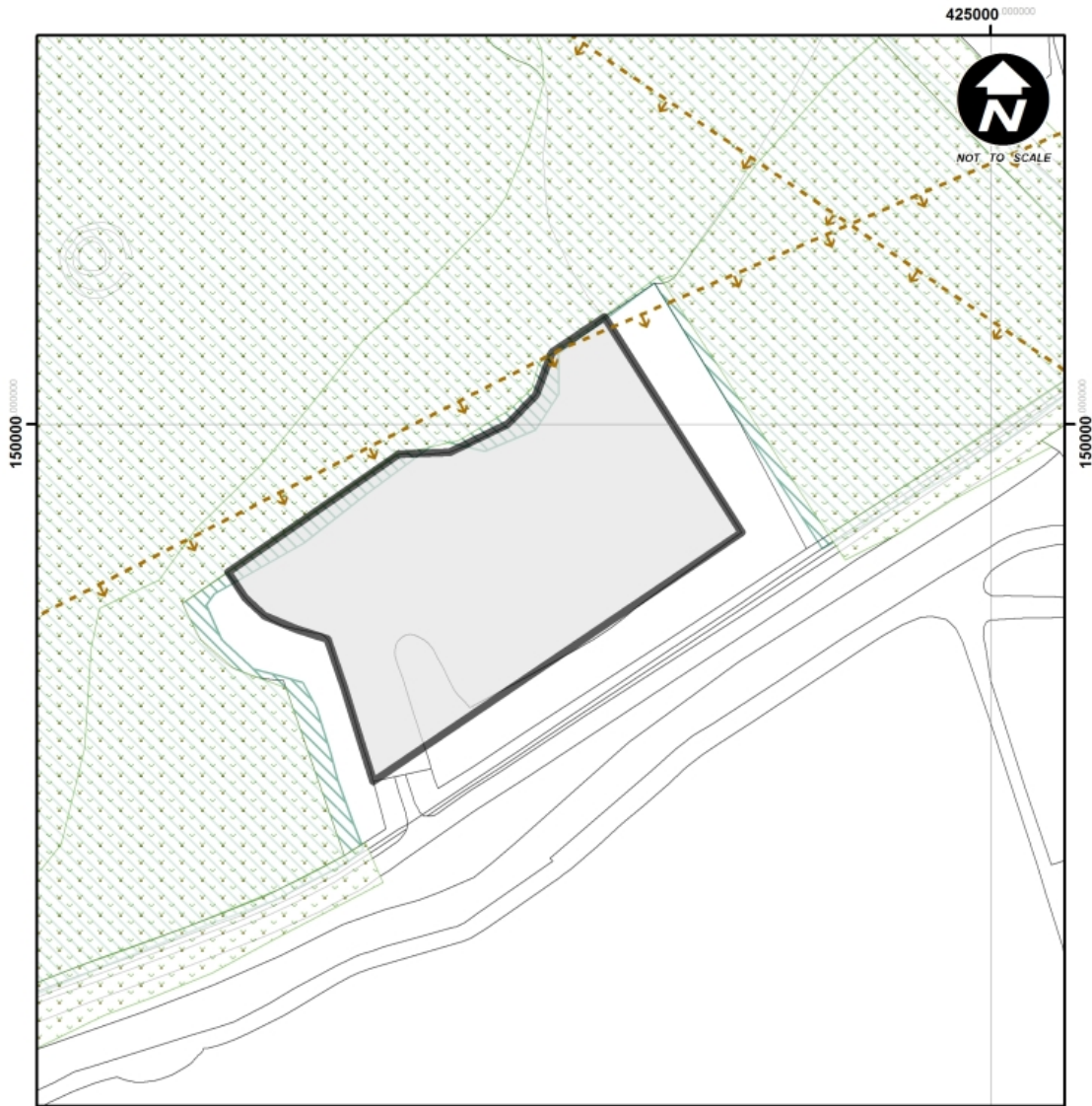


Table 4.4 Everleigh Waste Management Facility, Everleigh

<b>Everleigh Waste Management Facility, Everleigh</b>	
<b>Potential use/s</b>	Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Local.
<b>Grid reference</b>	419171 156367
<b>Current use/s</b>	Site comprises a HRC at its northern end and a municipal WTS at the southern end.
<b>Description of site</b>	This narrow strip of land is located in a remote, rural setting 2km north of Lower Everleigh and 3km south east of Pewsey, just north of the A342. The site has an existing access onto Everleigh Road which links to the A345 at Pewsey and to the A342 at Everleigh. The site is relatively well-screened from views to the north and east by the presence of conifers and pines. At the southern end of the site the WTS has been screened from the wider landscape to the south. The site lies adjacent to a former landfill facility for municipal waste which was restored to grassland in 1996. The site is situated within a wider landscape characterised by open rolling chalk downs, and is in proximity to the North Wessex Downs AONB which abuts the northern boundary of the site. A Public Right of Way (PRoW) borders the eastern side of the site.
<b>Size of site</b>	0.9 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is immediately adjacent to woodland and 150m from Everleigh Ashes Meadow County Wildlife Site which is designated for its Ancient Woodland interest and is also an important area of dormouse habitat. Any expansion on the site is unlikely to impact on the Ancient Woodland, but it would be advisable to undertake an extended Phase I habitat survey with particular reference to dormice and bats to inform any future planning application. Some lighting constraints may be necessary to protect dormice and bats from possible disturbance. Appropriate enhancement in line with the National Planning Policy Framework (NPPF) could seek to extend areas of suitable dormouse habitat around the site boundary to connect with other habitats in the wider countryside.
<b>Historic environment and cultural heritage</b>	There are no heritage assets recorded within the site boundary. However, there are three Scheduled Monuments within 700 metres south-west and north-west. Any amelioration of impact on their setting will rely on existing or new planting and a restricted height of proposed development.
<b>Human health and amenity</b>	Potential impacts on air quality (including odour, dust and fumes), noise, vibration and nuisance levels affecting people working on or using existing operations on the site will need to be investigated. Development should have regard to the Environment Agency 250m bioaerosol buffer for composting operations.



<b>Everleigh Waste Management Facility, Everleigh</b>	
	Any development will need to safeguard PRoW. The current footpath may need to be diverted as it is already in close proximity to the waste works and is unmanaged.
Landscape, townscape and visual	Although not within the North Wessex Downs AONB, the close proximity of the site to this designated area will require careful consideration. The semi-enclosed setting and existing waste dominated character of the site means that it can accommodate change. The main visual impacts, on users of the lane and the footpath to the south of the site, could be almost entirely mitigated through sensitive site planning and screen planting. It is recommended that visual surveys from footpaths to the south and north of the site should be undertaken.
Traffic and transportation	Concerns regarding the distance of the site to the Wiltshire HGV Route Network and potential need for new infrastructure/access will need to be investigated. Potential for additional waste related traffic to have an impact on the A303. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site is predominantly located on a principal aquifer and lies within 500m of a Source Protection Zone 2. The site is in Flood Zone 1 but is shown to lie within 'Areas Susceptible to Surface Water Flooding'. There is no risk of pluvial or fluvial flooding but groundwater flooding could occur. There are currently outstanding groundwater issues at the site and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Investigations will need to be made into the history of the adjacent former landfill site and potential contaminants and issues with building on the site. Proposals should consider mitigation such as SuDS in site design to control run-off. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>A former municipal landfill lies adjacent to the site and any development must avoid locating on or otherwise prejudicing the restored landfill area. Any potential hydrological and/or engineering impacts of new development must be addressed with the Environment Agency.</p> <p>This site falls within the MoD statutory safeguarding zone - Netheravon aerodrome Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to Waste Core Strategy</b>	The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map E5

Pickpit Hill,  
Tidworth

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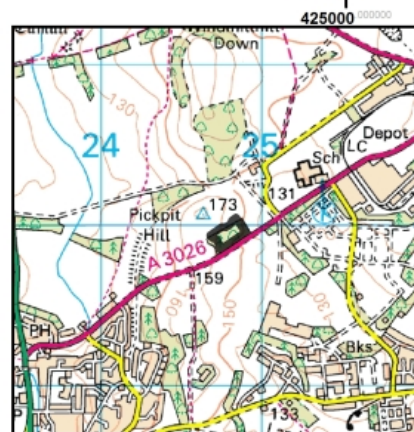


Table 4.5 Pickpit Hill, Tidworth

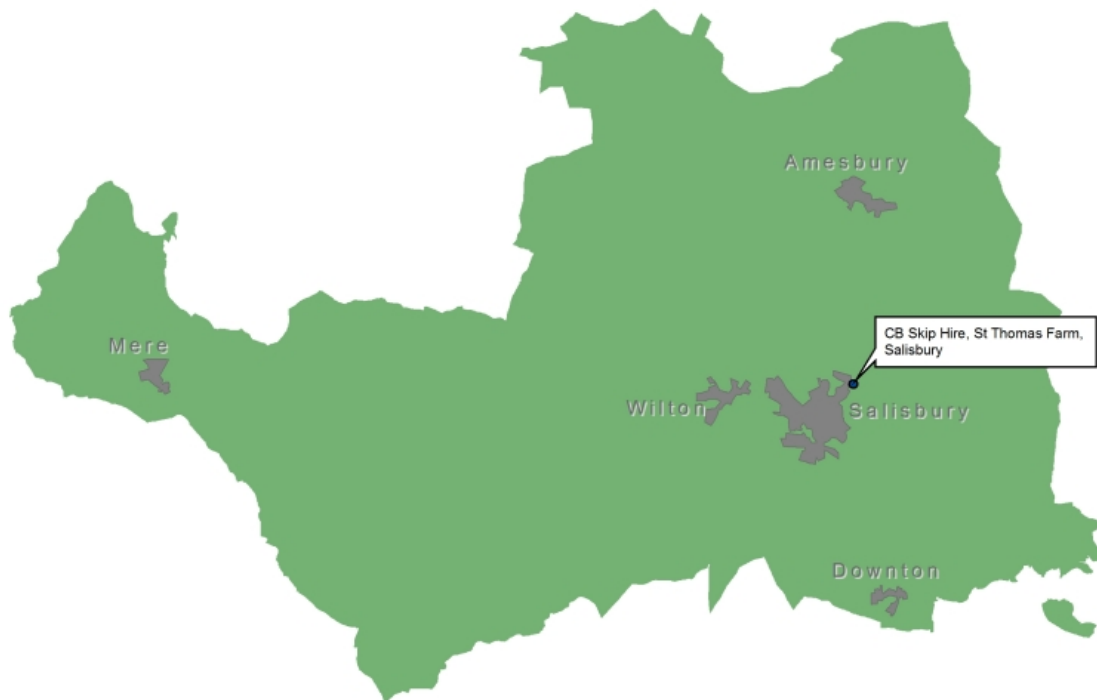
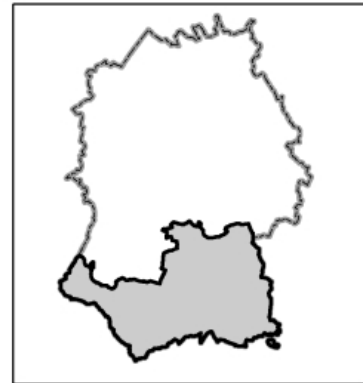
<b>Pickpit Hill, Tidworth</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Local.
<b>Grid reference</b>	424790 149947
<b>Current use/s</b>	The site is a former incinerator facility which is now vegetated with woodland.
<b>Description of site</b>	The site is located on the A3026 between Ludgershall and Tidworth, approximately 30km north east of Salisbury. The site is isolated and well screened by hedgerows and woodland which define the boundaries. The site is accessed via the A3206 which runs along the southern boundary of the site. There is a residential area around 650m south west of the site and Wellington Academy is approximately 500m north east.
<b>Size of site</b>	1.9 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the saved policies of the current Kennet District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is surrounded on three sides by the Pickpit Hill Meadow County Wildlife Site (CWS), designated for its chalk grassland interest, a UK BAP priority habitat, which in turn is important for the large variety of butterflies, reptiles and small mammals, including brown hare. The site itself is covered with trees and scrub, which may offer suitable secluded resting places for birds, bats and small mammals. An extended Phase I habitat survey with particular reference to reptiles, bats and badgers will be required to inform any future planning application on this site. Appropriate enhancement in line with the National Planning Policy Framework (NPPF) could include the provision of new or extended areas of wildlife corridor and refuge sites on the boundary between the waste site and the CWS. A robust management plan will need to address the issue of dust and litter being carried onto the CWS by the prevailing wind and measures put in place to prevent this.
Historic environment and cultural heritage	Consideration should be given to any adverse impact on the historic environment from intervisibility with the non-Scheduled barrow on Pickpit Hill.
Human health and amenity	The site is isolated, however potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting residential areas and users of Wellington Academy (north east of the site) will need to be investigated.
Landscape, townscape and visual	The site is well screened by hedgerows and woodland, however the visual impact of waste development should be reduced through sensitive site planning of facilities to minimise the impact on views from the A3026.
Traffic and transportation	Potential impact on the A303 and capacity constraints of the A3026 and adjoining roads to deal with waste related traffic will need to be addressed.

## Pickpit Hill, Tidworth

	<p>Potential mitigation includes relocating the existing site access approximately 180m to the east to improve visibility and providing a dedicated right turn. Consideration should also be given to routing HGV traffic so that it travels from the east via the A342 and the A303 (not through Tidworth). A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is located within Flood Zone 1 but overlies a principal aquifer of high vulnerability and is within Source Protection Zone 2. Potable supplies are therefore at risk from pollution and any use at the site will only be acceptable if it can be demonstrated that pollution will not occur and risks can be mitigated against. There has been extensive past and present industrial use of the site including landfill which could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. The drainage arrangement for any development proposals for this site should be a material consideration. An assessment as to whether there are suitable surface water disposal options available for the site will need to be undertaken. In addition, the assessment should ensure that foul water discharges from any development can be connected to the public sewer system, where available, subject to a capacity appraisal and agreement upon a point of connection. Appropriate measures would need to be put in place to protect the water environment. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>This site falls within MoD statutory safeguarding zones - Netheravon aerodrome; Boscombe Down and Middle Wallop Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to Waste Core Strategy</b>	<p>The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



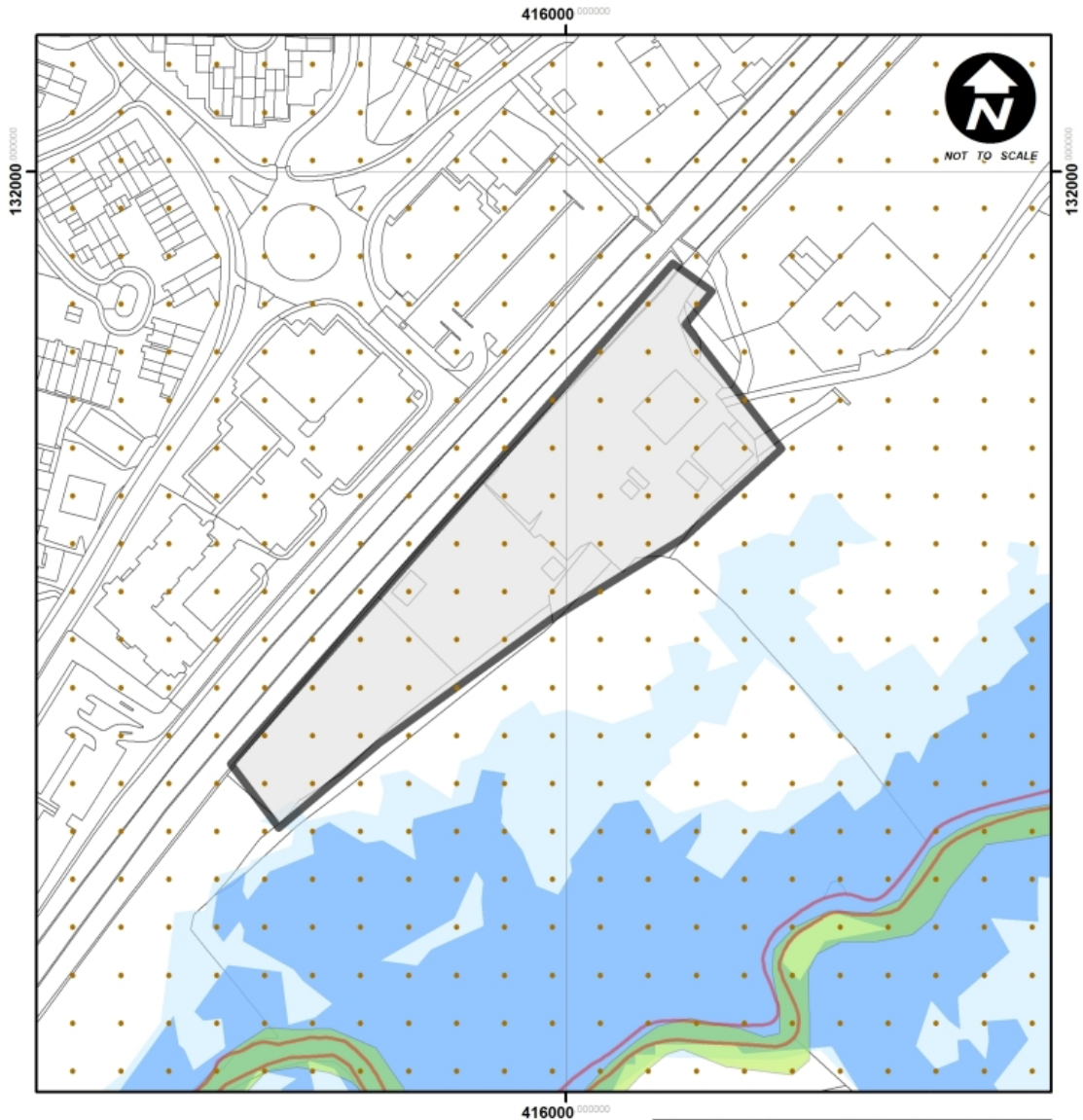
# South Wiltshire strategic scale waste sites



**Key**

- Strategic waste sites in South Wiltshire
- Key settlements in South Wiltshire
- South Wiltshire

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**Inset map S1**  
 CB Skip Hire,  
 St Thomas Farm,  
 Salisbury



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Table 5.1 CB Skip Hire, St Thomas Farm, Salisbury

<b>CB Skip Hire, St Thomas Farm, Salisbury</b>	
<b>Potential use/s</b>	Local Recycling, Inert Waste Recycling/Transfer and Composting.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	145947 131817
<b>Current use/s</b>	The site is part Brownfield and part Greenfield, comprising a skip hire service in the northern end of the site and a paddock in the southern end of the site.
<b>Description of site</b>	The site is located to the east of Bishopdown on the north eastern edge of Salisbury. The site has an existing access road off the A30, which is part of the Wiltshire HGV Route Network, and links to the A36 and A338. The north east boundary is defined by a residential property, the south east and south west boundaries by hedgerows beyond which is located a flat area of grassland flood meadows that form the River Bourne floodplain. The north west boundary of the site is defined by the embankment of a railway line and includes a cover of rough scrub.
<b>Size of site</b>	1.5 ha
<b>Planning context</b>	The site is not allocated in the South Wiltshire Core Strategy. However the site is affected by the saved Salisbury District Local Plan policy (C6 - Landscape Setting of Salisbury and Wilton).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	As the site lies 75m from the River Bourne, which forms part of the River Avon SAC, the County Ecologist has carried out a test of likely significance of any adverse impact on the designated features of the SAC as a result of development of the site for any or all of the potential uses listed above. This concluded that there could be a risk of adverse impact on the SAC as a result of implementing the potential uses but that the significance of impact can be removed or greatly reduced by the design of a robust management plan for site operation, which must address potential issues around dust deposition and pollution. A site level survey will be required to inform any future planning application. This should consist of an extended Phase I survey with particular reference to otters, reptiles, bats and badgers, assuming that the extension of the existing site will occupy the south west area of the site.
Historic environment and cultural heritage	<p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken as part of a planning application to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p> <p>Potential environmental impact (e.g. noise) on listed properties in the centre of Laverstock, to the south should be considered. The C18 St Thomas Bridge, on the A30 to the north is also a grade II listed structure however as this already serves a major route further traffic use is unlikely to cause any significant issues.</p>



## CB Skip Hire, St Thomas Farm, Salisbury

<p>Human health and amenity</p>	<p>Potential impacts on neighbouring/sensitive receptors will need to be considered as part of any planning application. All air quality risks for the intended use are low to high without mitigation. Dust, bioaerosol (with composting) and odour mitigation is recommended. Detailed assessment should be undertaken if the site is intended for composting. There are properties within the 250m bioaerosol buffer, although they are screened from the site via a railway line located on a large bund. Advice should be sought from the Environment Agency.</p> <p>The impacts of noise from any development upon surrounding land uses will need to be addressed. The site is well separated from local housing, with the exception of the owner's house, and already contains similar noise sources. There is little or no screening from the proposed site but with appropriate screening the site is considered suitable with respect to noise for the proposed uses. Acoustic screening in the form of bunds, buildings or fences may be required on the southern and eastern boundary of the facility.</p>
<p>Landscape, townscape and visual</p>	<p>Potential impacts on views onto the site from nearby residential properties in Bishopdown to the west and Laverstock to the south. However, the semi-enclosed setting and existing industrial character of the site means that it can accommodate change. The main visual impacts, on nearby residences and the footpath to the south of the site, should be mitigated through sensitive site planning and screen planting.</p>
<p>Traffic and transportation</p>	<p>Any proposal for waste development should assess traffic impacts, particularly at peak times, along the A30 and A36. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
<p>Water environment</p>	<p>A Source Protection Zone 1 is 1.2km from the site and the site is underlain by a principal aquifer. The closest groundwater abstraction lies 1.6km to the north east (used for general farming and domestic). The River Bourne lies approximately 90m to the south of the site. There is risk of polluting groundwater sources. Robust design measures should be put in place to ensure protection of public water resources. In particular, a composting facility will need to make sure adequate distance from receptors and risk assessments are followed. The site lies partly in Flood Zone 2 and an area of the site is shown to be within 'Areas Susceptible to Surface Water Flooding'. A Flood Risk Assessment and liaison with the Environment Agency will be required to support a planning application. Any proposals will need to be accompanied by a surface water management strategy that specifically considers the integration of surface water drainage systems.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the MoD statutory safeguarding zone - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>

### CB Skip Hire, St Thomas Farm, Salisbury

<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on biodiversity and geodiversity. These matters should be fully scoped and assessed through any subsequent planning application process.
<b>Links to Waste Core Strategy</b>	The site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



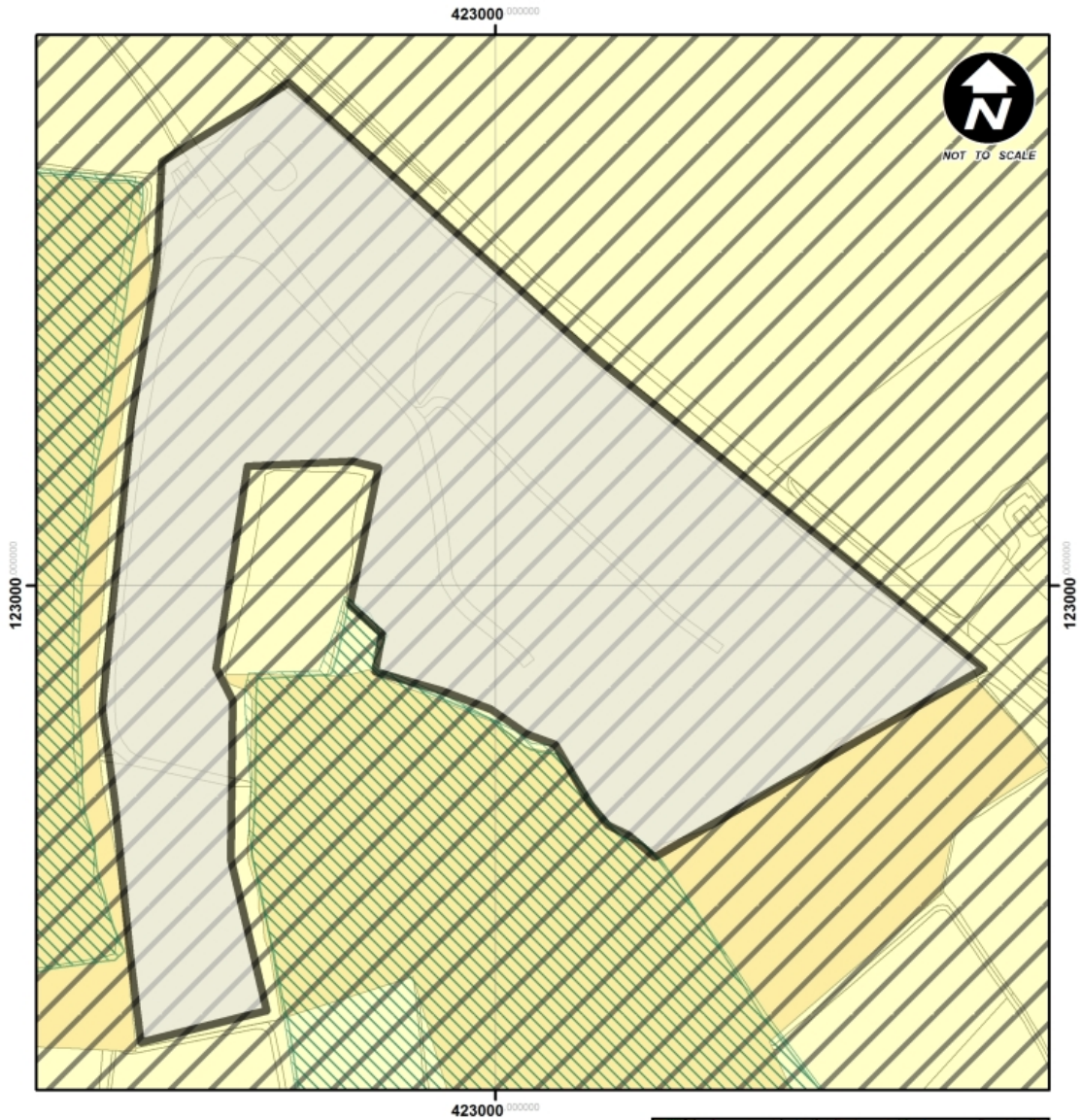
# South Wiltshire local scale waste sites



**Key**

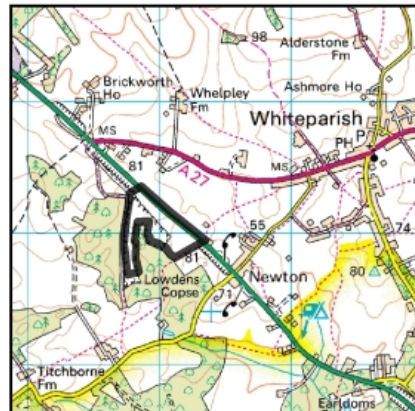
- Local waste sites in South Wiltshire
- Key settlements in South Wiltshire
- South Wiltshire

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## Inset map S2

Brickworth Quarry and Landfill,  
Whiteparish



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Table 5.2 Brickworth Quarry and Landfill, Whiteparish

<b>Brickworth Quarry and Landfill, Whiteparish</b>	
<b>Potential use/s</b>	Inert Waste Recycling/Transfer (ancillary to inert landfill reinstatement).
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: the need to ensure that any new waste development does not prejudice the overall restoration of the quarry; and proximity to the New Forest National Park).
<b>Grid reference</b>	422871 123246
<b>Current use/s</b>	The site is an operational sand quarry which includes the import of inert waste for use in restoration operations. Reinstatement to agriculture involves the selected deposition of dry commercial and industrial waste and other waste of an inert non-hazardous nature.
<b>Description of site</b>	The site is located 1km west of Whiteparish, approximately 10km south east of Salisbury. The site has an existing access directly from the A36 via a signalised crossroads from which there is a gated access to the site. There are left and right turn filter lanes into the site. The site is surrounded by fields and fairly isolated except for a few residential properties opposite the south eastern corner of the site, separated by the A36 and a number of isolated farms. The site is bounded on southern and western margins by Lowdens Copse (woodland), which provides year-round screening from the south and west. Earth bunds have been constructed to the north of the site and further screening along the A36 is provided by a hedgerow. The site is within grade 3 agricultural land and a Public Right of Way (PRoW) runs adjacent to the site. Part of the site has already been restored to rough grassland. The northern boundary of the New Forest National Park (Moor Lane) is approximately 500m south of the site.
<b>Size of site</b>	17.3 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated in the South Wiltshire Core Strategy or the saved policies of the current Salisbury District Local Plan. The site has been proposed for potential future sand extraction in the emerging Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is situated immediately adjacent to Lowden's Copse Meadow County Wildlife Site (CWS) to the south east and Sandland/Goose Eye Copse CWS to the west, both of which are designated for their Ancient Woodland (UK BAP Priority Habitat) interest. The existing permitted site only accepts inert waste as part of the overall restoration scheme. Any additional waste imports must be inert and in accordance with existing mitigation strategy for sand extraction. The existing restoration plan aims to enhance both areas of Ancient Woodland/CWS and any further proposals for waste import must not compromise the integrity of the existing plan. Considerable ecological survey has already been carried out on the site to inform applications for extant permissions. Any further proposals will be expected to be accompanied by updated ecological survey reports.

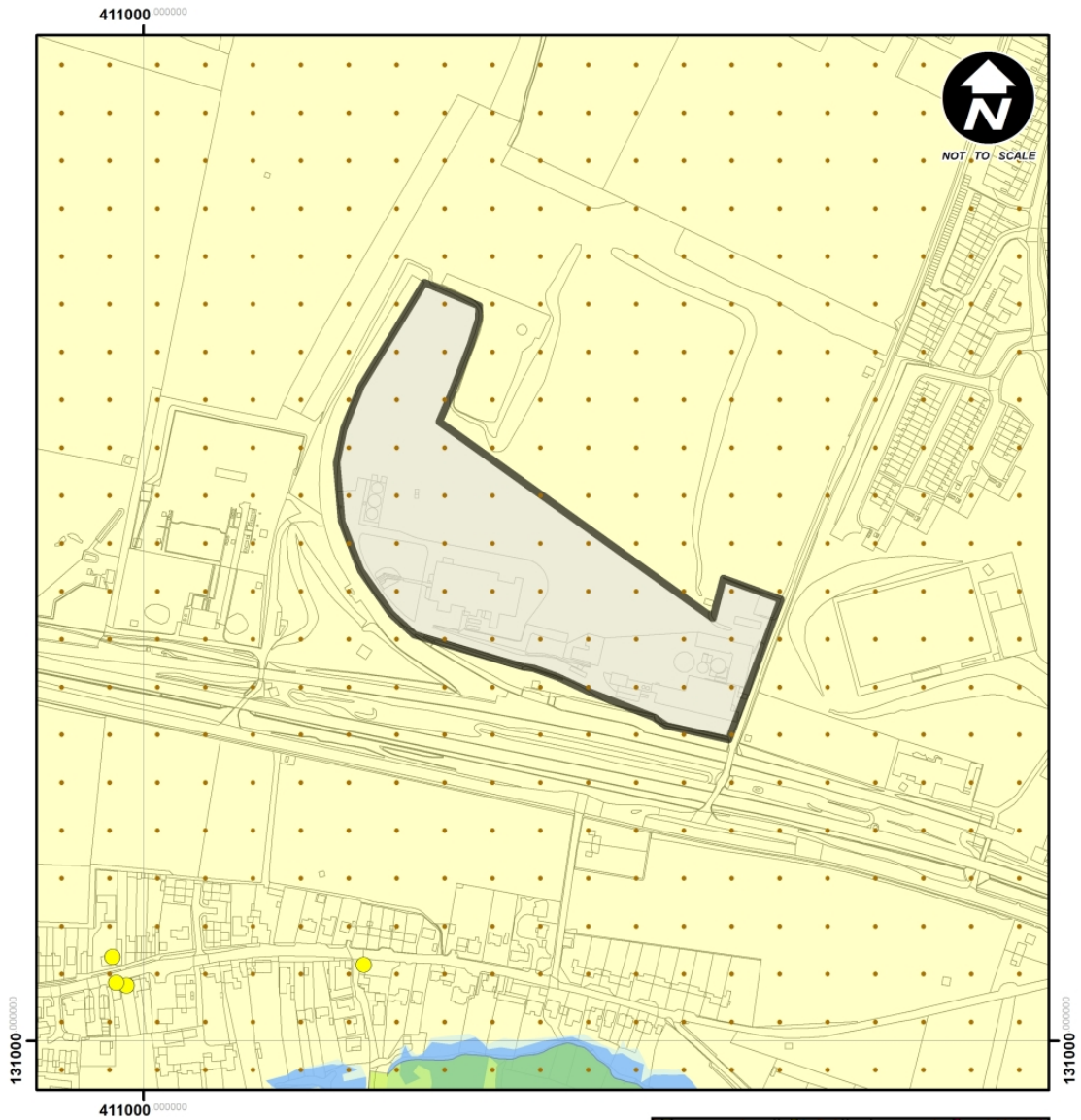
## Brickworth Quarry and Landfill, Whiteparish

<p>Historic environment and cultural heritage</p>	<p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features in areas which have not been previously mitigated. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p>
<p>Human health and amenity</p>	<p>Potential impacts on air quality (including dust and fumes), noise and nuisance levels affecting nearby receptors such as the occupiers of Harestock Cottage and other adjoining and nearby dwellings on the A36 and A27 Brickworth Road will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required depending on the location of facilities. New facilities should be sited as far away from the south eastern corner as practical, with a minimum separation of 150m from any residential properties.</p> <p>All air quality risks for the intended use are low. Dust mitigation is recommended however detailed assessment should not be necessary. Any development will need to safeguard PRow.</p>
<p>Land use</p>	<p>Potential loss of grade 3 agricultural land should be considered.</p>
<p>Landscape, townscape and visual</p>	<p>The proximity of the New Forest National Park will need to be fully considered through any subsequent planning application process. Proposals for new waste development will need to demonstrate that the interests of the New Forest National Park and its setting are not eroded. The main visual receptor groups which consist of walkers on nearby footpaths and drivers on the A36 are both already well screened, although this could be further enhanced with additional planting on the site and by locating facilities away from the road and PRow.</p>
<p>Traffic and transportation</p>	<p>Any proposal for waste development should assess potential impacts on the A27, particularly where it passes through the nearby village of Whiteparish. HGV routing arrangements to minimise the impact of traffic on the A27 and through the New Forest National Park should be considered. Journeys should be made via local and strategic lorry routes for the maximum practicable distance. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
<p>Water environment</p>	<p>The site is located above a secondary aquifer and within Source Protection Zone 3. Potable supplies are therefore at risk from pollution from activities at this site. The potential uses identified for the site will only be acceptable if it can be demonstrated through risk assessment that pollution of groundwater will not occur and risks can be mitigated against. Careful consideration will need to be given to the surface water drainage arrangements. The use of any system where surface water could infiltrate the ground should be avoided as this could cause pollution. The site is in Flood Zone 1, however there are</p>

## Brickworth Quarry and Landfill, Whiteparish

	<p>surface water courses in proximity to the site. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There are potentially contaminating land uses in the area and a thorough understanding of the nature and extent of any risks of pollution associated with a proposal will need to be demonstrated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>The full restoration of the site must not be prejudiced by any planning permission for recycling activities now or in the future.</p> <p>This site falls within an MoD statutory safeguarding zone - Dean Hill Statutory Meteorological Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>No cumulative effects identified at the plan-making stage.</p>
<b>Links to Waste Core Strategy</b>	<p>The site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## Inset map S3

Former Imerys Quarry,  
Quidhampton

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Table 5.3 Former Imerys Quarry, Quidhampton

<b>Former Imerys Quarry, Quidhampton</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment (potential for heat and/or power generation due to the potential local customers).
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: competing interests on the area of developable land; and constrained vehicular access/egress over the railway).
<b>Grid reference</b>	411289 131361
<b>Current use/s</b>	The site is a former quarry and industrial processing plant.
<b>Description of site</b>	The site is located to the north of Quidhampton, approximately 3km north east of Salisbury city centre. The site has an established access onto the A36 via Penning Road. The northern extent of the site is defined by the former quarry area beyond which a school and sports field are sited and the eastern boundary is delineated by Penning Road with a sports ground located beyond. The southern boundary of the site is formed by a railway line and the A36, and former railway sidings are located to the western limit of the site. There are a number of sensitive receptors in the area, including housing and a secondary school to the east and north east of the site. There are no Public Rights of Way in proximity to the site.
<b>Size of site</b>	4.8 ha
<b>Planning context</b>	The site is identified as employment land in the South Wiltshire Core Strategy (Core Policy 2 - Strategic Allocation).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is situated within 250m north of the River Avon SAC. The site is in Flood Zone 1 and is unlikely to be affected by flood events; therefore the potential for materials to be picked up and carried in the river is negligible. The site lies to the north of the SAC therefore prevailing winds will not carry air borne pollutants onto the SAC from the waste site and it is sufficiently distant from the SAC that disturbance is unlikely to be an issue. Natural habitats on the site should be subject to survey to inform any future planning applications for this site and this should pay particular attention to badgers, nesting birds and reptiles. Enhancement for biodiversity required by the National Planning Policy Framework (NPPF) should be designed according to ecological survey report findings regarding the use of the site by any European Protected Species and nesting birds.
Historic environment and cultural heritage	Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features in areas which have not been previously mitigated. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.

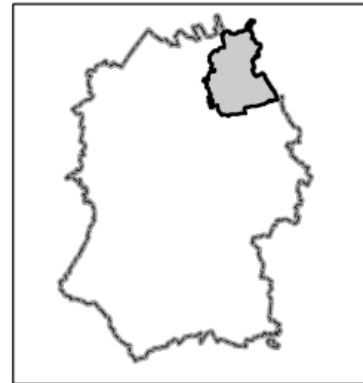
## Former Imerys Quarry, Quidhampton

	<p>The Grade I Wilton Registered Park lies to the south-west of the site and although the allocated site appears to be visually contained from southern aspects care will be required to assess any impact (e.g. noise, dust, vibration) upon the Park's environmental quality and that of its setting. There are also a number of listed buildings within the centre of the village. Any potential impacts on these will need to be investigated.</p>
Human health and amenity	<p>Potential impacts on neighbouring receptors (particularly odour and bioaerosols) will need to be considered as part of any planning application.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required on the eastern and northern boundaries of the site.</p> <p>Facilities should be sited away from the eastern boundary of the site, with a minimum separation distance of 150m between the proposed facility and any residential dwelling.</p>
Landscape, townscape and visual	<p>The enclosed position within the landscape and limited views into the site caused by the undulating landform means that the site is able to accommodate change. Minor mitigation measures such as siting facilities away from the A36 and ensuring surrounding properties are screened from any new buildings will be required depending on the level of development.</p>
Traffic and transportation	<p>It is recommended that a left in/left out arrangement be implemented with all access to the site gained from the west and all egress from the site to the east (towards Salisbury). It is also recommended that speed reduction measures are implemented on the A36 and an assessment of the suitability of the bridge over the railway line to accommodate the proposed number of HGVs and to determine the need to signalise the bridge. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site although this would require a full feasibility study.</p> <p>Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is currently a large chalk pit, as a result of previous quarrying activities. There are two groundwater abstractions within the site boundary associated with the minerals activities. The site falls within Source Protection Zone (SPZ) 2 and is underlain by a principal aquifer. A SPZ 1 lies 450m east of the site. The site is in Flood Zone 1. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. The risks to the existing groundwater abstractions at the quarry will need to be assessed. A high level of engineering containment will be required at this site to safeguard the groundwater environment. Areas along the southern and western boundaries and within the site are shown to be 'Areas Susceptible to Surface Water Flooding'. Proposals should consider mitigation such as SuDS within site design and infiltration devices A Flood Risk Assessment (if the development area exceeds 1 hectare), contamination risk assessment</p>

<b>Former Imerys Quarry, Quidhampton</b>	
	and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any proposal will need to consider the reduced potential for the full restoration of quarrying activity.</p> <p>This site falls within the MoD statutory safeguarding zones - Boscombe Down Statutory Birdstrike Safeguarding Zone in addition to Dean Hill Statutory Meteorological Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on biodiversity, geodiversity and human health. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to Waste Core Strategy</b>	The site is located within 16km of Salisbury and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



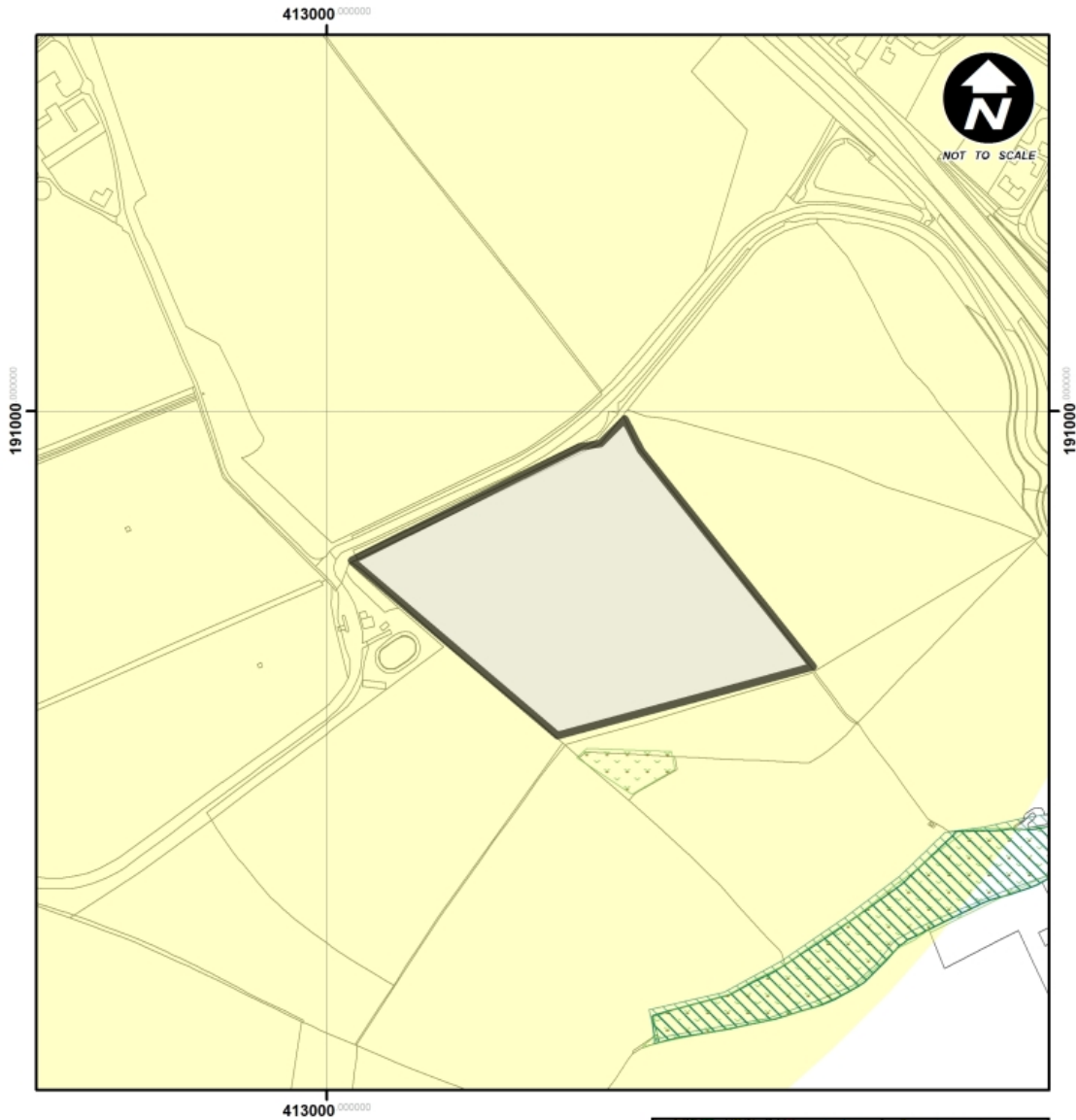
# Swindon strategic scale waste sites



**Key**

-  Key settlement
-  Strategic waste sites in Swindon
-  Swindon Area

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## Inset map SBC1

Chapel Farm,  
Blunsdon

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Table 6.1 Chapel Farm, Blunsdon

<b>Chapel Farm, Blunsdon</b>	
<b>Potential use/s</b>	Waste Treatment (energy from waste).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	413200 190900
<b>Current use/s</b>	The site is gently sloping grade 3 agricultural land enclosed by hedgerow within open countryside. An active landfill site is located to the north west of the site. A recycling facility is located to the west of the site.
<b>Description of site</b>	The site is approximately 1km north of Blunsdon and 7.5km north of Swindon town centre. The site is accessed via a track which leads to Blunsdon Hill which in turn links to the A419. There are a number of residential properties within the vicinity of the site. A residential bungalow is located to the north west of the site and there are properties along Blunsdon Hill to the south.
<b>Size of site</b>	5.5 ha (within which any development proposals and all necessary mitigation measures will need to be incorporated).
<b>Planning context</b>	The site is not allocated for development within the saved policies of the current Swindon Borough Local Plan. The emerging Swindon Core Strategy does not propose any land use designations on the site however a large mixed development area (Policy NC5) is located to the immediate south of the site.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	<p>There are a number of designated sites in proximity to the site including two blocks of UK BAP Priority Habitats (20m south and more than 200m south east of the site) and the Widhill Copse Meadow County Wildlife Site (CWS), designated for its Ancient Woodland interest (within 200m to the south east of the site). A drain runs along the northern edge of the site and another runs north along the eastern edge of the site. Although the flow is away from the CWS, there remains hydrological connectivity. None of the areas of priority habitat are likely to be adversely affected by a waste treatment facility, however, an extended Phase I habitat survey with particular respect to badgers, reptiles and water voles will be required in order to inform any future planning application for this site. Appropriate enhancement in relation to the site, in line with the National Planning Policy Framework (NPPF), would include improvement of connectivity between the areas of woodland and the wider ecological landscape.</p> <p>Should an energy from waste plant be developed on site an environmental permit will be required. As part of this permit the impacts of discharges to air will need to be assessed with regards statutory and non-statutory wildlife sites and protected and sensitive species, in-line with Environment Agency policy.</p>
<b>Historic environment and cultural heritage</b>	There are no heritage assets recorded within the site, although part of one asset recorded within the study area (a 500m radius from the edge of the site) could extend into the site. Four undesignated archaeological sites and three Grade II Listed Buildings are recorded within the study area.

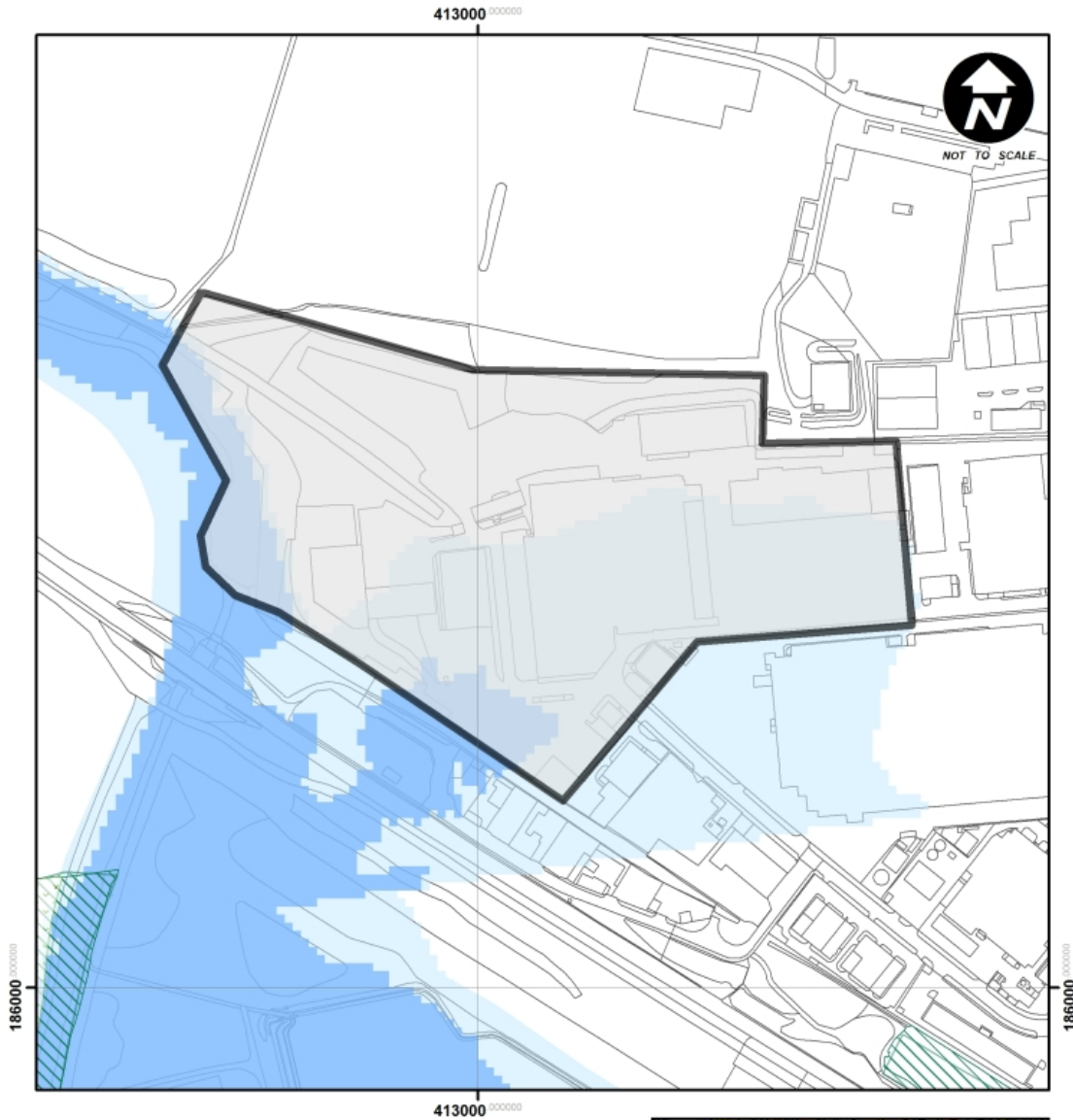


## Chapel Farm, Blunsdon

	<p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p> <p>Any development will need to ensure that the existing screening at the site remains in place to protect the views from the three Grade II Listed Buildings within the study area.</p>
Human health and amenity	<p>Acoustic screening in the form of bunds, buildings and fences may be required and any facility should be sited towards the west of the site away from residential buildings with a minimum separation distance of 150m. Any proposed development in the northern part of the site will require further noise assessment.</p> <p>Dust, bioaerosol and odour mitigation will be required. Detailed assessment for bioaerosols and odour with account for local topography will need to be undertaken. Assessment for Particulate Matter (PM10) and dust will also be needed.</p>
Landscape, townscape and visual	<p>Visual impacts on surrounding residences and farms will need to be mitigated through sensitive site planning and screen planting.</p>
Traffic and transportation	<p>A new direct site access will need to be provided off the existing private access road into the site. Capacity analysis will be required at the signalised network of junctions between the A419 and A4311. Consultation with the Highways Agency will need to take place in relation to any increase in traffic accessing the A419 at the Lady Lane junction. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>There are a number of non-main river watercourses adjacent to the site and there are potentially contaminating land uses in the area. Opportunities to maintain and enhance watercourses should be sought as part of any development. The site partially lies within an area identified as being 'Susceptible to Surface Water Flooding'. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. A Flood Risk Assessment, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>The site is in proximity to an active landfill and recycling facility. Account should be taken of the combined impacts of operations upon the locality.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>

## Chapel Farm, Blunsdon

<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map SBC2

Waterside Park,  
Swindon



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Table 6.2 Waterside Park, Swindon

<b>Waterside Park, Swindon</b>	
<b>Potential use/s</b>	Local Recycling, Inert Waste Recycling /Transfer and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	413199 186317
<b>Current use/s</b>	The site is located immediately west of the Cheney Manor Industrial Estate. The site is home to the Swindon Commercial Services and a range of waste management activities, including a HRC, a MRF and a composting facility.
<b>Description of site</b>	The site is approximately 3.5km north west of Swindon town centre. The site has an existing access onto Darby Close which allows access to the wider road network of the employment area. Junction 16 of the M4 is located approximately 4.5km south west of Waterside Park and the site is approximately 6km from the A3102 and A419, which are both part of the Wiltshire HGV Route Network. The site is bounded to the north by playing fields and to the east by the Cheney Manor Key Employment Area. The southern boundary is delineated by a railway line and open space and the railway to the west. The River Ray is also adjacent to the western boundary of the site. There are residential areas located 500m north east and east of the site.
<b>Size of site</b>	9.1 ha
<b>Planning context</b>	Site is not allocated within the saved policies of the current Swindon Borough Local Plan, but is adjacent to the Cheney Manor Key Employment Area (E4/13).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Some parts of the site are undeveloped and there are significant areas of scrub and rough grassland within the proposed site boundary. A site level survey should be undertaken if development is on, or adjacent to part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. This should be in the form of an extended Phase I survey with particular reference to reptiles, badgers and water voles if any ditches are affected. Appropriate enhancement in line with the requirements of the National Planning Policy Framework (NPPF) would include improvement of connectivity to strengthen wildlife corridors both through and around the site.
Historic environment and cultural heritage	Potential developers should be aware that a short section of the original Wilts & Berks Canal (North Wilts Branch) remains as part of this site, and there are plans to restore the canal from Mouldon Hill to Swindon Town Centre. The project seeks to protect this route from future development however the adopted Swindon Borough Local Plan 2011 safeguards an alternative route through the River Ray corridor to connect the North Wilts Branch at Mouldon Hill with the restored canal at Wichelstowe.
Human health and amenity	Potential impacts on air quality (including odour, dust and fumes), noise and vibration levels affecting existing uses on the industrial estate and residents living within 500m of the site will need to be investigated.

## Waterside Park, Swindon

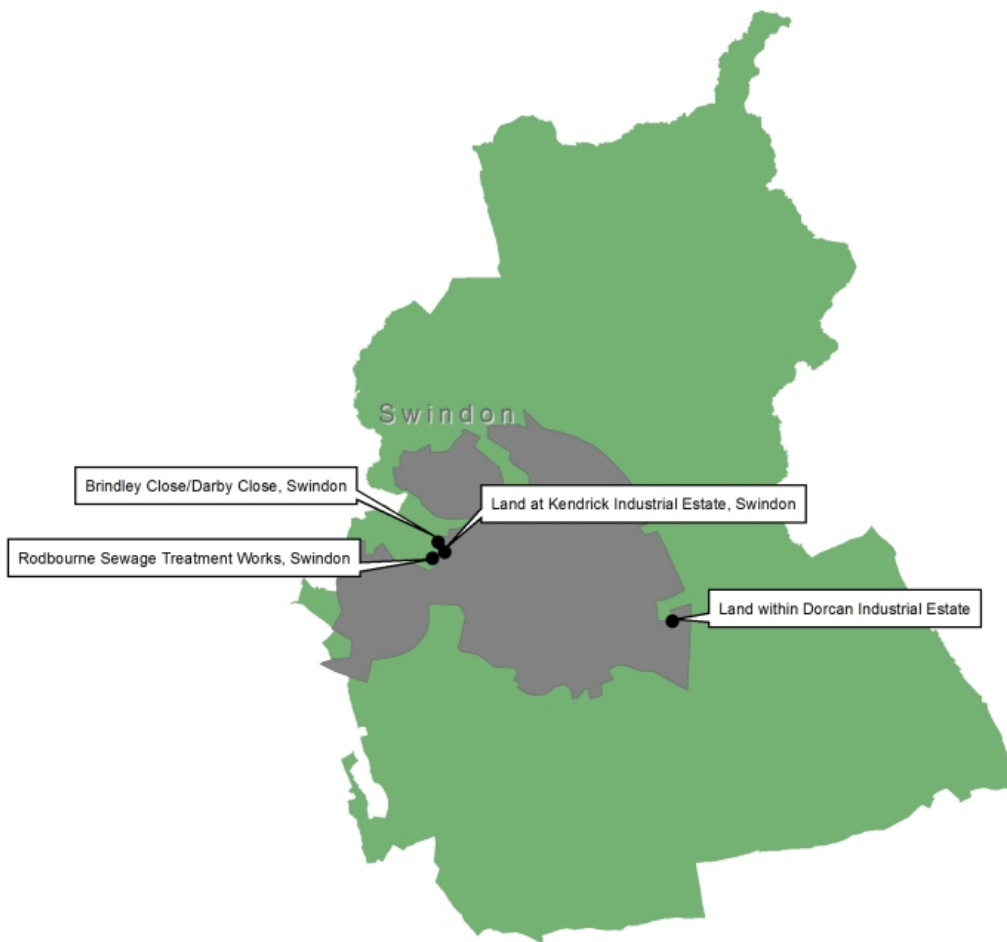
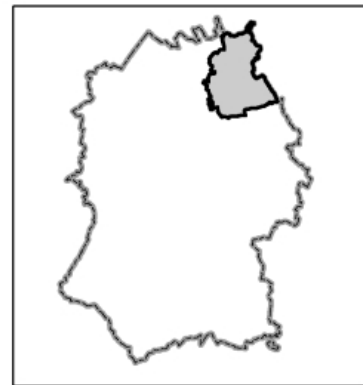
Landscape, townscape and visual	Potential impact on existing setting and views onto the site from the surrounding area. Sensitive site planning and visual mitigation measures will be essential due to the urban fringe location of the site and proximity to residential properties and footpaths. A summer-time footpath survey to the west of the site and night-time visual survey will be required.
Traffic and transportation	The site benefits from existing access and a local road network which is suitable for HGVs. Impact of development on capacity will need to be investigated to ensure the surrounding area will not be unduly affected, in particular, the impact on the M4 Junction 16 and A419 dependent on the scope of the geographic area the facility would serve. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	The site lies within Flood Zones 2 and 3 and is within an area identified as being 'Susceptible to Surface Water Flooding'. There is a historic record of a small amount of flooding on the site in 1968. Any development on the site must seek to reduce risk on the site and elsewhere. Measures to reduce flood risk may include but are not limited to changes of use to less vulnerable uses, relocation or reductions in building footprint, provision of additional flood storage and improved flood resistance of buildings. The River Ray is immediately adjacent to the western boundary of the site and there is potential for changes to its flow and quality, pluvial and groundwater flooding. The Environment Agency (EA) are undertaking detailed hydraulic modelling of the River Ray which should be used to inform development at this location. Any works within 8m of the River Ray will require EA consent and should comply with EA pollution prevention guidelines PPG5. Opportunities to maintain and enhance non-main river watercourses on and adjacent to the site should be sought as part of any development. The site is on a secondary aquifer. Contamination may be present (dependent of previous activities) and any contamination risks would need to be appropriately dealt with. The River Ray could be a significant controlled water receptor. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. Swindon Borough Council are currently undertaking a Surface Water Management Plan (SWMP). Cheney Manor Industrial Estate has been highlighted as a key area of the Borough where surface water flooding is a particular issue. Any development in this area should consider the known flood risk from surface water and should include flood resilient design. Any opportunity to reduce flood risk through redevelopment in this area should be explored. A Flood Risk Assessment/surface water drainage scheme and contamination risk assessment will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>

## Waterside Park, Swindon

<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



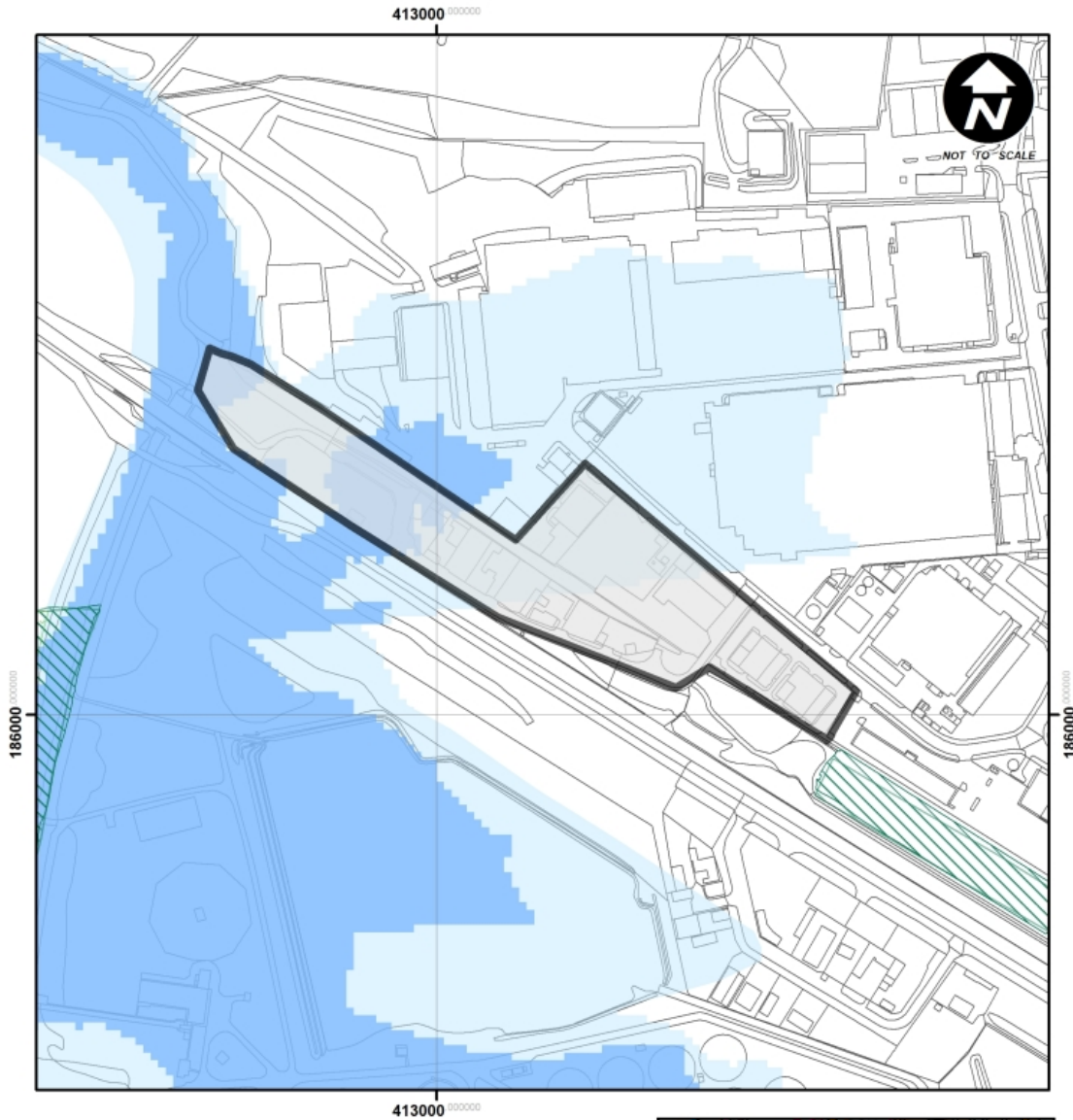
# Swindon local scale waste sites



Key	
●	Local waste sites in Swindon
■	Key settlement
■	Swindon Area

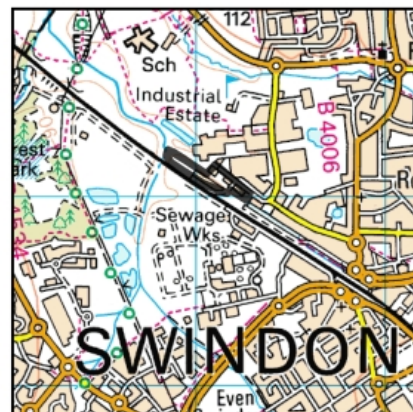
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## Inset map SBC3

Brindley Close/Darby Close,  
Swindon



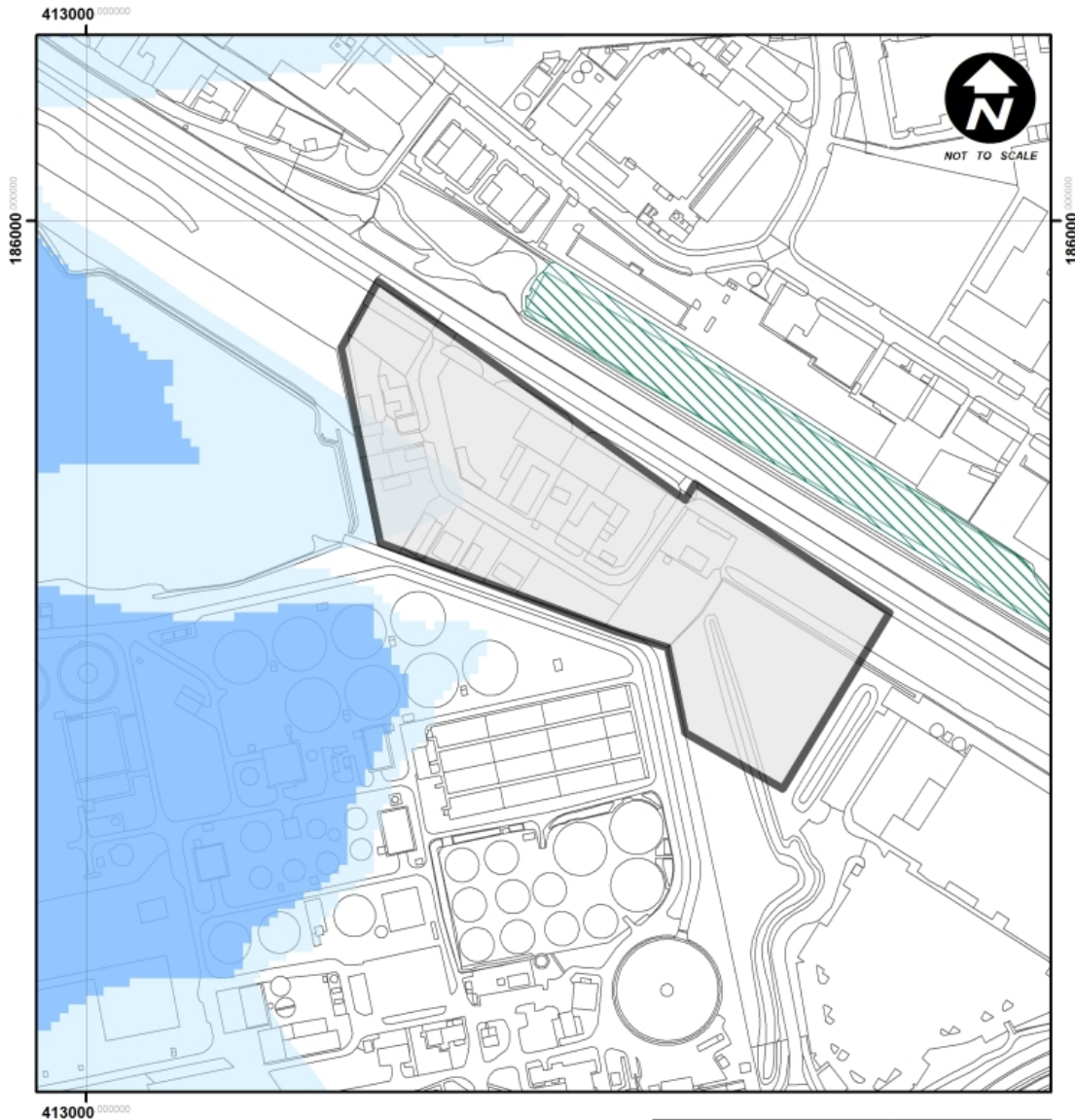
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Table 6.3 Brindley Close/Darby Close, Swindon

<b>Brindley Close/Darby Close, Swindon</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: limitation in terms of potential developable land; potential for traffic impacts on the local highway network due to intensification of development at Waterside; and potential impact on residential communities to the north and east of the estate).
<b>Grid reference</b>	413125 186060
<b>Current use/s</b>	The site is an industrial estate within the Swindon urban area and comprises several small business and industrial units which include scrap yards and WTSs.
<b>Description of site</b>	The site is approximately 3.5km north west of Swindon town centre. The site has an existing access on Brindley Close which allows access to Darby Close and the wider road network of the employment area. To the north, east and west of the site is the Waterside Park and Cheney Manor Industrial Estate which contains small businesses including small manufacturing, engineering businesses and some waste uses. The site is flanked to the south by the local railway line beyond which lies the Kendrick Industrial Estate and Rodbourne Sewage Treatment Works. There are residential areas situated within approximately 700m north and east of the site.
<b>Size of site</b>	2.9 ha
<b>Planning context</b>	Darby Close is located within the Cheney Manor Key Employment Area (E4/13) within the saved policies of the current Swindon Borough Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is wholly within an existing light industrial area and there is unlikely to be any loss of natural habitat, however it is diagonally adjacent to Cheney Manor Ponds Meadow County Wildlife Site (CWS). It is therefore likely that there will be a requirement for robust mitigation to ensure ponds are not adversely impacted by any new development proposals. There are existing records of Great Crested Newts, water voles and otters in the immediate vicinity. A site level survey of ecology should be sufficient at the planning application stage.
Human health and amenity	All air quality risks for the intended use are low to moderate (in-combination) without mitigation. Dust and odour mitigation will be required. Detailed assessment should be undertaken for odour.
Traffic and transportation	The site benefits from an existing access however the kerbed radii at the Brindley Close/Darby Close junction should be increased to allow easier access into the site. The area to the north of the site is mainly residential and unsuitable for HGVs. Therefore it is preferable that operational vehicles should access the site via the south, rather than the north, of the site. The impact of development on existing capacity will need to be investigated to ensure the surrounding area will not be unduly affected. Any planning application will need to assess the impact on the M4 Junction 16 and A419 dependent on

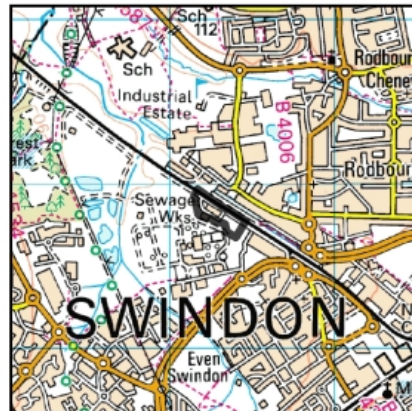
## Brindley Close/Darby Close, Swindon

	<p>the scope of the geographic area the facility would serve. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The western part of the site is located on a secondary aquifer and is in Flood Zone 2 associated with the River Ray (west of the site). The remainder of the site is in Flood Zone 1. The site is within an area identified as being 'Susceptible to Surface Water Flooding'. There is a non-main river watercourse (Railway Lagoon Brook) on the site and a large body of water (man-made lagoon) in close proximity to the south east of the site. It should be investigated whether these pose a flood risk to the site. There is some risk of fluvial flooding to part of the site (area within Flood Zone 2) and a risk of pluvial and groundwater flooding. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. Proposals should consider mitigation such as SuDS within site design to control run-off. There does not appear to be an existing foul sewer connection, which would have to be taken into account in the assessment of the site. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. A Flood Risk Assessment/surface water drainage scheme, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>There may be the potential to combine the site with the Waterside Park site allocation immediately to the north to accommodate a larger waste management facility.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map SBC4**

Land at Kendrick  
Industrial Estate,  
Swindon



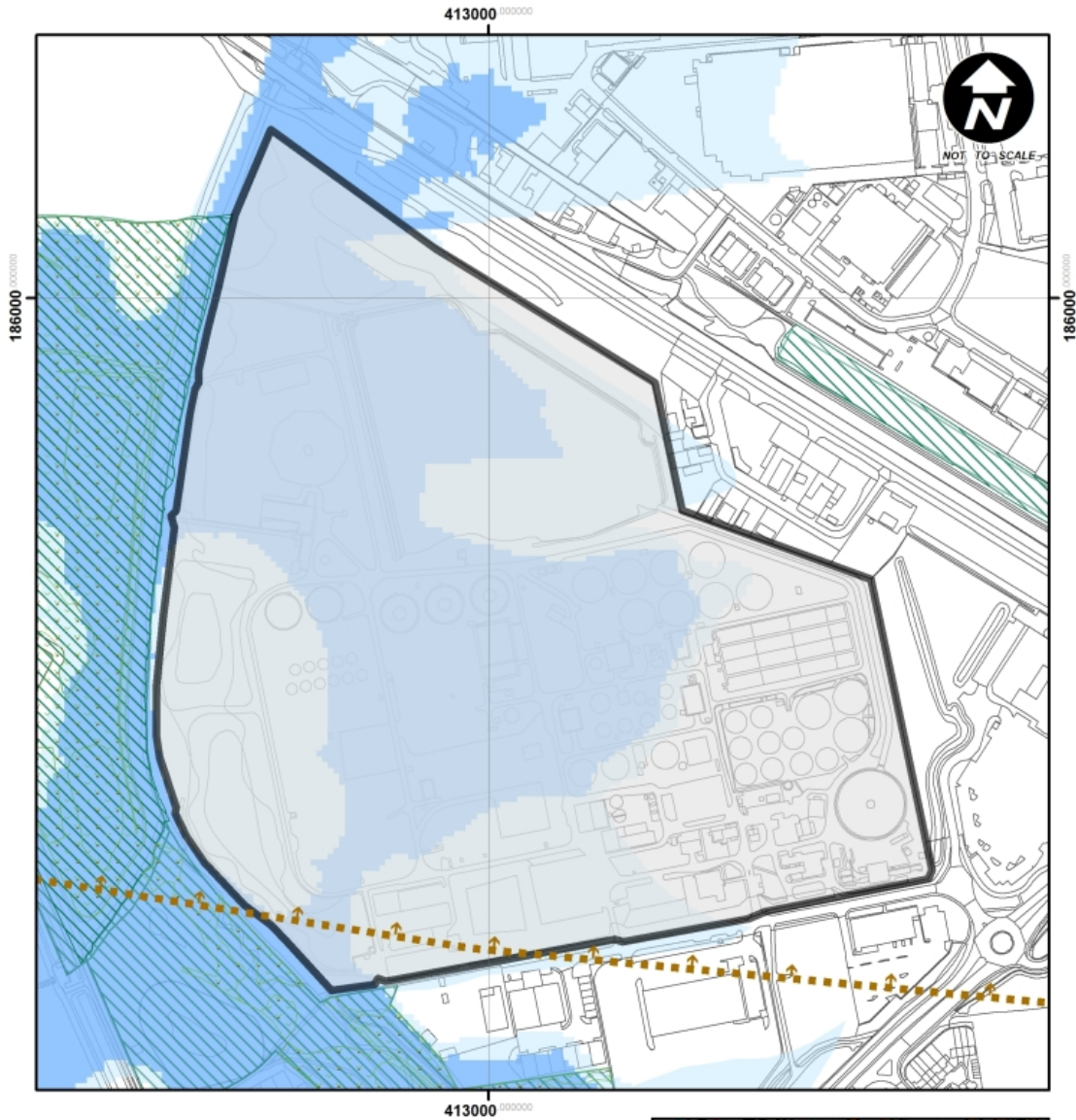
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Table 6.4 Land at Kendrick Industrial Estate, Swindon

<b>Land at Kendrick Industrial Estate, Swindon</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Inert Waste Recycling/Transfer.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: the undulating nature of the site; limited opportunity potential of the site; and associated potential impacts on existing users of the estate).
<b>Grid reference</b>	413366 185723
<b>Current use/s</b>	The site is a developed industrial estate located within the Swindon urban area and adjacent to the Cheney Manor Industrial Estate. The site supports a number of small scrap yards, skip hire businesses and general industrial units.
<b>Description of site</b>	The site is located in Rodbourne, 3.5km west of Swindon town centre. The site is accessed via Galton Way which is in turn accessed from the Great Western Way dual carriageway via a priority T junction with a central island. The north eastern boundary of the site is defined by a local railway line, the south eastern extent is delineated by a retail warehousing development. Rodbourne Sewage Treatment Works lies adjacent to the south west and Shaw Landfill Site, which is currently under restoration, forms the north western boundary. The residential areas of Mannington Park and Even Swindon are located approximately 300m to the south east of the site. Schools in the vicinity are Even Swindon School to the south east and Nova Hreod to the north west. The national cycle route 45 passes the Galton Way/Great Western Way junction.
<b>Size of site</b>	3.5 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Swindon Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is wholly within an existing light industrial area and there is unlikely to be any loss of natural habitat however it is approximately 30m south from Cheney Manor Ponds Meadow County Wildlife Site (CWS), on the opposite side of the railway. There are records of otters and water voles in the immediate surrounding area and a site level survey will be required to determine if these species could be impacted by any future development at the site. There may be a requirement for mitigation to ensure the CWS ponds are not adversely impacted by any new development proposals.
Human health and amenity	Basic dust and odour control measures are required however detailed assessment should not be necessary.
Traffic and transportation	Access to the Wiltshire HGV route network can be gained via the A3102, however, some issues regarding capacity on the site access and off site junctions in the vicinity of the site will require further investigation. Resurfacing

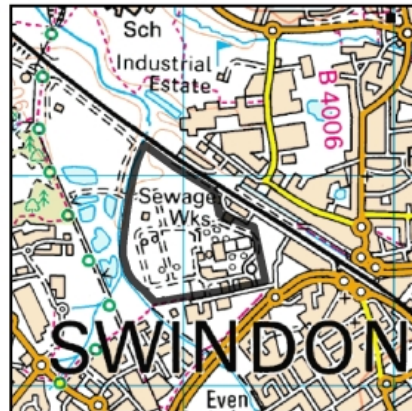
## Land at Kendrick Industrial Estate, Swindon

	<p>of Galton Way and provision of better pedestrian facilities along the road may be required however this is non-essential works and will depend on the type of waste development proposed.</p> <p>The indicative route of the proposed Purton-Iffley link road travels through the site and any impacts on this will need to be considered.</p> <p>Any planning application will need to assess the impact on the M4 Junction 16 and A419 dependent on the scope of the geographic area the facility would serve. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The River Ray is 455m west of the site. The Environment Agency are undertaking detailed hydraulic modelling of the River Ray which should be used to inform development at this location. The site is within Flood Zones 2 and 3 and lies partly within an area identified as being 'Susceptible to Surface Water Flooding'. There is a non-main river watercourse on the site. Opportunities to maintain and enhance this watercourse should be sought as part of any development. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. The western edge of the site is underlain by a secondary aquifer. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. A Flood Risk Assessment/surface water drainage scheme contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>The site falls within the MoD statutory safeguarding zone - RAF Fairford Statutory Birdstrike Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The Site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## **Inset map SBC5**

Rodbourne Sewage  
Treatment Works,  
Swindon



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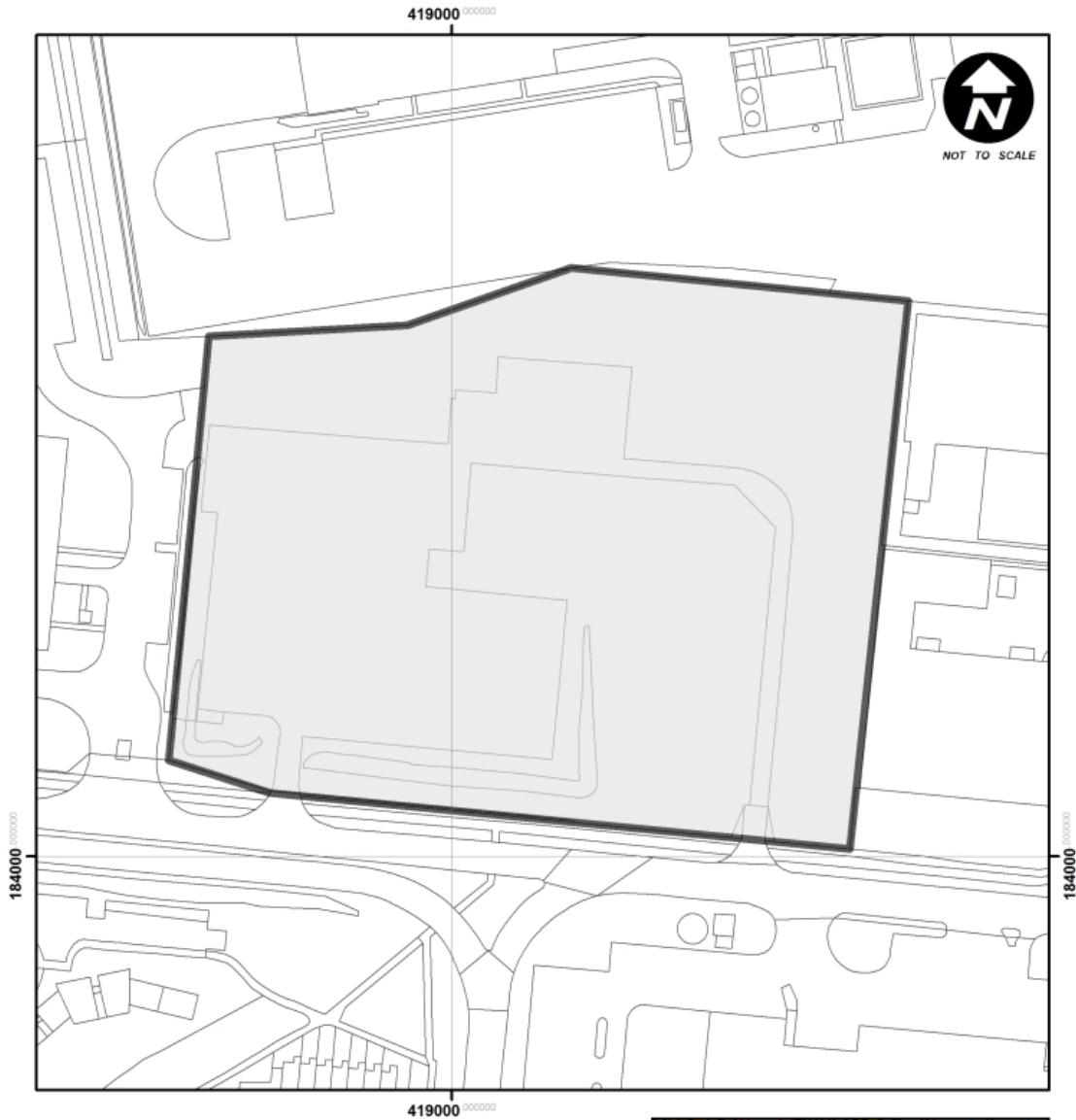
Table 6.5 Rodbourne Sewage Treatment Works, Swindon

<b>Rodbourne Sewage Treatment Works, Swindon</b>	
<b>Potential use/s</b>	Waste Water Treatment.
<b>Scale</b>	Local (limited solely to the extension of the existing Sewage Treatment Works to provide increased capacity to meet future planned demand).
<b>Grid reference</b>	413148 185621
<b>Current use/s</b>	The site is an existing sewage treatment works.
<b>Description of site</b>	The site is located adjacent to the Cheney Manor Industrial Estate within the Swindon urban area and is approximately 3.7km west of Swindon town centre. The site has an existing access off of Great Western Way, which is a dual carriageway and forms part of the main road network for Swindon. The site is approximately 5km from the A3102 (part of the Wiltshire HGV Route Network). Junction 16 of the M4 is approximately 3.5km south west of the site. The northern boundary of the site is defined by the Shaw Farm Landfill Site which is currently being restored and Kendrick Industrial Estate, beyond which lies a local railway line. To the east of the site is a retail warehousing development and the southern boundary is formed by industrial units on Barnfield Road and the residential area to the south of the Great Western Way. The River Ray and the Swindon Sewage Treatment Works Lagoons Meadow County Wildlife Site (CWS) forms the western boundary of the site.
<b>Size of site</b>	32 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current Swindon Local Plan. There is an employment site allocation (Policy 4/12) adjacent to the southern boundary and a housing allocation (Policy H2/7) approximately 400m to the north east of the site. The emerging Swindon Core Strategy (Policy CT3) identifies the need for expansion of the existing treatment works to meet future needs.
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	The site is adjacent to the Swindon Sewage Treatment Works Lagoon CWS and Rivermead CWS. A limit on land take and/or a limit on increase in vehicle movements close to the lagoon may be required to prevent adverse impact on ecology. There are numerous existing records of otter, water vole and Great Crested Newt in the immediate surrounding area. A site level survey of ecology to determine any adverse impact on these species, to inform the planning application will be required.
<b>Human health and amenity</b>	All air quality risks for the intended use are high without mitigation. Bioaerosol and odour mitigation will be required. Detailed assessment should not be necessary as the site is currently used for water treatment.
<b>Traffic and transportation</b>	The site is accessible and located on previously developed land. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.



## Rodbourne Sewage Treatment Works, Swindon

<p>Water environment</p>	<p>The site lies largely within Flood Zones 2 and 3 and within an area identified as being 'Susceptible to Surface Water Flooding'. There is a record of extensive flooding at the site in 1971. The River Ray forms the western boundary of the site and there are drains along the eastern edge of the site and 64m to the east. The Environment Agency (EA) is undertaking detailed hydraulic modelling of the River Ray which should be used to inform development at this location. Any works within 8m of the river will require EA consent. Flooding could interrupt operations and cause pollution to spread from the site, although only a fraction of the site is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. There are a series of small ponds from 40-150m west of the site. Opportunities to maintain and enhance these watercourses should be sought as part of any development. The western half of the site is underlain by a minor aquifer. There has been extensive past and present industrial use of the site which could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. A Flood Risk Assessment and contamination risk assessment will be required to support a planning application. An assessment will also have to be made of the level of discharge from the works themselves that can be discharged to the local watercourses without increasing flood risk. Reference should be made to the Swindon Water Cycle Strategy as there is concern that increases in flows into these river systems could increase flood risk. Any proposal that leads to an increase in risk will be unacceptable. Opportunities to reduce flood risk at the site and to the surrounding area should be sought.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<p><b>Links to the Waste Core Strategy</b></p>	<p>The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map SBC6

Land within Dorcan  
Industrial Estate,  
Swindon



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Table 6.6 Land within Dorcan Industrial Estate, Swindon

<b>Land within Dorcan Industrial Estate, Swindon</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local (based upon the appraisals and assessments undertaken to date, the councils do not consider this site can accommodate a strategic scale operation. Site constraints include: proximity to sensitive receptors e.g. Great Western Hospital, local shops and the adjacent housing to the south of the estate).
<b>Grid reference</b>	419032 184084
<b>Current use/s</b>	The site is currently vacant and is surrounded by other industrial premises.
<b>Description of site</b>	The site is located within Dorcan Industrial Estate on the eastern edge of the Swindon urban area, approximately 5km east of Swindon town centre. The site has two established access points onto Edison Road, which allows access to the A419. The site is bounded to the north, east and west by existing industrial buildings. The southern extent of the site is defined by Edison Road, with an industrial building to the south east and residential dwellings to the south west. Beyond the industrial estate lies a number of potential receptors which include residents in Dorcan, Eldene, Liden and Covingham including a school and shops, leisure facilities located at the school and a hospital.
<b>Size of site</b>	2.4 ha
<b>Planning context</b>	The site is allocated as a Key Employment Area (Policy DMP5) in the saved policies of the current Swindon Local Plan which also identifies housing allocations (Policy H2/17, H2/18 and H2/13) in excess of 500m to the north and east of the site. The emerging Swindon Core Strategy designates the site as part of a larger Key Employment Area (Policy CP3) and beyond it is the Eastern Villages (Policy NC4) a large mixed use urban extension.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Operation of the site for the proposed waste facilities is unlikely to result in any adverse impact to local biodiversity. A site level survey for the presence of any protected species should inform any planning application for the site.
Human health and amenity	<p>The site is part of an existing industrial estate with little or no screening to residential properties to the south west. Acoustic screening in the form of bunds, buildings or fences may be required. The facility should be sited as far away from the south west boundary as practical and no closer than 150m from the nearest receptor (i.e. the proposed development should be located in the north eastern corner of the proposed site).</p> <p>Dust and odour control measures will be required to protect residential receptors within 500m of the site.</p>
Landscape, townscape and visual	Due to the existing condition of the site and surrounding character of the Dorcan Industrial Estate, the significance of impacts related to the development of the site for waste management purposes is likely to be slight

<b>Land within Dorcan Industrial Estate, Swindon</b>	
	to negligible, however care will need to be taken to ensure impacts on residents to the south are minimised. Landscape enhancements may provide a beneficial impact for the site and character of the Dorcan Industrial Estate as a whole.
<b>Traffic and transportation</b>	All proposals will need to ensure that the existing access is used for entrance to and from the site. The eastern access can be considered for use, but only as an exit from the site due to its location on the gyratory and proximity to the merge of Edison Road with the gyratory. Potential impact on the A419 and its junctions. Routing agreements will be sought to ensure that HGVs route via Edison Road and Dorcan Way only to access suitable lorry routes (either the A419, A4259 or A4312). A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
<b>Water environment</b>	There are surface watercourses in proximity to the site and the site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. Any discharge following development must be managed within the site and limited to 'Greenfield' rates in accordance with the Swindon Strategic Flood Risk Assessment. There has been extensive past and present industrial use of the site that could give rise to potential contamination issues. Any contamination risks will need to be appropriately dealt with. A Flood Risk Assessment and contamination risk assessment will be required to support a planning application.
<b>Any other issues or comments</b>	Any new facilities must not prejudice the existing industrial units operating in the surrounding area.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Swindon and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Appendix 1: Glossary of terms

Glossary of terms	
<b>ASA</b>	<b>Airfield Safeguarding Area</b> - Airfields are safeguarded in accordance with the Town and Country Planning (Safeguarding Aerodromes, Technical Sites and military Explosives Storage Areas) Direction 2002 as ASAs. The purpose of ASAs is to ensure that any development proposals in proximity to them are properly considered, for example the impacts of built structures (stacks), lighting or the risk of bird strike.
<b>AD</b>	<b>Anaerobic digestion</b> - full definition is set out in the councils waste management directory.
	<b>Ancient Woodland</b> - Land that has had continuous woodland cover since 1600AD as designated by Natural England.
<b>AMR</b>	<b>Annual Monitoring Report</b> - A report that principally describes how a Local Planning Authority (LPA) is performing in terms of meeting the targets and aspirations for Local Development Document (LDD) preparation as set out in its three-year project plan (the Local Development Scheme). If, as a result of monitoring performance, the Authority's Scheme requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.
<b>AONB</b>	<b>Area of Outstanding Natural Beauty</b> - A landscape area of high natural beauty which has special status, and within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.
<b>CLG</b>	<b>Communities and Local Government</b> - Government department for planning and local government.
	<b>Commercial waste</b> - Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding municipal and industrial waste.
	<b>Composting</b> - A biological process which takes place in the presence of oxygen (aerobic) in which organic wastes, such as garden and kitchen waste are converted into a stable granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.
	<b>Conservation Area</b> - An area of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance, as required by the 'Planning (Listed Buildings and Conservation areas) Act 1990' (Section 69 and 70). Within a Conservation Area there are additional planning controls over certain works carried out.
	<b>Controlled waste</b> - Comprised of household, industrial, commercial, hazardous (special), clinical and sewage waste which require a waste management license for treatment, transfer and disposal. The main exempted categories comprise mine, quarry and farm wastes. The government is currently consulting on the extension of controls to farm wastes. However, materials used for agricultural improvement, such as manure and slurry, will not become controlled. Radioactive and explosive wastes are controlled by other legislation and procedures.

Glossary of terms	
<b>CS</b>	<b>Core Strategy</b> - Wiltshire Council and Swindon Borough Council have produced joint Minerals and Waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the plan area.
<b>CWS</b>	<b>County Wildlife Site</b> - Areas of land of recognised value for wildlife, which fall outside the legal protection given to Sites of Special Scientific Interest (SSSI). The Wiltshire Wildlife Sites Project identifies, designates and monitors CWSs and, to date, over 1,500 such sites in have been designated in Wiltshire.
	<b>The development plan</b> - This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
<b>DPD</b>	<b>Development Plan Document</b> - Spatial planning documents that are subject to independent examination. They will have 'development plan' status (please see the explanation of 'the development plan'). The term 'DPD' has been replaced by the term 'Local Plan' (see the Town & Country Planning (England) (Local Development) Regulations 2012).
	<b>EC Directive</b> - A European Community legal instruction, which is binding on all Member States, but must be implemented through legislation of national governments within a prescribed timescale.
<b>EfW</b>	<b>Energy from waste/energy recovery</b> - Includes a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values – this energy can be recovered through (for instance) incineration with electricity generation, gasification, pyrolysis or refuse-derived fuel (RDF).
<b>EA</b>	<b>Environment Agency</b> - Established in April 1996, combining the functions of former local waste regulation authorities, the National Rivers Authority and Her Majesty's Inspectorate of Pollution. Intended to promote a more integrated approach to waste management and consistency in waste regulation. The Agency also conducts national surveys of waste arising and waste facilities.
<b>FRA</b>	<b>Flood Risk Assessment</b> - An assessment of the risk of flooding to the development being proposed and its possible effects on flood risks elsewhere in terms of its effects on flood flows, flood storage capacity and run-off.
	<b>Flood Zone 1</b> - Defined in the Technical Guide to the NPPF as 'Low Probability' of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
	<b>Flood Zone 2</b> - Defined in the Technical Guide to the NPPF as 'Medium Probability' of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.
	<b>Flood Zone 3a</b> - Defined in the Technical Guide to the NPPF as 'High Probability' of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

## Glossary of terms

	<b>Flood Zone 3b</b> - Defined in the Technical Guide to the NPPF as 'The Functional Floodplain'. This zone comprises land where water has to flow or be stored in times of flood.
	<b>Great Western Community Forest</b> - Is one of England's 12 Community Forests where local people and organisations are working together to create a better environment. The Forest covers an area of 168 square miles, stretching from Wootton Bassett to Faringdon and the North Wessex Downs to the Thames.
	<b>Greenfield site</b> - A site previously unaffected by built development.
	<b>Hazardous waste</b> - Waste which by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact if improperly handled, treated or disposed of, as controlled in the EC Directives on Hazardous Waste and defined by Special Waste Regulations 1996 (as amended) (schedule 2).
<b>HGV</b>	<b>Heavy Goods Vehicle</b> - A lorry/truck weighing more than 3.5 tonnes.
	<b>Highways Agency</b> - An executive agency, part of the Department for Transport in England.
	<b>Historic Parks and Gardens</b> - Parks and gardens created before 1939 which still retain their special interest and which have been listed and graded in the Register of Historic Gardens first published by English Heritage in 1984.
	<b>Household waste</b> - As a major component of the municipal waste stream, household waste includes waste from household collection rounds, bulky waste collection, hazardous household waste collection, garden waste collection, civic amenity site waste, and wastes collected through council recycling schemes.
<b>HRC</b>	<b>Household Recycling Centre</b> - Site to which the public can bring domestic waste, such as bottles, textiles, cans and paper for free disposal. HRCs may also accept bulky household waste and green waste. Where possible, the collected waste is recycled after sorting.
	<b>Incineration</b> - The controlled burning of waste, either to reduce its volume, or its toxicity. Energy recovery from incineration can be achieved by utilising the calorific value of paper, plastic, etc to produce heat or power. Current flue-gas emission standards are very high. Ash residues still tend to be disposed of to landfill.
	<b>Industrial waste</b> - Waste from any factory and from any premises occupied by an industry (excluding mines and quarries).
	<b>Inert waste</b> - Waste which, when deposited into a waste disposal site, does not undergo any significant physical, chemical or biological transformations and which complies with the criteria set out in Annex 111 of the EC Directive on the Landfill of Waste.
<b>IV</b>	<b>In-Vessel composting</b> - In-vessel composting takes place in specially designed vessels that controls moisture, temperature and aeration of the composting process allowing rapid decomposition of biodegradable waste.
	<b>Landfill</b> - The deposit of waste onto and into land in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose.



## Glossary of terms

	<b>Listed Buildings</b> - A listed building in the United Kingdom is a building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.
<b>LDD</b>	<b>Local Development Document</b> - A LDD will form part of the Development Plan and can either be a Local Plan (previously known as a DPD) or a SPD. Wiltshire Council and Swindon Borough Council are responsible for producing a Minerals and Waste Development Plan containing Minerals and Waste LDDs.
<b>LDS</b>	<b>Local Development Scheme</b> - The LDS sets out a three year programme for the preparation of LDDs. As a unitary Planning Authority, Wiltshire Council have prepared separate but complimentary Development Schemes, setting out a timetable for preparation of all planning policy documents including Minerals Development Documents and Waste Development Documents.
<b>LNR</b>	<b>Local Nature Reserves</b> - These are places with wildlife or geological features that are of special interest locally. There are over 1280 LNRs in England.
	<b>Local Plan</b> - The Plan for future development of the local area, drawn up by the local planning authority in consultation with the community.
<b>LPA</b>	<b>Local Planning Authority</b> - The local authority or council that is empowered by law to exercise planning functions for a particular area of the UK.
<b>MRF</b>	<b>Materials Recovery/Recycling Facility</b> - A site where recyclable waste, usually collected via kerbside collections or from HRCs, is mechanically or manually separated, baled and stored prior to reprocessing.
<b>MBT</b>	<b>Mechanical Biological Treatment</b> - MBT is a term commonly used to describe a hybrid process which combines mechanical and biological technologies used primarily to sort and separate mixed household solid waste.
<b>MoD</b>	<b>Ministry of Defence</b> - The part of the government responsible for matters of military defence.
	<b>Municipal waste</b> - Includes all wastes collected by the Waste Collection Authorities, or their agents, such as all household waste, street litter, municipal parks and gardens waste, and some commercial and industrial wastes.
<b>NNR</b>	<b>National Nature Reserve</b> - A Site of Special Scientific Interest (SSSI) of national or international importance for nature conservation, which is owned or leased by Natural England or is managed on their behalf in the interests of wildlife, research and public appreciation.
	<b>National Park</b> - A reserve declared by a government. In the UK there are 15 members in the National Park family which are protected areas because of their beautiful countryside, wildlife and cultural heritage.
<b>NPPF</b>	<b>National Planning Policy Framework</b> - The NPPF sets out the Government's planning policies for England and how these are expected to be applied.
	<b>Natural England</b> - A non-departmental public body responsible for ensuring that England's natural environment is protected and improved.

## Glossary of terms

	<b>New Forest National Park Authority</b> - The New Forest National Park was created in March 2005 and the New Forest National Park Authority took up its full powers in April 2006.
	<b>Non inert waste</b> - Organic waste that decomposes after disposal to land. May include household, industrial, commercial and special waste.
<b>PPG</b>	<b>Planning Policy Guidance</b> - Government policy statements on a variety of issues that are material considerations in determining planning applications. These have been reviewed and now form part of the NPPF.
<b>PPS</b>	<b>Planning Policy Statement</b> - Guidance documents which set out national planning policy. They are being reviewed and updated and are replacing PPGs. Most of these have been reviewed and now form part of the NPPF.
	<b>Principal settlements</b> - Those settlements which play a critical strategic role either regionally or sub-regionally, previously identified in the draft RSS (intended for revocation) as SSCTs. The term 'principal settlements' is also used in the emerging Wiltshire Core Strategy.
<b>PRoW</b>	<b>Public Right of Way</b> - PRoWs are highways that allow the public a legal right of passage.
	<b>Recovery</b> - The process of extracting a product of value from waste materials, including recycling composting and energy recovery.
	<b>Recycling</b> - Involves the reprocessing of wastes, either into the same product or a different one. Many non-hazardous industrial wastes such as paper, glass, cardboard, plastics and scrap metal can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.
	<b>Reduction</b> - Achieving as much waste reduction as possible is a priority action. Reduction can be accomplished within a manufacturing process involving the review of production processes to optimise utilisation of raw (and secondary) materials and recirculation processes. It can be cost effective, both in terms of lower disposal costs, reduced demand from raw materials and energy costs. It can be carried out by householders through actions such as home composting, re-using products and buying goods with reduced packaging.
	<b>Restoration</b> - The methods by which the land is returned to a condition suitable for an agreed after-use following the completion of tipping operations.
<b>RIGS</b>	<b>Regionally Important Geological or Geo-morphological Site</b> - Important sites for geology and geo-morphology outside of statutorily protected land as identified by the local authority.
<b>RSS</b>	<b>Regional Spatial Strategy</b> - A regional level planning framework introduced in 2004. Their revocation was announced by the new Conservative/Liberal Democrat government on 6 July 2010. Despite this, the government has advised that the evidence which informed the preparation of the RSS can still be used as a material consideration in the preparation of Local Plans (previously known as DPDs) and local decision making.
	<b>Registered Battlefields</b> - The English Heritage Register of Historic Battlefields identifies 43 important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.

## Glossary of terms

	<p><b>Re-use</b> - The reuse of materials in their original form, without any processing other than cleaning. Can be practised by the commercial sector with the use of products designed to be used a number of times, such as re-useable packaging. Householders can purchase products that use refillable containers, or re-use plastic bags. The processes contribute to sustainable development and can save raw materials, energy and transport costs.</p>
<b>SM</b>	<p><b>Scheduled Monument</b> - These are archaeological sites or historic buildings considered to be of national importance by the government. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. Scheduling is the only legal protection specifically for archaeological sites.</p>
<b>SSSI</b>	<p><b>Site of Special Scientific Interest</b> - This is a conservation designation denoting a protected area in the UK. SSSIs are the basic building blocks of site based nature conservation legislation including the very best wildlife and geological sites, as designated by Natural England. There are over 4,100 SSSIs in England, covering approximately 8% of the country's land area.</p>
<b>SPZ</b>	<p><b>Source Protection Zone</b> - These are groundwater sources used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. The SPZ maps show three main zones (inner, outer and total catchment) and a fourth zone of special interest.</p>
<b>SAC</b>	<p><b>Special Area of Conservation</b> - Designation made under the Habitats Directive to ensure the restoration or maintenance of certain natural habitats and species some of which may be listed as 'priority' for protection at a favourable conservation status.</p>
<b>SPA</b>	<p><b>Special Protection Area</b> - Designations made under the EC Directive 79/409 on bird conservation (The Birds Directive), the aim of which is to conserve the best examples of the habitats of certain threatened species of bird the most important of which are included as priority species.</p>
	<p><b>Stakeholder</b> - Anyone who is interested in, or may be affected by the planning proposals that are being considered.</p>
<b>SSCT</b>	<p><b>Strategically Significant Cities and Towns</b> - Those settlements which play a critical strategic role either regionally or sub-regionally, as identified in the draft RSS (intended for revocation) (see 'principal settlements').</p>
<b>SEA</b>	<p><b>Strategic Environmental Assessment</b> - Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of LDD (Local Plans and, where appropriate SPDs) and other programmes (e.g. the Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.</p>
<b>SRN</b>	<p><b>Strategic Road Network</b> - The Highways Agency is responsible for operating the SRN in England which consists of most motorways and significant trunk A roads.</p>
<b>SPD</b>	<p><b>Supplementary Planning Document</b> - Whilst not having 'development plan' status, SPDs can form an important part of the Development Plan of an area. They can be used to expand policy or provide further detail to policies in Local Plans. Community</p>

## Glossary of terms

	involvement will be important in preparing SPDs but they will not be subject to independent examination.
<b>SA</b>	<b>Sustainability Appraisal</b> - LPAs are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of SA is similar to Strategic Environmental Assessment (SEA) but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with government policy, Wiltshire Council and Swindon Borough Council are producing a SA that incorporates a SEA of its Minerals and Waste LDDs.
	<b>Sustainable development</b> - Development which is sustainable in that it meets the needs of the present without comprising the ability of future generations to meet their own needs.
<b>SuDS</b>	<b>Sustainable Drainage System</b> - These involve a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
	<b>Sustainable waste management</b> - This means using material resources efficiently, to cut down on the amount of waste we produce. And where waste is generated, dealing with it in a way that actively contributes to economic, social and environmental goals of sustainable development.
	<b>Swindon Borough Council</b> - Local government authority centred on the town of Swindon.
	<b>Swindon HGV Route Network</b> - Advisory network of routes for use through Swindon for HGVs to follow.
<b>UK BAP</b>	<b>UK Biodiversity Action Plan</b> - Published in 1994, this was the UK Government's response to signing the Convention on Biological Diversity (CBD) at the 1992 Rio Earth Summit. UK BAP Priority Habitat is a list of 65 habitats highlighted as priorities for conservation. The priority habitats cover a wide range of semi-natural habitat types that are judged to be particularly important for biodiversity conservation, and are recognisably distinct within the broad habitats of the UK.
	<b>Void space</b> - The remaining capacity in active or committed landfill or landraise sites.
	<b>Waste</b> - Is the wide ranging term encompassing most unwanted materials and is defined by the Environmental Protection Act 1990. Waste includes any scrap metal, effluent or unwanted surplus substance or article that requires to be disposed of because it is broken, worn out, contaminated or otherwise spoiled. Explosives and radioactive wastes are excluded.
	<b>Waste arising</b> - The amount of waste generated in a given locality over a given period of time.
<b>WEEE</b>	<b>Waste Electrical and Electronic Equipment</b> - The Waste Electrical and Electronic Equipment Directive (WEEE Directive) aims to minimise the impact of electrical and electronic goods on the environment, by increasing re-use and recycling and reducing the amount of WEEE going to landfill.

## Glossary of terms

	<p><b>Waste hierarchy</b> - Suggests that the most effective environmental solution may often be to reduce the amount of waste generated – reduction. Where further reduction is not practicable, products and materials can sometimes be used again, either for the same or a different purpose – re-use. Failing that, value should be recovered from waste, through recycling, composting or energy recovery from waste. Only if none of the above offer an appropriate solution should waste be disposed.</p>
<b>WTS</b>	<p><b>Waste Transfer Station</b> - A WTS is usually a depot to which waste is delivered for bulking/handling/sorting prior to transfer to another facility for recycling, treatment or disposal.</p>
	<p><b>Waste treatment</b> - Biological, chemical, or mechanical method(s) employed to (1) remove pollutants from industrial or municipal wastes, (2) change the character and composition of medical waste, or (3) reduce or eliminate its potential for harm to living beings and the environment.</p>
	<p><b>Wiltshire Council</b> - The new unitary authority for Wiltshire as of 1 April 2009.</p>
	<p><b>Wiltshire Local Lorry Routes</b> - A key component of the Freight Strategy is the establishment of a network of advisory lorry routes. This network, currently under review, comprises of a network of strategic and supporting local lorry routes. Local routes are designated roads for local journeys (routes open to lorry traffic but long-distance movements are not encouraged).</p>
	<p><b>Wiltshire Strategic Lorry Routes</b> - Strategic roads are designated for long distance journeys.</p>
<b>WHS</b>	<p><b>World Heritage Site</b> - A cultural, natural or historical site of outstanding universal value designated by the UNESCO World Heritage Site Committee.</p>

## **Appendix 2: Saved Waste Local Plan (2005) policies**

No saved policies in the Wiltshire and Swindon Waste Local Plan (2005) are to be replaced by the Waste Site Allocations Local Plan.

All of the saved policies contained in the Waste Local Plan have already been replaced by policies in the Wiltshire and Swindon Waste Core Strategy and the Waste Development Control Policies DPDs, adopted July and September 2009 respectively.



This document was published by the Spatial Planning Team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy.htm>





# Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan

Adopted May 2013

## Swindon Borough Council

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Front cover: Imagery used at the public consultation for Bore Hill Farm, Warminster.  
Client: Malaby Biogas. Landscape Architects: Macgregor Smith Landscape Architects

Wiltshire and Swindon

Aggregate Minerals Site Allocations Local Plan

Adopted May 2013

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## Executive Summary

Since the adoption of the Minerals Core Strategy and Minerals Development Control Policies DPDs, Wiltshire Council and Swindon Borough Council have undertaken significant work to identify potential sites for inclusion in this **Aggregate Minerals Site Allocations Local Plan** ("the Site Allocations Plan"). This work included a focused 'call for sites' in both 2004 and 2006; site identification work through desktop resource sieving exercises; contacting landowners of potential mineral bearing land; and consultation on an initial 'long-list' of 62 potential site options.

Consultation on these 62 potential site options resulted in 40 options being dropped from further consideration on the basis that they would have overriding environmental constraints, were unsuitable for inclusion in the development plan, or were withdrawn by the landowner, leaving 22 site options for further assessment.

The results of detailed environmental assessments were then used to inform the grading of the sites against sustainability criteria. This reduced the number of site options that could be considered suitable for development within the period up to 2026, from 22 to 7 (with extensions to Brickworth Quarry considered as one site). It is envisaged that these 7 site options would be expected to yield an estimated 10.86<sup>(1)</sup> million tonnes.

Within a context of diminishing resources, the evidence gathered through detailed assessments undertaken as part of the site identification process, shows that there are very few remaining strategic site options in Wiltshire and Swindon that can be considered appropriate and/or deliverable for sand and gravel extraction during the plan period. Against the backdrop of diminishing resources, a continued decline in production within historically worked locations of the plan area and a lack of suitable site options to meet Wiltshire and Swindon's sub-regional apportionment figure for sand and gravel, those sites included in this document are deemed to be the most appropriate site options given an absence of more suitable alternatives. This document and the supporting evidence base<sup>(2)</sup> sets out the justification for a reduced sand and gravel provision rate from the government's prescribed position<sup>(3)</sup> to a local forecast figure of 1.2 million tonnes per annum.

The adopted Minerals Core Strategy advocates a restoration led approach to all minerals development in Wiltshire and Swindon. This Site Allocations Plan therefore plans holistically for each area to ensure that individual sites are developed and restored in such a way that aligns with the principle aspirations for each area, particularly where these aspirations have been identified in other plans or programmes.

**It should be stressed that none of the minerals sites proposed in this document will be used for the landfilling of putrescible waste at any time during their restoration. Wiltshire and Swindon have sufficient landfill capacity to meet requirements over the plan period and as such do not require additional landfill sites.**

This Site Allocations Plan discusses those sites that have been identified as being suitable for mineral working and includes; site specific issues, preferred restoration objectives and particular planning requirements that any applicant will have to address through any subsequent planning application process.

The sites identified through this Site Allocations Plan as being suitable for future minerals extraction are as follows (*anticipated mineral reserves are illustrative assessments and may vary when further detailed information is provided at the planning application stage*):

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1 This figure has been totalled using rounded figures for ease of use

2 Including the Wiltshire and Swindon Minerals and Waste Evidence Base Part C - Local Aggregate Assessment

3 The government prescribe how much aggregate minerals each local authority should provide. The adopted Minerals Core Strategy is premised upon a provision rate of 1.85 million tonnes per annum. The forecast provision rates have been updated for the period up to 2020, but the latest figure of 1.41 million tonnes per annum has not been fully ratified by government (at the time of writing).

- Cox's Farm (2.4 million tonnes)
- Blackburr Farm (0.81 million tonnes)
- North Farm (0.3 million tonnes)
- Land east of Calcutt (2.2 million tonnes)
- Land at Cotswold Community (2.76 million tonnes)
- Land near Compton Bassett (0.45 million tonnes)
- Extensions to Brickworth Quarry (1.94 million tonnes)

1	Introduction	1
2	The Upper Thames Valley Area	11
3	The Calne Area	43
4	The South East of Salisbury Area	51
5	Monitoring Framework	59
	Appendix 1: Glossary of terms	61
	Appendix 2: Minerals Local Plan - Saved Policy 35	67





# 1. Introduction

- 1.1 The **Aggregate Minerals Site Allocations Local Plan** ("the Site Allocations Plan")<sup>(4)</sup> is the third in a series of documents designed to guide the use of land within Wiltshire and Swindon for the provision of aggregate minerals. Once adopted, it will form part of both Wiltshire and Swindon's Development Plans and, as such, should be read within the context of the wider development plan for the two areas, including the residual saved policies of the Wiltshire and Swindon Minerals Local Plan 2001. The position in terms of saved policies (namely Policy 35, 49 and Annex 1) is dealt with in Appendix 2 to this plan.
- 1.2 The principle issue for the councils involves adopted Minerals Local Plan saved policy 35 and the residual Preferred Areas that are the subject of a planning application at Down Ampney. The councils intend to carry forward policy 35 to provide certainty to the application process and also to justify the information set out in table 1.1 column B of this plan in terms of the overall provision requirements for sand and gravel.
- 1.3 This document takes its lead from the policy framework set out across the adopted Minerals Core Strategy and Minerals Development Control Policies DPDs.<sup>(5)</sup> It provides a spatial representation of the principles set out in these documents by presenting what Wiltshire Council and Swindon Borough Council consider to be a sound framework of sites suitable to meet a realistic assessment of future demand for aggregate minerals (sand and gravel) from Wiltshire and Swindon up to 2026.
- 1.4 Economically viable minerals can only be worked where they exist and consequently there are specific locations where the councils can look to identify potentially suitable sites. The adopted Minerals Core Strategy identifies five broad locations in Wiltshire and Swindon, referred to as Mineral Resource Zones which are considered to be capable of providing a long term supply of sand and gravel (see figure 1.1).

## Wiltshire and Swindon's Mineral Resource Zones

- 1.5 The Upper Thames Valley Mineral Resource Zone (MRZ) crosses the northern boundary of Wiltshire and Swindon. The sand and gravel resource extends northwards into Gloucestershire and eastwards into Oxfordshire. The Resource Zone has long-standing, strategic significance for Wiltshire, Swindon, Gloucestershire and Oxfordshire as it has been the traditional supply source of construction aggregates into local markets for the last 80 years. In terms of local supply, the area has consistently contributed approximately 70% - 80% of total sand and gravel production from Wiltshire and Swindon.
- 1.6 From the evidence gathered by the councils through monitoring, a significant proportion of the sharp sand and gravel from the Upper Thames Valley can be assumed to supply aggregate for concreting uses serving the construction markets of Swindon, Chippenham, Bath, Bristol, Cheltenham, Gloucester and also Oxford. The remainder is likely to be used for screened and graded gravels; and bulk fill for construction projects.
- 1.7 It is reasonable to assume that only a limited percentage of mineral (up to 20%) will travel more than 40km to reach markets and it should be noted that those urban areas on the outer limits of the 40km catchment are likely to be served by quarries from other counties, such as the Mendip quarries in East Somerset.

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4 Formerly known as a Development Plan Document (DPD). Please note, references to the 'DPD' remain to reflect the history of plan making in Wiltshire and Swindon; and to tie into previous supporting evidence base documents.

5 The Minerals Core Strategy DPD sets out the strategic planning policy framework for minerals development until 2026. The Minerals Development Control Policies DPD contains a series of policies for determining applications for minerals development within Wiltshire and Swindon.

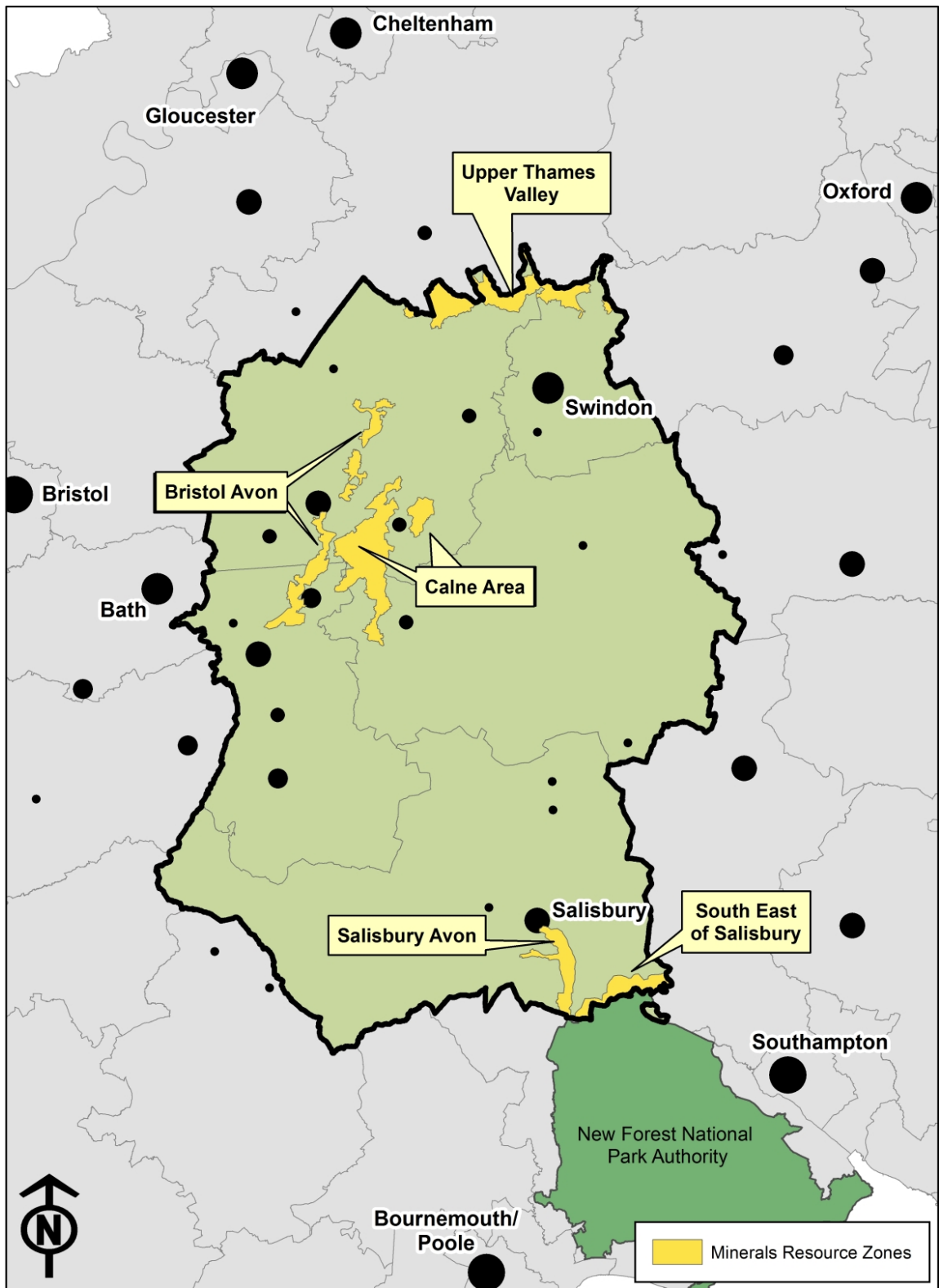
- 1.8** Past decades have seen a gradual increase (peaking in 2003) in production of sharp sand and gravel from the Wiltshire section of the Upper Thames Valley. However, since this peak there has been a steady decline in production, in part, due to economic circumstances. However, the evidence suggests that intensive extraction has left a significantly diminished resource, thereby substantially reducing the options for future minerals development in Wiltshire and Swindon.
- 1.9** The Bristol Avon Mineral Resource Zone (MRZ) is the closest alternative source (geographically and mineralogically) of sand and gravel to the Upper Thames Valley and therefore could potentially supply much of the same market catchment area. However, the sand and gravel deposits in the Bristol Avon are typically shallow and of poorer quality than the Upper Thames Valley gravels. This has been confirmed both by the British Geological Survey and the minerals industry. Although there may be isolated pockets of viable resource within the Bristol Avon, this area would not act as a strategic alternative to the Upper Thames Valley. None of the original site options considered for the Bristol Avon were promoted by the minerals industry. In fact, the industry have indicated that they are not keen to move to this area in the foreseeable future unless market conditions dictate otherwise.
- 1.10** The Calne area MRZ is centrally located within the plan area and theoretically contains extensive deposits of soft sand (otherwise known as 'building sand') albeit in most cases heavily constrained. This area has historically provided a source of sand for mortars, and also supplies resource for a local block making plant. Although no sites have been formally promoted by the minerals industry (one that was originally promoted was subsequently withdrawn), only one of the site options identified by the councils in the Calne area was considered to have potential by the minerals industry. Due to differences in the mineral types and consequently the end uses and markets served, the Calne area MRZ could not provide an alternative source of supply to the Upper Thames Valley. Based on dialogue with the minerals industry there are no indications that demand for soft sand from the Calne area will increase during the plan period.
- 1.11** The South East Salisbury MRZ is located near to the southern boundary of the plan area and provides a source of soft sand on a small scale, which is assumed to be predominantly used for mortars and asphalt, within markets in the south of the county (Salisbury area) and the neighbouring counties of Dorset and Hampshire. Again due to the differences in the mineral types and consequently the end uses and markets served, the South East of Salisbury MRZ could not provide an alternative source of supply to the Upper Thames Valley.
- 1.12** The Salisbury Avon MRZ lies in the south of the plan area and contains deposits of sand and gravel that have not historically been quarried other than for very limited local use. Even if sites were promoted in this area it would be very unlikely that this resource could supply markets served by the Upper Thames Valley (approximately 100km by road).
- 1.13** Although the councils are confident that these areas contain deposits of sand and gravel, the quality and quantity of mineral found at specific locations within the Mineral Resource Zones is not necessarily known. Some of the sites in this document have been assessed through historical borehole samples and this secondary data provides a good basis for estimating the quantity and quality of resource within them. The potential yields for the other sites have been estimated by using generic data provided by the British Geological Survey (BGS)<sup>(6)</sup>. These generic estimates are less reliable and should be treated with an element of caution. It is envisaged that detailed resource estimates will be provided through the planning application process.

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6 [A provisional Assessment of the Sand and Gravel Resources in Wiltshire and Swindon](#) (2007)

- 1.14** The evidence gathered from detailed assessments undertaken as part of the site identification process illustrates that there are very few areas in Wiltshire and Swindon that can be considered appropriate and/or deliverable for sand and gravel extraction during the plan period. The resource in these areas is either highly constrained (in the Calne area; and south east of Salisbury area) or, as in the case of the Upper Thames Valley, is running out as a result of past production. The councils have included those sites (detailed in this document) that are deemed to be the most appropriate given an absence of more suitable alternatives.
- 1.15** This is based on supporting evidence<sup>(7)</sup> that illustrates a continued, long term decline in production within historically worked locations of the plan area. Against this economic backdrop, this document, and supporting evidence provides the councils' justification for a reduced forecast provision rate for sand and gravel provision for Wiltshire and Swindon, as compared with the Government's prescribed sub-regional apportionment figures. Further detail in relation to overall provision rates, including the government's prescribed figure, is set out at paragraphs 1.30 through to 1.34.

Picture 1.1 The location of Mineral Resource Zones in Wiltshire and Swindon



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## The evidence base

- 1.16** A significant amount of evidence has been gathered to establish whether, in principle, the sites contained within this document are suitable for mineral extraction. The evidence used to support a site allocation in this plan is not as detailed as would be expected for a planning application.
- 1.17** Therefore, further detailed and up to date evidence will be required to support a planning application for mineral extraction. For this reason the councils have, for each site identified within this document, included a site profile table highlighting particular issues to be addressed at the planning application stage.
- 1.18** The main evidence base to support this document comprises:
- A report on the mineral resource sieving exercise and site selection process (detailing the consultation and evidence gathering work undertaken since 2010)
  - A summary of minerals site appraisal matrices report (initial site appraisal matrices completed by officers to highlight key issues for further consideration in the site selection process)
  - Detailed site assessments covering transport, archaeology, the historic built environment, ecology, landscape and visual impact, the water environment and human health and noise
  - Level 1 Strategic Flood Risk Assessment (SFRA) update
  - Flood risk and hydrological impact assessment
  - Ecological site briefings and test of likely significance on European sites
  - Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) report (including Cumulative Effects Assessment)
  - Habitats Regulation Assessment (HRA) report.
- 1.19** The councils will keep the evidence base up-to-date through continuous monitoring and review.

## Site selection and appraisal

- 1.20** Since the adoption of the Minerals Core Strategy and Minerals Development Control Policies DPDs, the councils have undertaken a comprehensive search to identify potential sites for inclusion in the Site Allocations Plan. The process for identifying areas of land for aggregates extraction is broadly prescribed in the National Planning Policy Framework (NPPF), previous national policy (Minerals Planning Statement (MPS) 1 and accompanying practice guide), and is set out in more detail in the councils' published methodology<sup>(8)</sup>.
- 1.21** The councils initiated a focused 'call for sites' in April 2004 by writing to mineral operators and landowners known to have an interest in sand and gravel extraction. This resulted in a number of sites being put forward for consideration. However, the estimated yield for these sites was insufficient to meet forecast demand at the time<sup>(9)</sup>.
- 1.22** The councils issued a further call for sites in 2006 through a newsletter issued to every contact on the councils' consultation database. As a result of this work no additional land was put forward for consideration.

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8 Aggregate Minerals Site Allocations DPD Methodology - The results of a constraints sieving exercise applied to remaining sand and gravel resources in Wiltshire and Swindon (March 2010).

9 1.85 million tonnes per annum as set by the Regional Planning Body at that time.

- 1.23** In order to meet the requirements of national policy and to test the capacity of the plan area to deliver forecast demand, the next logical step was to contact owners of potential mineral bearing land to test whether they would consider putting their land forward for sand and gravel extraction. The adopted Mineral Resource Zones cover extensive areas of land, some parts of which were not suitable for development due to planning constraints. The councils therefore embarked on a methodical sieving exercise of the un-worked areas of the five Mineral Resource Zones, removing the most constrained areas from further consideration<sup>(10)</sup>. Landowners within the remaining areas were then identified and contacted.
- 1.24** Through this exercise owners of potential mineral bearing land were contacted and a total of 62 site options were put forward for consideration. Consultation on these 62 site options resulted in 40 of the initial site options being dropped from further consideration on the basis that:
- development may lead to significant adverse environmental impact; or
  - the options were withdrawn by the landowner.
- 1.25** Following this consultation and the removal of sites from further consideration, 22 site options were taken forward for further detailed assessment.
- 1.26** The further assessments were undertaken by officers at Wiltshire Council with expertise in fields such as ecology, landscape, transport and the historic environment. The results of these assessments were then used to inform the grading of the sites against sustainability criteria. This reduced the number of site options considered suitable for development from 22 to 7 (with extensions to Brickworth Quarry considered as one site) for the period to 2026. Further assessments on noise and human health were undertaken on these 7 remaining site options and hydrogeological impact assessments were undertaken on those sites located in the Upper Thames Valley<sup>(11)</sup>. The 7 site options would be expected to yield an estimated 10.86<sup>(12)</sup> million tonnes.
- 1.27** The evidence shows that a shift in the pattern of aggregates supply within Wiltshire and Swindon is likely to occur during the plan period up to 2026. The adopted Minerals Core Strategy predicts that the tipping point for this change relates to the potential for future minerals development in the Upper Thames Valley, where large-scale sand and gravel extraction has taken place since the 1960's; and consistently at 70-80% of our total production.
- 1.28** Intensive extraction has left a significantly diminished resource, substantially reducing the options for future minerals development in Wiltshire and Swindon. This view is reinforced by the fact that since 2004 neither the minerals industry or the councils have identified or brought forward sufficient land to meet forecast demand in Wiltshire and Swindon. In fact only one site in the Upper Thames Valley has been promoted by the minerals industry since this date. This is not a result of reticence on their part but simply a confirmation, in our view, of what the evidence is indicating in terms of resource availability and the level of constraint in the plan area.

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10 Aggregate Minerals Site Allocations DPD Methodology - The results of a constraints sieving exercise applied to remaining sand and gravel resources in Wiltshire and Swindon (March 2010).

11 In response to Environment Agency concerns that mineral working at these locations could have an impact on the water environment in the area

12 This figure has been totalled using rounded figures for ease of use

## Wiltshire and Swindon's sub-regional apportionment

- 1.29** The councils have taken all reasonable steps to ensure that the capacity of the plan area to deliver the requirements of the sub-regional apportionment has been fully tested against relevant sustainability criteria previously outlined in MPS1.
- 1.30** During the past ten years, production in Wiltshire and Swindon has not matched the government's forecast provision rates despite a general increase in output levels between 2001 and 2006, and does not currently meet the latest proposed local guideline figure of 1.41 million tonnes per annum<sup>(13)</sup>. In accordance with national policy, the councils have effectively based planned provision requirements on the average of the past 10 year's production. For Wiltshire and Swindon, this would equate to a local forecast rate of 1.2 million tonnes per annum and would still provide a sufficient supply of mineral in times of increased or reduced production<sup>(14)</sup>.
- 1.31** For Wiltshire and Swindon, it is therefore reasonable to conclude that a local forecast of 1.2 million tonnes per annum more closely reflects **actual** demand, than figures derived from national and local forecasts published by DCLG.
- 1.32** Table 1.1 indicates that adequate provision can be made by the allocated sites in this Site Allocations Plan to meet a locally derived forecast figure of 1.2 million tonnes of sand and gravel per annum or 18 million tonnes over the plan period up to 2026.

**Table 1.1 Site options required to deliver a locally derived apportionment figure of 1.2 million tonnes of sand and gravel per annum over the plan period to 2026**

	Site options required to deliver locally derived apportionment figure of 1.2 million tonnes (mt) per annum	A Forecast of need based on average of 10yrs past production as at 1st January 2011 (million tonnes)	B Permitted reserves and allocations <sup>(15)</sup> as at 1st January 2011 (million tonnes)	(A-B) Residual requirement for the period up to 2026 (million tonnes)	Estimated yield of site options (million tonnes)
Upper Thames Valley (sharp sand and gravel)	Cox's Farm (estimated 2.4mt)  Blackburr Farm (estimated 0.81mt)  North Farm (estimated 0.3mt)	14.04	3.22 (+3.1 allocated as Preferred Areas at Down Ampney)	7.72	8.47

13 National and Local Guidelines for Aggregates Provision 2005 – 2020, DCLG (published September 2011)

14 Wiltshire and Swindon Minerals and Waste Evidence Base Part C: Minerals – Local Aggregate Assessment

15 The allocations element of column B relates to the residual Preferred Areas allocated under saved policy 35 of the Minerals Local Plan (2001). These sites are currently the subject of a planning application and are considered by the councils to form part of the provision requirement over the plan period to 2026

	Site options required to deliver locally derived apportionment figure of 1.2 million tonnes (mt) per annum	A Forecast of need based on average of 10yrs past production as at 1st January 2011 (million tonnes)	B Permitted reserves and allocations <sup>(15)</sup> as at 1st January 2011 (million tonnes)	(A-B) Residual requirement for the period up to 2026 (million tonnes)	Estimated yield of site options (million tonnes)
	Land east of Calcutt (estimated 2.2mt)				
	Land at Cotswold Community (estimated 2.76mt)				
Calne and SE of Salisbury (soft sand)	Land near Compton Bassett (estimated 0.45mt) Extension to Brickworth Quarry (estimated 1.94mt)	3.96	1.49	2.47	2.39
Totals		18.00	7.81	10.19	10.86

**1.33** The assessment of mineral reserves, and the issue of long-term supply to meet the local forecast provision rate, should be treated flexibly. In the interests of protecting commercial confidentiality in the Plan area and to accord with policy MCS1 of the Minerals Core Strategy, the councils do not (in policy terms) differentiate between different mineral types for the purposes of landbank maintenance. In line with government guidance on the Managed Aggregate Supply System, the plan is principally seeking to maintain existing patterns of supply from current mineral working areas. In part this is due to the fact that soft sand type product has been known to be produced from traditional sharp sand and gravel producing quarries in the Plan area. As such, in overall terms, this document as a whole presents sufficient resources to meet the residual forecast provision requirement of 10.19 million tonnes over the plan period.

### **What will happen to the site once sand and gravel extraction has ceased - a restoration led approach**

**1.34** It should be stressed that none of the minerals sites proposed in this document will be used for the landfilling of putrescible waste at any time during their restoration. Wiltshire and Swindon have sufficient landfill capacity to meet requirements over the plan period and as such do not require additional landfill sites.

<sup>15</sup> The allocations element of column B relates to the residual Preferred Areas allocated under saved policy 35 of the Minerals Local Plan (2001). These sites are currently the subject of a planning application and are considered by the councils to form part of the provision requirement over the plan period to 2026



- 1.35** The adopted Minerals Core Strategy advocates a restoration led approach to all minerals development in Wiltshire and Swindon. It is therefore essential to plan holistically for each area to ensure that individual sites are developed and restored in such a way that aligns with the principle aspirations for each area, particularly where these aspirations have been identified in other plans or programmes.
- 1.36** A number of factors such as the quality of agricultural land, the aspirations of landowners and local communities, and the concerns or aspirations of organisations such as the woodlands initiative network (community forest), South West Biodiversity (South West Nature Map), the Royal Society for the Protection of Birds (RSPB), the Environment Agency, Natural England and the Defence Infrastructure Organisation (DIO) will need to be taken into account. Sand and gravel extraction can, for example, provide opportunities for improving flood storage capacity for an area; and lead to enhancements to local biodiversity.

### **Site profiles and maps**

- 1.37** Each inset map included in this document illustrates the site boundary that will be safeguarded for minerals extraction purposes. A brief description of each site and a summary of key specific planning issues that the councils consider should be given detailed consideration and/or are likely to need addressing at the planning application stage is provided. Information on the preferred restoration objectives for each site are also provided and should be used in the development of restoration proposals for a site at the planning application stage. The list should not be viewed as exhaustive, particularly as circumstances may well change over time and the exact details of specific proposals (i.e. planning applications) that will come forward in the future are not currently known.
- 1.38** Furthermore, each site will make a positive contribution to meeting the need for primary aggregate minerals within suitable locations of the identified Minerals Resource Zone of the plan area - in line with the requirements of policies MCS1, MCS1(A), MCS1(B) and MCS1(C) of the Minerals Core Strategy and all other relevant plans of the Development Plan.

### **Compliance with the National Planning Policy Framework (NPPF)**

- 1.39** In principle the councils will be supportive of appropriate applications for minerals development within the locations set out in this document. However this should not be viewed as a guarantee that development will be permitted in all cases.
- 1.40** In compliance with the requirements of the NPPF (paragraph 15) and to adhere to the presumption in favour of sustainable development, proposals for mineral development on sites not included within this document or in areas that lie outside of the identified Minerals Resource Zones will still be considered on their own merits, if they demonstrate that they are in keeping with national policy and the policies of the development plan (see policy MSA 1). In line with policies MCS1 and MCS1(A) of the adopted Wiltshire and Swindon Minerals Core Strategy Development Plan Document (DPD) (June 2009).

### **Policy MSA1**

When considering proposals for minerals development the councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The councils will work pro-actively with applicants and stakeholders, including statutory consultees to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

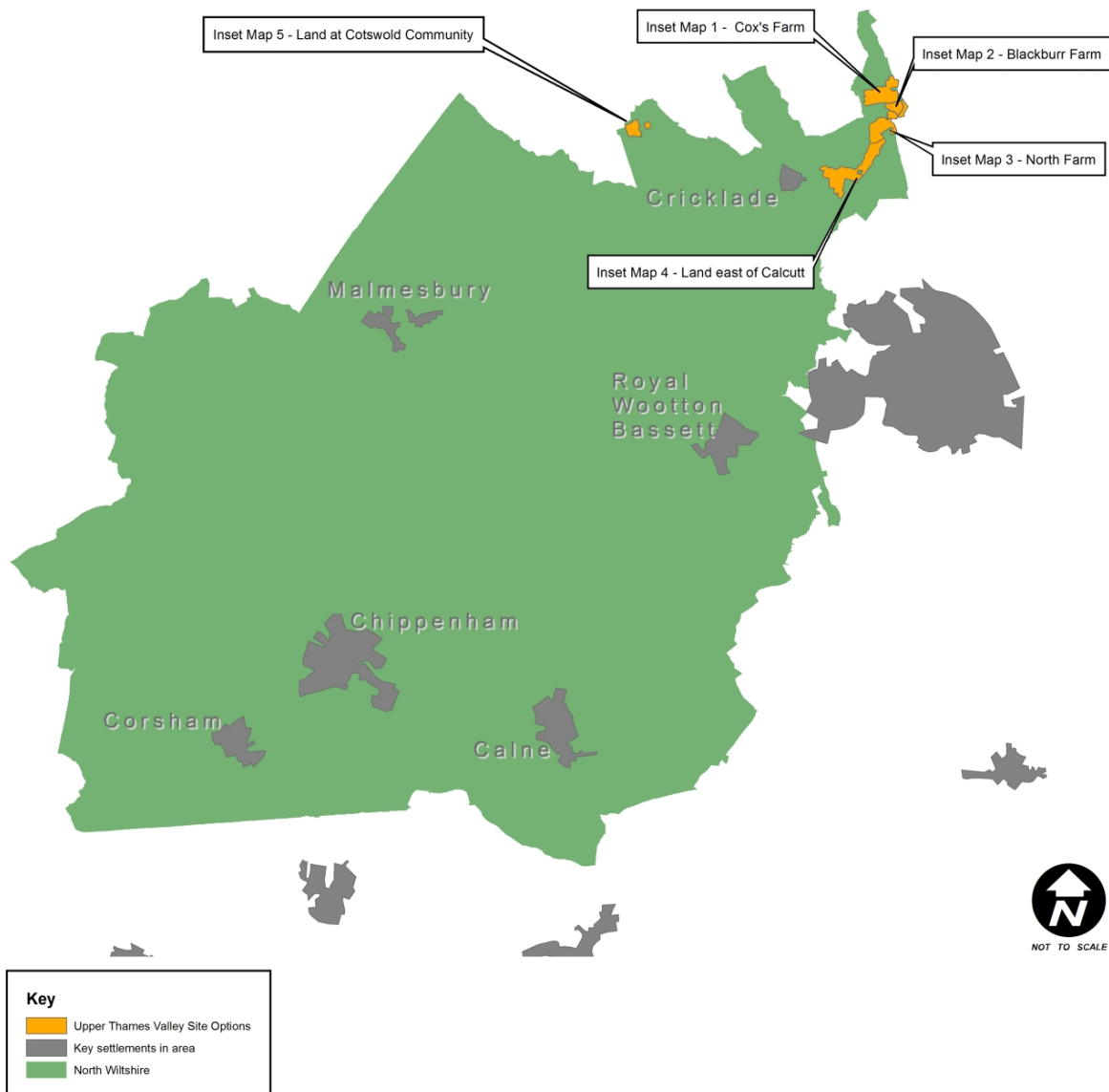
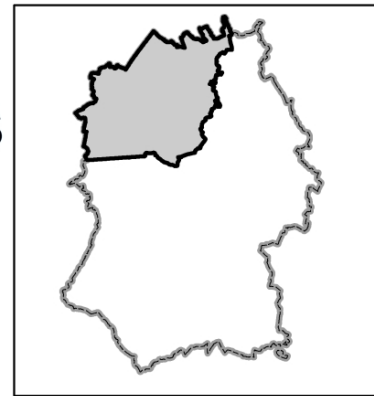
Planning applications that accord with the policies in this Local Plan (or policies in other adopted Local Plans of the councils) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then planning permission will be granted unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

## 2. The Upper Thames Valley Area

# Upper Thames Valley Minerals Site Allocations

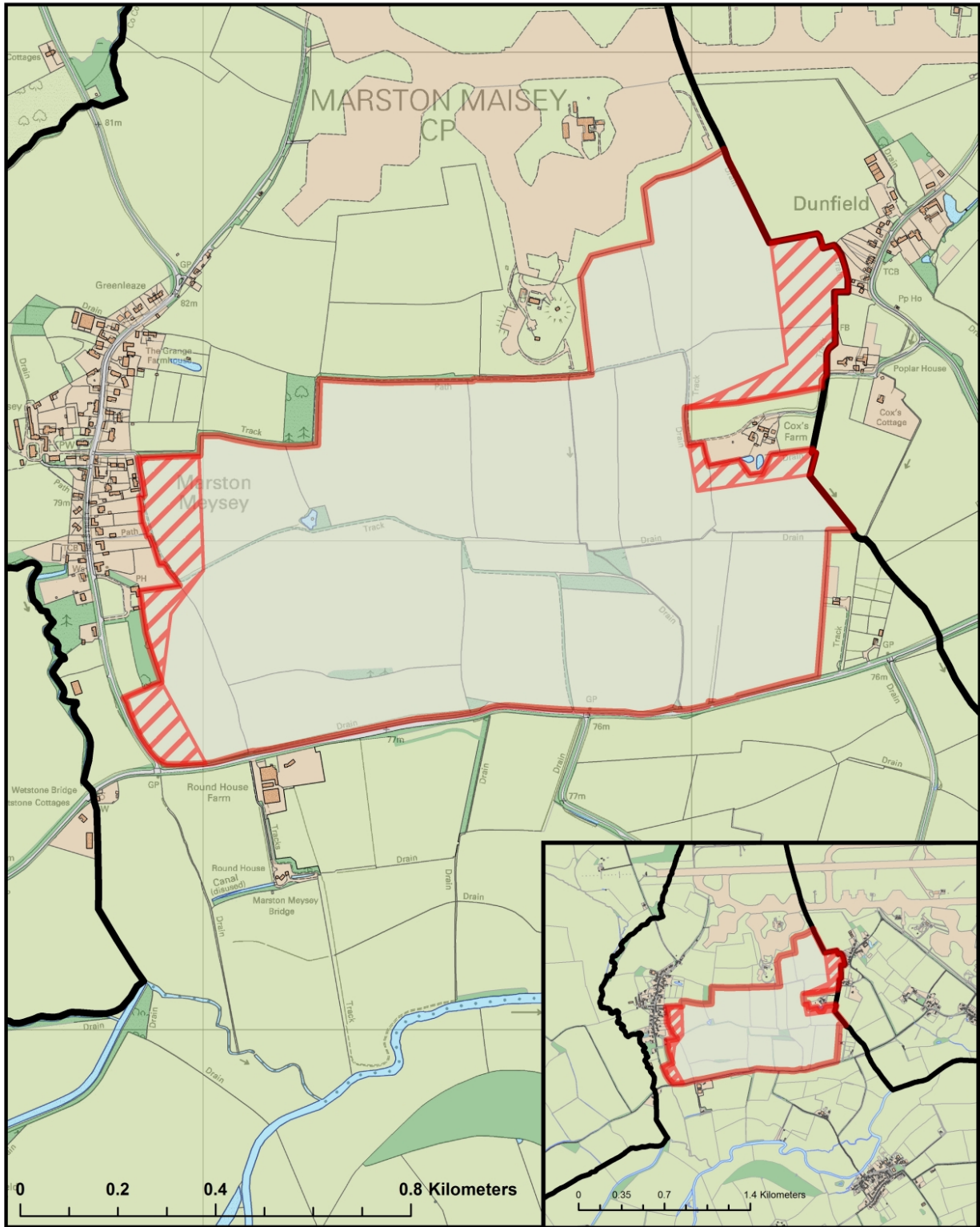


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## The Upper Thames Valley - context

- 2.1** The Upper Thames Valley sand and gravel resource crosses the northern boundary of Wiltshire and Swindon into Gloucestershire and extends eastwards into Oxfordshire. It has historically provided a regionally and locally significant source of high quality sharp sand and gravel that predominantly serves the construction markets of Swindon, Chippenham, Bath, Bristol, Cheltenham, Gloucester and also Oxford. It is the primary source of sharp sand and gravel from within Wiltshire and Swindon contributing approximately 70-80% of total production for the Plan area.
- 2.2** Past decades have seen a gradual increase in production of sharp sand and gravel from the Wiltshire section of the Upper Thames Valley. This increase peaked in 2003 and since then has shown a steady decline, in part, due to economic circumstance. The evidence suggests that intensive extraction has left a significantly diminished resource, thereby substantially reducing the options for future minerals development in Wiltshire and Swindon. The evidence also clearly indicates that the remaining relatively unconstrained resource would be unable to sustain the Government's forecast provision rates into the longer term and this is further supported by the fact that overall production from the Upper Thames Valley is tempered by existing market demand and the market share operated by the industry.
- 2.3** The adopted Minerals Core Strategy predicts that a shift in the pattern of aggregates supply within Wiltshire and Swindon is likely to occur during the plan period up to 2026. This is primarily due to the fact that there are very few available sites within this finite resource area; and is reinforced by the fact that since 2004, the minerals industry has not been able, or required (due to market forces<sup>(16)</sup>), to identify and put forward for consideration, sufficient land to meet forecast demand. This is not simply a result of reticence on their part, but more an affirmation of what the evidence is indicating in terms of resource availability and the level of environmental constraint. Therefore it is highly likely that by 2026 production from the Wiltshire / Swindon section of the Upper Thames Valley will be significantly reduced from current extraction levels.
- 2.4** The adopted Minerals Core Strategy allows for this predicted downward trend. However, in the short and medium term the Upper Thames Valley is expected to continue to play a significant role in the supply of sand and gravel. Table 1.1 indicates that adequate provision of sand and gravel can be delivered through the proposed allocated sites in the Upper Thames Valley to help meet a locally derived forecast figure of 1.2 million tonnes of sand and gravel per annum. The table outlines what the Upper Thames Valley area needs to contribute in order to help meet this locally derived figure. The following pages show the site options in the Upper Thames Valley.
- 2.5** The planned release of minerals sites in the Upper Thames Valley will need to ensure that all relevant strategic and local considerations (including HGV movements along the A419 and the requirements of other plans and strategies in the area) have been factored into the development of minerals proposals.

# Inset Map 1: Cox's Farm



- Cox's Farm
- Indicative Zone of Sensitivity
- Plan area

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Table 2.1 : Cox's Farm

Cox's Farm	
<b>Site details</b>	<p><b>Resource Type:</b> Sand and Gravel</p> <p><b>Site size:</b> 106.1 hectares</p> <p><b>Grid reference:</b> E 413500 N 197000</p> <p><b>Estimated resource yield:</b> 2,400,000 tonnes</p> <p><b>Current land use:</b> Agricultural</p>
<b>Site description</b>	<p>The site is located in a rural setting; and is in close proximity to and overlooked by dwellings at Marston Meysey (to the west), Dunfield (north east) and Cox's Farm (east). The site option is currently in an agricultural use on land classified as Grades 2 and 3 Best and Most Versatile. There are a number of currently active and proposed quarries to the south and west. The site option is situated adjacent to the military airbase at RAF Fairford and is currently interspersed with intimate copses and dense hedgerows, criss-crossed by numerous Public Rights of Way (PRoW). The site option is characteristic of the area - essentially flat, with open views across the site in places where vegetation does not offer natural screening (e.g. there are views across the site from the C116/C124).</p>
<b>Preferred restoration objective</b>	<p>The site must be sensitively designed, worked and restored in a phased manner to reduce and mitigate the local environmental impact of quarrying. Restoration of the site post working should concentrate on the creation of a mix of wet woodland and lowland meadows/grazing pasture. Replanting and establishing black poplar trees will be a key component of restoration works. Specialist advice in relation to black poplar conservation may be obtained through the Cotswold Water Park Society. Hedgerow and ditch restoration will be necessary to maintain landscape connectivity. In addition, there should be no net loss or degradation of the important PRoW network in the area, these features should, where possible, be maintained during working and enhanced during restoration. The 'Zone of Sensitivity' (see Inset Map 1) should also be integrated into the wider restoration scheme and PRoW network. Restoration must aim to meet targets for named habitats and species in the Cotswold Water Park Biodiversity Action Plan (CWP BAP) and the Wiltshire Biodiversity Action Plan (WBAP). The critical need to reduce the risk of bird strike associated with air traffic at RAF Fairford is a key consideration for the working and restoration of the site.</p>
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	<p>The site is adjacent to RAF Fairford which supports a large population of great crested newt and a number of farmland ponds. The surrounding farmland is likely to provide an important habitat for this population. This area is also known to support farmland birds such as yellowhammer, tree sparrow, turtle dove and barn owl and supports a number of the nationally scarce native black poplar trees. Any planning application for the site should be informed by an extended Phase I survey (particularly with reference to the above species) to determine the existence of habitat features of value to local wildlife populations and to inform relevant mitigation strategies to ensure their protection during extraction and restoration of the site.</p>

## Cox's Farm

A robust construction method statement will be required to address management of habitat features on the site during mineral extraction operations to ensure that local biodiversity is not adversely impacted. This is likely to include retention of hedgerows and tree lines, ditches and drains and other connective corridors across and around the site, methods to avoid disturbance to individual species and some habitat manipulation to ensure continuity of habitat availability. Phased working of the site with continual restoration, as an integral part of the process, will ensure that where these features have to be removed to enable extraction, they can be replaced by new planting or equivalent habitat creation in adjacent phased areas, ensuring availability of habitat for wildlife species.

Human health and amenity

### ***Air Quality:***

A robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. Where appropriate, reasonable and practicable, dust generating activities should be located away from dust sensitive receptors.

An air quality assessment shall be provided to support any subsequent planning application process. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.

### ***Noise:***

A scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken.

The site will need to be worked in a sensitive and phased manner with consideration given to:

- The location of plant and machinery to utilise natural and operational features to provide effective screening from the closest noise sensitive receptors;
- Utilising appropriately designed acoustic screening, baffle mounds and where appropriate, reasonable and practicable locating any unavoidable noise or vibration generating activities away from sensitive receptors.

Cox's Farm	
	To protect the historic character and residential amenity of Marston Meysey, Dunfield and Cox's Farm (see Inset Map 1) a 'Zone of Sensitivity' incorporating a proposed minimum 100m 'stand off distance' and precise details concerning the boundaries of the Zone, the treatment of those boundaries, the phasing of works within the site and other amelioration measures during the operations will need to be negotiated and agreed at the planning application stage.
Landscape and visual	The site can accommodate change. However, further detailed assessment through the planning application process will be required to identify and develop a scheme of working to protect the historic landscape setting of Marston Meysey, Dunfield and Cox's Farm. A 'Zone of Sensitivity' (see Inset Map 1) incorporating a proposed minimum 100m 'stand off distance' and precise details concerning the boundaries of the Zone, the treatment of those boundaries, the phasing of works within the site and other amelioration measures during the operations will need to be negotiated and agreed at the planning application stage. Any application will need to enhance hedgerow networks throughout the site and retain the north western woodland features. There may be potential need to re-route some PRow running throughout the site and enhance PRow to the north and north western boundary.
Archaeology	<p>A series of undated features, ring ditches, enclosures and trackways are located to the south west of the site. Further features are known to exist along the southern boundary of the site and there is the potential for a settlement to be located to the west of the site. Although these features cannot be considered to be an absolute constraint to working the site, any applicant will need to work closely with the County Archaeologist to develop and implement sufficient and suitable mitigation plans.</p> <p>Appropriate investigation, mitigation and response in line with the NPPF; PPS5 Practice Guide (or its replacement); Minerals Extraction and the Historic Environment (English Heritage March 2008), and; Minerals Extraction and Archaeology: A Practical Guide (English Heritage June 2008) will be required.</p>
Historic built environment	Mitigation will need to offer robust buffer and landscape screening to the west and east of the site in order to protect the setting of Cox's Farm and the Marston Meysey and Dunfield Conservation Areas. A 'Zone of Sensitivity' (see Inset Map 1) incorporating a proposed minimum 100m 'stand off distance' and precise details concerning the boundaries of the Zone, the treatment of those boundaries, the phasing of works within the site and other amelioration measures during the operations will need to be negotiated and agreed at the planning application stage. The landscape link between Roundhouse Farm/Marston Meysey Bridge and the village should also be maintained. Similarly, to the east, buffers and screening will be required to protect the settings of heritage assets in Dunfield. More detailed landscape assessment will be required at the planning application stage in order to assess final requirements.
Traffic and transportation	Access onto the site should make use of the C124 and C116 although planned improvements will need to be made to these routes to ensure that they are of an appropriate standard for minerals HGVs. Concerns with road network suitability, access/egress from the A419 and HGV's travelling through Latton rather than using the A419 southbound junction to Calcutt Junction will need to be fully addressed

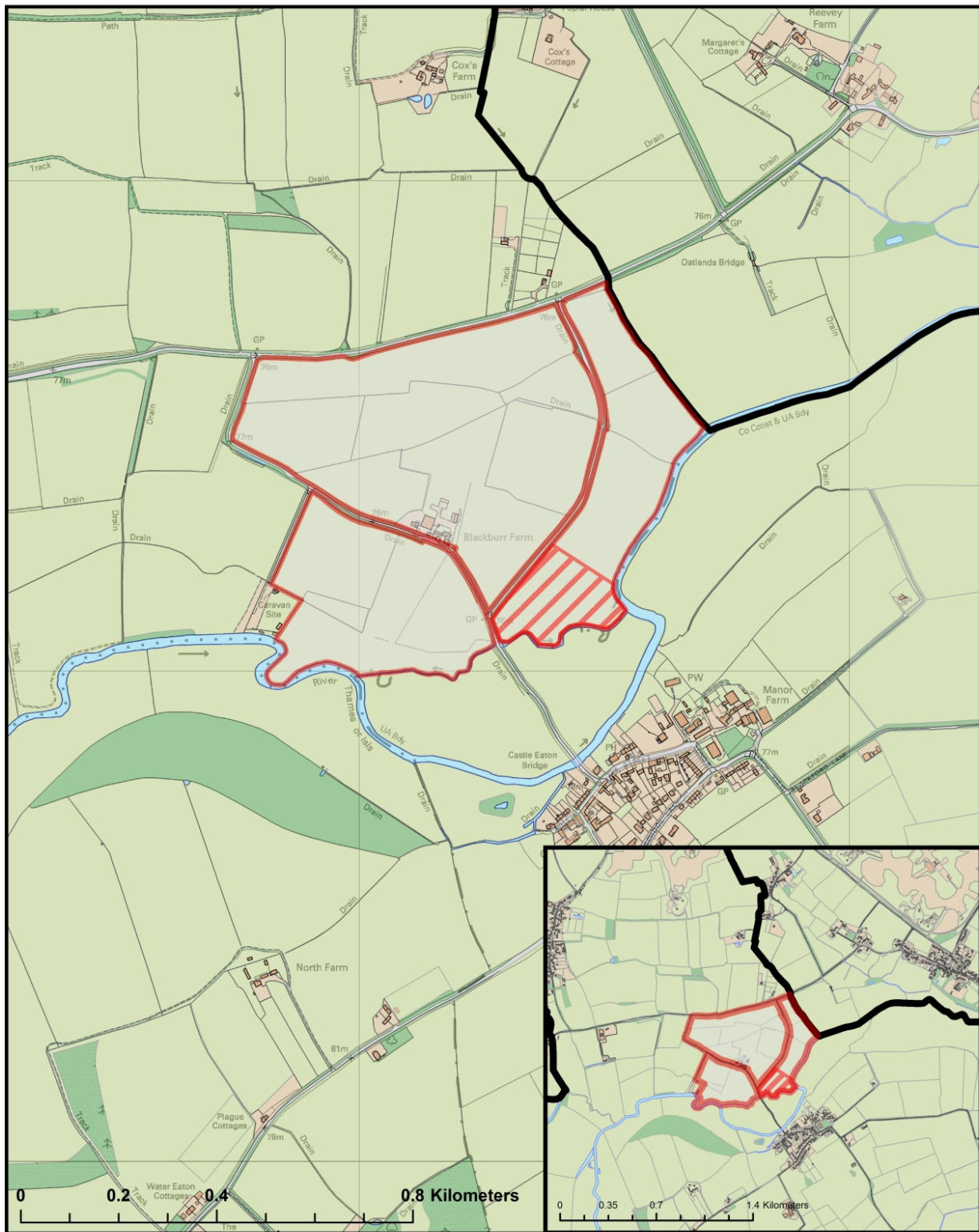


Cox's Farm	
	<p>at the planning application stage. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.</p> <p>In addition, and where considered appropriate in law, financial contributions will be sought through the planning application process to cover highway improvements and, where deemed necessary, long term maintenance costs.</p>
Water environment	<p>The majority of the site overlies superficial deposits which are classified as Secondary A aquifers. The site also lies within Source Protection Zone 1 (SPZ1) and hence groundwater investigations will be required to determine measures to ensure protection of groundwater for this site and in relation to other adjacent mineral site workings. It is imperative that the potential impacts on groundwater flood risk and baseflow for local watercourses and rivers such as the Marston Meysey Brook and River Thames are adequately investigated and understood, with potentially significant measures required to reduce adverse environmental impacts. In addition, there are a number of local private abstractions that must be ensured protection during site operation.</p> <p>With reference to the Wiltshire SFRA, the site is situated within Flood Zones 1, 2 and 3. A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary.</p> <p>A robust construction method statement and Hydrogeological Impact Assessment should also include details of groundwater protection and stockpile storage areas. Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>• <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations, incorporating appropriate stand-offs to watercourses and use of recharge trenches where appropriate.</li> <li>• <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>• <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>
Any other issues	<p>Any subsequent planning application process for this site will need to ensure that the sensitive interests of RAF Fairford are fully addressed. Dialogue with the MoD will need to focus on establishing agreed stand-off distances to the perimeter of the base in accordance with the MoD's Explosives and Technical Safeguarding protocols and ensuring the protection of sight lines through appropriate mitigation.</p>
Cumulative effects	<p>Potential for cumulative effects (in both Wiltshire and bordering areas of Gloucestershire) on human health and amenity, the functional connectivity of the local PRow network, traffic and transportation, noise and light pollution, vibration, air quality and cultural heritage. Mitigation could be achieved through strategic phasing of workings in the area to reduce in combination effects. In addition,</p>

## Cox's Farm

continued close working with Gloucestershire County Council will help ensure that cumulative effects are identified and, where appropriate addressed, through Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulations Assessment processes.

## Inset Map 2: Blackburr Farm



-  Blackburr Farm
-  Standoff Zone
-  Plan area

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Table 2.2 : Blackburr Farm

Blackburr Farm	
<b>Site details</b>	<p><b>Resource Type:</b> Sand and Gravel</p> <p><b>Site size:</b> 49.7 hectares</p> <p><b>Grid reference:</b> E 414200 N 196400</p> <p><b>Estimated resource yield:</b> 812,000 tonnes</p> <p><b>Current land use:</b> Agricultural</p>
<b>Site description</b>	<p>The site option comprises three parcels of land separated by single track roads. It is currently in an agricultural use and the land is classified as Grades 2 and 3 Best and Most Versatile. Blackburr Farm is located towards the centre of the site and the site is situated in close proximity to and overlooked, to some extent, by dwellings at Castle Eaton (approximately 250m south east of the site option) and occupants of the Second Chance Touring and Residential Park, which lies adjacent to the south western corner of the site. The site and surrounding area is broadly flat (the village of Castle Eaton is slightly elevated in relation to the site) with views across the site in places where vegetation does not offer natural screening. A PRow runs through the southern section of the site. The River Thames runs along parts of the boundary of the site to the south east and south west. An oil pipeline runs through part of the site and this will need to be fully investigated and protected through any subsequent planning application process.</p>
<b>Preferred restoration objective</b>	<p>The site must be sensitively designed and worked in a phased manner to reduce and mitigate the local environmental impact of quarrying. Restoration of the site post-working should concentrate on the creation of a mosaic of wet woodland and reedbed but could also help to boost flood storage capacity through restoration to floodplain grassland meadow/grazing marsh. This would also meet targets in the Cotswold Water Park Biodiversity Action Plan (CWP BAP) by supporting the species that currently inhabit the site; and providing increased habitat potential. The need to reduce the risk of bird strike associated with air traffic at RAF Fairford is a key consideration.</p> <p>In addition, there should be no net loss or degradation of the PRow network in the area, these features should, where possible, be maintained during working and enhanced during restoration.</p> <p>Restoration of the canal which bisects the site should be considered within the wider context of the Cotswold Canals restoration project as a whole. However, detailed dialogue with the canals trust will need to be undertaken to examine viability, cost and environmental impact.</p>
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	<p>Typical riparian species such as otter and water vole have been frequently recorded at the site and in the surrounding area. There will therefore be a requirement to establish a practical and defensible buffer zone to ensure that the river is protected from pollution and silt run-off; that disturbance of riparian</p>

## Blackburr Farm

species does not occur as a result of the operation of the mineral site; and that the riparian habitat can continue to provide its function for biodiversity as a valuable corridor between adjacent habitats. In addition, detailed Phase 1 extended surveys will be required to determine the importance of the numerous ditches and drains that cross the site to wildlife and measures designed to protect their integrity as habitat features.

Other species currently recorded within, or adjacent to the site include - badgers, farmland birds, brown hare and barn owls. An extended Phase I survey (particularly with reference to the above species) will be required to inform any future planning application for mineral extraction at this site. Further species specific surveys will be required if indicated by the initial survey.

A robust construction method statement will be required as part of the planning application, including details of the riparian buffer, protection of trees, hedges and ditches as appropriate and preventative measures to avoid disturbance of wildlife, such as lighting constraints near the river corridor. It should also include details of groundwater protection and stockpile storage areas beyond the floodplain to avoid possible siltation impacts during flood events.

Human health and amenity

### ***Air Quality:***

A robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. Where appropriate, reasonable and practicable, dust generating activities should be located away from dust sensitive receptors.

An air quality assessment shall be provided to support any subsequent planning application process. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.

### ***Noise:***

A scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken.

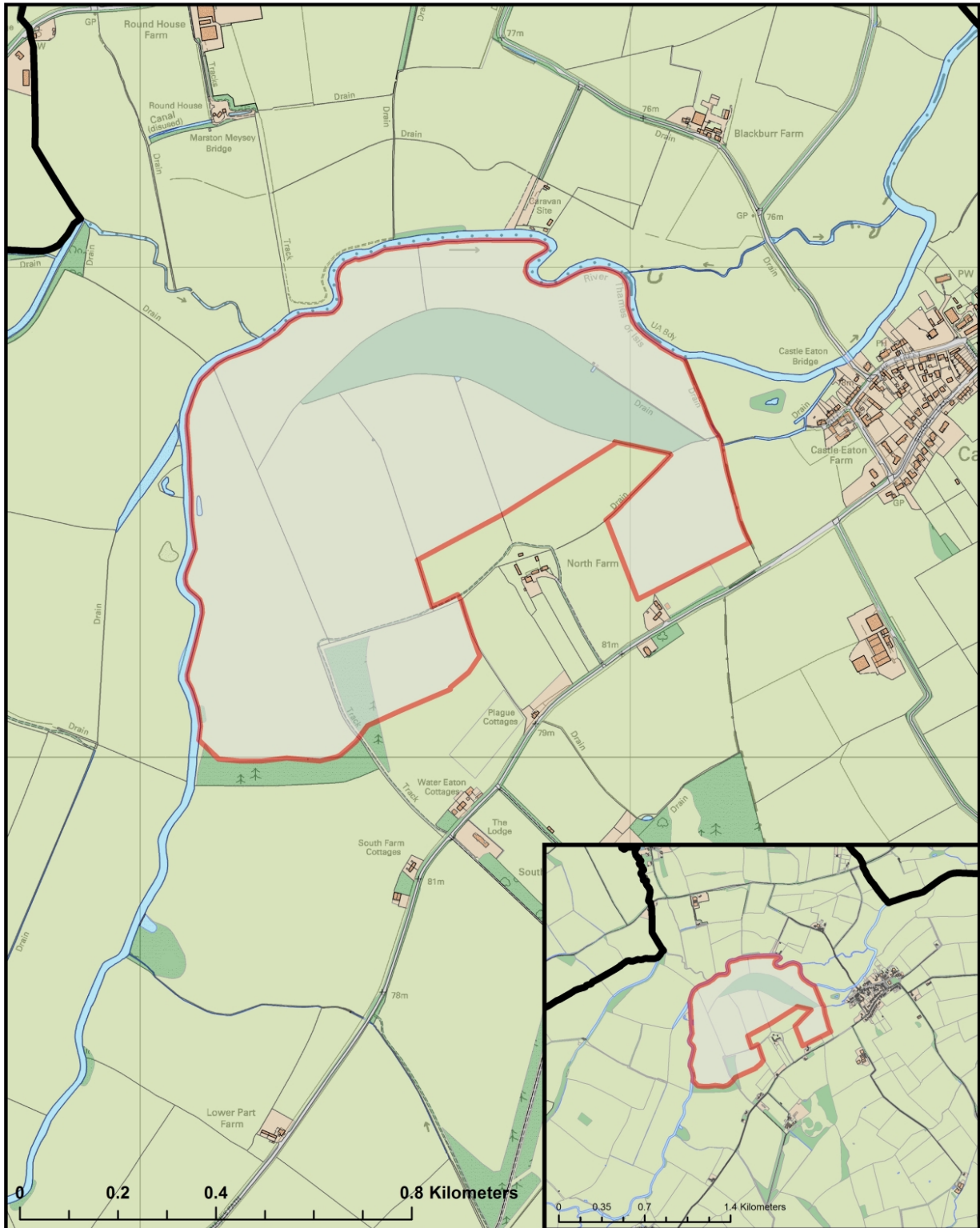
Blackburr Farm	
	<p>The site will need to be worked in a sensitive and phased manner with consideration given to:</p> <ul style="list-style-type: none"> <li>• The location of plant and machinery to utilise natural and operational features to provide effective screening from the closest noise sensitive receptors;</li> <li>• Utilising appropriately designed acoustic screening, baffle mounds and where appropriate, reasonable and practicable locating any unavoidable noise or vibration generating activities away from sensitive receptors.</li> </ul>
Landscape and visual	<p>Small field systems and hedgerows to the north allow the site to accommodate change – however, the loss of hedgerows and habitat resource would be a negative outcome and would alter the landscape character of the area, resulting in a temporary loss of biodiversity and sense of place. Significant strengthening of screening to the south will be required to avoid visual impact associated with views from St Marys Church and Castle Eaton.</p> <p>No minerals extraction (including associated activity) shall take place within the ‘stand-off’ area marked on Inset Map 2 due to its historic landscape importance and sensitivity. Within this area the existing open arable/pastoral character should be retained. Strategic screening of the site should be achieved through the planting of native species along the ‘stand-off’ area boundaries to strengthen existing hedgerows.</p> <p>Further significant screening will be required to limit the visual impact of quarrying activity on the Second Chance and Residential Touring Park to the west and Blackburr Farm towards the centre of the site.</p> <p>Appropriate and sensitively planned mitigation will be required along the river corridor to the south west and south east boundaries. In addition, appropriate, well thought out and designed mitigation will be needed throughout the site to avoid irreversible loss to landscape character and features.</p>
Archaeology	<p>Evidence of field systems, two undated enclosures, an Iron Age settlement and Romano British trackway, undated settlement, Medieval and Iron Age period finds and ring ditches are located in and around the site. Although these features cannot be considered to be an absolute constraint to working the site, any applicant will need to work closely with the County Archaeologist to develop and implement sufficient and suitable mitigation plans.</p> <p>Appropriate investigation, mitigation and response in line with the NPPF; PPS5 Practice Guide (or its replacement); Minerals Extraction and the Historic Environment (English Heritage March 2008), and; Minerals Extraction and Archaeology: A Practical Guide (English Heritage June 2008) will be required.</p>

Blackburr Farm	
	Evidence of the remains of an undated settlement in the south east corner of the site, in addition to the significance of the historic landscape and built environment, has contributed to the identification of a 'stand-off' area (as illustrated on Inset Map 2) to ensure those archaeology features of such importance are preserved in situ.
Historic built environment	<p>The site is adjacent to the Castle Eaton Conservation Area and St Mary's Church (Grade 1 Listed). The adjacent open low lying area in the south eastern part of the site contributes to an appreciation of the significance of these heritage assets. Therefore, if not appropriately and sensitively designed, minerals development on this site would cause substantial harm to these heritage assets. In response to this important issue and following dialogue with English Heritage, a 'stand-off' area has been identified (as marked on Inset Map 2) to protect the setting and heritage significance of St Mary's Church. No minerals extraction (including associated activity) shall take place within this 'stand-off' area and the existing open arable/pastoral character should be retained. Strategic screening of the site should be achieved through the planting of native species along its boundaries to strengthen existing hedgerows.</p> <p>Any subsequent planning application relating to the development of this site will have to appropriately address the need to safeguard the cultural and historic assets identified and adhere to the requirements of the necessary 'stand-off' area.</p> <p>Due to the national importance of St Mary's Church, English Heritage should be consulted on any future application.</p>
Traffic and transportation	<p>The site should be treated as an extension to nearby sites, utilising existing access arrangements wherever possible. Access from the site could make use of the C124 although appropriately planned improvements will need to be made to this route to ensure that it is of an appropriate standard for accommodating minerals HGVs. Access/egress will be required from the A419 and HGV's should avoid travelling through Latton, instead using the A419 south-bound Calcutt Junction. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.</p> <p>In addition, and where considered appropriate in law, financial contributions will be sought through the planning application process to cover highway improvements and, where deemed necessary, long term maintenance costs.</p>
Water environment	The site overlies superficial deposits which are classified as Secondary A aquifers. The remaining deposits are unproductive. The site also lies within SPZ 2 and 3 and hence groundwater investigations will be required to determine measures to ensure protection of groundwater for this site and in relation to other adjacent mineral site workings.

Blackburr Farm	
	<p>With reference to the Wiltshire SFRA, the site is situated within Flood Zone 3. A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary.</p> <p>It is imperative that the potential impacts on groundwater flood risk and baseflow for local watercourses and rivers such as the Marston Meysey Brook and River Thames are adequately investigated and understood, with potentially significant measures required to reduce adverse environmental impacts. A robust construction method statement and Hydrogeological Impact Assessment should also include details of groundwater protection and stockpile storage areas beyond the floodplain to avoid possible siltation impacts during flood events. Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>• <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations, incorporating appropriate stand-offs to watercourses and use of recharge trenches where appropriate.</li> <li>• <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>• <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>
<b>Cumulative effects</b>	<p>Potential for cumulative effects (in both Wiltshire and bordering areas of Gloucestershire) on human health and amenity, the PRoW network, traffic and transportation, noise and light pollution, vibration, air quality, the water environment and cultural heritage. Mitigation could be achieved through strategic phasing of workings in the area to reduce in combination effects. In addition, continued close working with Gloucestershire County Council will help ensure that cumulative effects are identified and, where appropriate addressed, through Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulations Assessment processes.</p>



### Inset Map 3: North Farm



- North Farm
- Plan area

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Table 2.3 : North Farm

North Farm	
<b>Site details</b>	<p><b>Resource Type:</b> Sand and Gravel</p> <p><b>Site size:</b> 75.6 hectares</p> <p><b>Grid reference:</b> E 413600 N 195700</p> <p><b>Estimated resource yield:</b> 300,000 tonnes</p> <p><b>Current land use:</b> Agricultural</p>
<b>Site description</b>	<p>The site option is currently within agricultural use and the land is predominantly classified as Grade 3 Best and Most Versatile, with a small section of the south eastern corner classed as Grade 2. A lens shaped block of land within the site is used for coppicing and is further surrounded by established trees. The site is bounded on the northern and western sides by the River Thames, along which runs the Thames Path National Trail. Part of the site is exposed to open views from Second Chance Touring Park on the northern bank of the River Thames. Dwellings in Castle Eaton (approximately 250m east of the site), and those along the road leading to Castle Eaton (North Farm, Plague cottages, Water Eaton cottages) are in proximity to the site and would be potential receptors for noise and dust.</p> <p>There is a quarry operating immediately north of the River Thames (beyond the northern boundary of the site) at Roundhouse Farm.</p>
<b>Preferred restoration objective</b>	<p>The site must be sensitively designed and worked in a phased manner to reduce and mitigate the local environmental impact of quarrying. The high water table in the area will present a significant challenge during the operational phases of the site's development. There may be a need to work the site on a 'campaign basis' to alleviate issues associated with annualised winter surface water flooding in the area. It is likely that the site will require inert fill to bring land up to a suitable level post working. Restoration post working will need to reduce the level of open water to reduce the risk of bird strike associated with air traffic at RAF Fairford. With this in mind restoration to wet woodland or floodplain grazing pasture/marsh (Floodplain Grazing Marsh is BAP Priority habitat within Cotswold Water Park) should be fully considered, where appropriate quantities of inert material is available.</p> <p>The restoration of farmland is also of paramount importance to support a return to agricultural use and enhancement of the habitats currently used by farmland birds and mammals (otters and water voles). Replanting and establishing black poplar trees will be a key component of restoration works. Riverside meadows along the Thames, including those associated with Roundhouse Farm, are suitable for restoration to species-rich grassland. Restoration must aim to meet targets for named habitats and species in the Cotswold Water Park Biodiversity Action Plan (CWP BAP) and the Wiltshire Biodiversity Action Plan (WBAP). There is also potential to enhance the legibility of the Thames Path through providing visitor information, signage and improved visual amenity for users.</p>

**Site development - key issues and potential mitigation measures**

Biodiversity and geodiversity

There is a lens of willow coppice within the site which is surrounded by established trees. This existing habitat is well connected to other habitat areas by a significant hedgerow network both around and across the site. This area is notable for supporting good farmland bird populations (notably yellowhammer and tree sparrow), farmland mammals such as harvest mouse and brown hare, and riparian mammals such as otter and water vole. Considerable care will be necessary to ensure these populations are not significantly adversely impacted during any extraction. For any future planning application an extended Phase I survey (particularly with reference to the above species and any other identified species) will be required to determine the existence of habitat features of value to local wildlife populations and to inform relevant mitigation strategies to ensure their protection during extraction and restoration of the site.

A robust construction method statement will be required to address management of habitat features on the site during mineral extraction operations to ensure that local biodiversity is not adversely impacted. This is likely to include retention of hedgerows and tree lines, ditches and drains and other connective corridors across and around the site, methods to avoid disturbance to individual species and some habitat manipulation to ensure continuity of habitat availability.

Human health and amenity

***Air Quality:***

A robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. Where appropriate, reasonable and practicable, dust generating activities should be located away from dust sensitive receptors.

An air quality assessment shall be provided to support any subsequent planning application process. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.

***Noise:***

A scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into

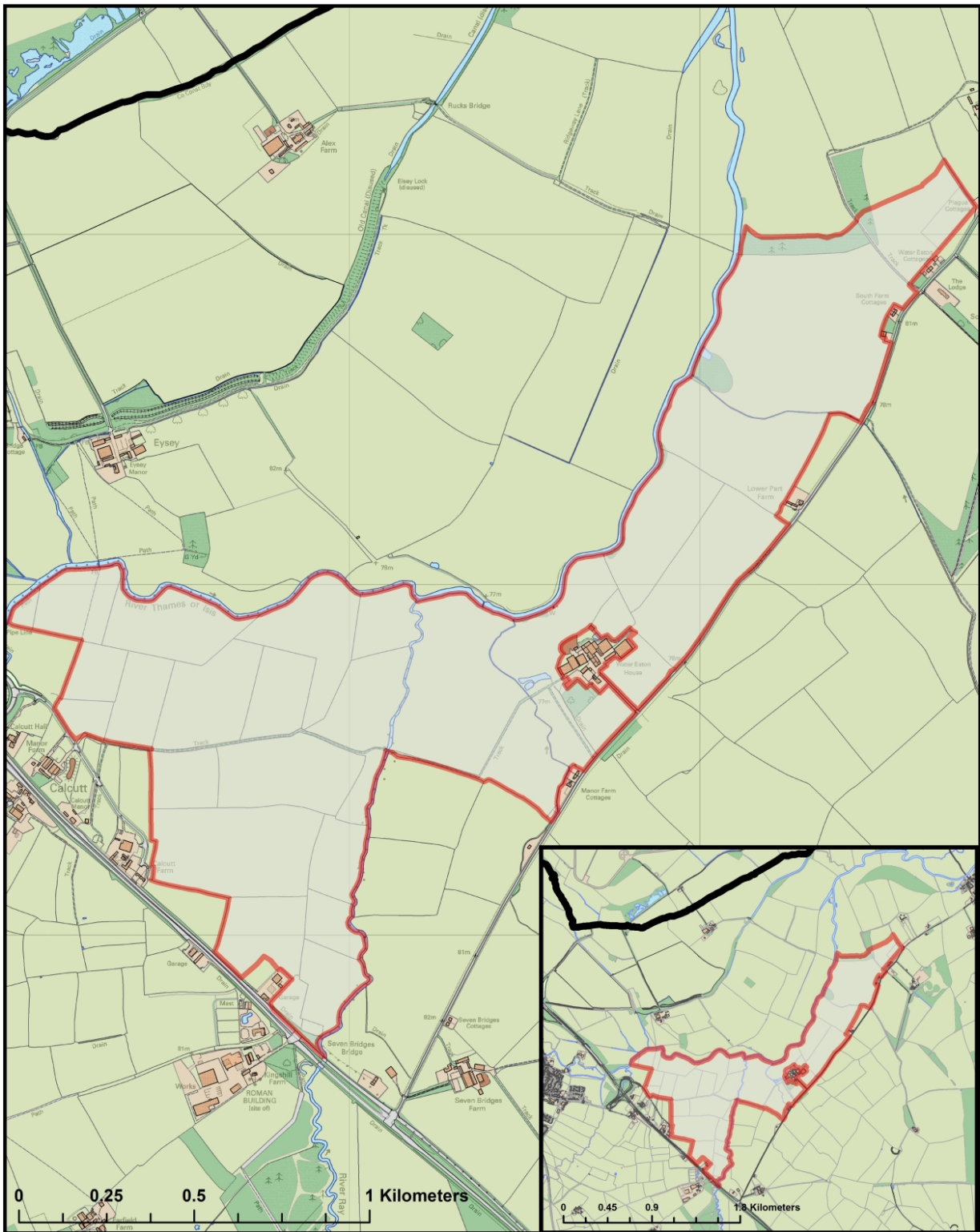
North Farm	
	<p>account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken.</p> <p>The site will need to be worked in a sensitive and phased manner with consideration given to:</p> <ul style="list-style-type: none"> <li>• The location of plant and machinery to utilise natural and operational features to provide effective screening from the closest noise sensitive receptors;</li> <li>• Utilising appropriately designed acoustic screening, baffle mounds and where appropriate, reasonable and practicable locating any unavoidable noise or vibration generating activities away from sensitive receptors.</li> </ul>
Landscape and visual	<p>The site can accommodate change. However, a river mitigation strategy will need to be developed for a proportion of the site, as the River Thames runs for more than half of the perimeter of the site.</p> <p>With some enhancement of existing hedgerows and advanced planting in key locations, the site could be successfully screened. However, any future workings would need to be sensitively planned to maintain the integrity and setting of Castle Eaton and the Thames Path National Trail (and river environment running along the northern and western boundaries). In addition, mitigation will be required to reduce the environmental impact of quarrying on the Second Chance Touring Park to the north and housing to the south.</p>
Archaeology	<p>Evidence of undated linear features and a Bronze Age ring ditch have been noted within the site. To the north west of the site (across the River Thames) are a series of undated ring ditches, to the north lie 2 Bronze Age barrow features, an undated road, undated ring ditch and a Romano British trackway. Although these features cannot be considered to be an absolute constraint to working the site, any applicant will need to work closely with the County Archaeologist to develop and implement sufficient and suitable mitigation plans.</p> <p>Appropriate investigation, mitigation and response in line with the NPPF; PPS5 Practice Guide (or its replacement); Minerals Extraction and the Historic Environment (English Heritage March 2008), and; Minerals Extraction and Archaeology: A Practical Guide (English Heritage June 2008) will be required.</p>
Historic built environment	<p>The site is in proximity to Castle Eaton conservation area - an appropriately planned buffer and screening will need to be incorporated into the design of the site and presented through any subsequent planning application.</p>
Traffic and transportation	<p>New access onto the site will need to avoid using the adjacent C114 as this route is weight restricted at Castle Eaton and cannot accommodate minerals HGV traffic without significant improvement. The site should be treated as an extension to nearby quarries, utilising any existing access arrangements to the north. A Transport Assessment should be submitted with a planning application</p>

North Farm	
	<p>to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.</p> <p>In addition, and where considered appropriate in law, financial contributions will be sought through the planning application process to cover highway improvements and, where deemed necessary, long term maintenance costs.</p>
Water environment	<p>The site principally overlies superficial deposits which are classified as Secondary A aquifers. The site also lies within SPZ 2 and 3 and hence groundwater investigations will be required to determine measures to ensure protection of groundwater for this site and in relation to other adjacent mineral site workings.</p> <p>With reference to the Wiltshire SFRA, the site is located within Flood Zone 3. A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary.</p> <p>It is imperative that the potential impacts on groundwater flood risk and baseflow for local watercourses and rivers such as the Marston Meysey Brook and River Thames are adequately investigated and understood, with potentially significant measures required to reduce adverse environmental impacts. A robust construction method statement and Hydrogeological Impact Assessment will be required to include details of groundwater protection and stockpile storage areas. Strict precautionary measures will be required to ensure that no stockpiling occurs within the floodplain and that the works compound, where storage of fuel oils and refuelling processes will take place, is situated beyond the floodplain or is suitably protected. Failure to comply could result in significant pollution and damage to local topsoils and built structures both on and off the site during flood events.</p> <p>Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>• <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations, incorporating appropriate stand-offs to watercourses and use of recharge trenches where appropriate.</li> <li>• <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>• <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>
<b>Cumulative effects</b>	<p>Potential for cumulative effects (in both Wiltshire and bordering areas of Gloucestershire) on human health and amenity, traffic and transportation, noise and light pollution, vibration, air quality, the water environment and cultural heritage. Mitigation could be achieved through strategic phasing of workings in the area to reduce in combination effects. In addition, continued close working</p>

## North Farm

with Gloucestershire County Council will help ensure that cumulative effects are identified and, where appropriate addressed, through Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulations Assessment processes.

# Inset Map 4: Land east of Calcutt



- Land east of Calcutt
- Plan area

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Table 2.4 : Land east of Calcutt

Land east of Calcutt	
<b>Site details</b>	<p><b>Resource Type:</b> Sand and Gravel</p> <p><b>Site size:</b> 172.6 hectares</p> <p><b>Grid reference:</b> E 411900 N 193800</p> <p><b>Estimated resource yield:</b> 2,200,000 tonnes</p> <p><b>Current land use:</b> Agricultural</p>
<b>Site description</b>	<p>The site option is significant in spatial extent and currently within an agricultural use. The land is classified as Grade 3 Best and Most Versatile. The north west boundary of the site is delineated by the River Thames, along which runs the Thames Path National Trail. There is also another PRoW that crosses the site. The nearest settlements are Cricklade to the west and Castle Eaton to the north east, although there are a number of closer dwellings located adjacent to, and in proximity to, the site. The site is crossed by an oil pipeline, low level power lines and possible water mains and sewer. Early consultation with the relevant infrastructure providers to establish the location of installations, and to arrange for them to be diverted and/or safeguarded where necessary, should be made.</p> <p>The site is adjacent to the Cricklade junction of the A419. Eysey Quarry is in operation in close proximity to the north west of the site.</p>
<b>Preferred restoration objective</b>	<p>Due to the significant spatial extent of the site any future quarrying activity must be sensitively designed and worked in a phased manner to reduce and mitigate local environmental impacts. Restoration to species rich grassland meadows and floodplain grazing marsh would be appropriate for this site, but would be dependent on maintaining the existing groundwater regime of the area. This would involve use of inert fill material, non-viable mineral / silty deposits and locally derived clay deposits within the restoration of worked out quarry phases to improve flood storage capacity. The primary aim of this work should be aimed at achieving the creation of a low level, linear valley feature incorporating landscaping and habitat creation. However, any restoration scheme would need to ensure that the aquifer and hydrological regime of the area are not significantly adversely affected.</p> <p>The restoration scheme should aim to be complementary to the nearby North Meadow European site but should also aim to meet targets in the Cotswold Water Park Biodiversity Action Plan (CWP BAP) and the Wiltshire Biodiversity Action Plan (WBAP), providing features and habitats for farmland birds, harvest mouse, brown hare, otters, water voles and curlew.</p> <p>Improving connectivity between habitats and movement across / around the site for a range of mammals, birds and bats should be a key consideration. The site is close to other currently operational and proposed sites and the restoration of the site at Calcutt should aim to provide linkages to these sites for future use by species mentioned in the CWP BAP.</p>



Land east of Calcutt	
	To avoid the risk of birdstrike (associated with RAF Fairford) the restoration scheme will need to be designed so as not to attract large and flocking species of birds.
Site development - key issues and potential mitigation measures	
Biodiversity and geodiversity	<p>The site is situated 1.1km from North Meadow SSSI, which is a component of the North Meadow and Clattinger Farm Special Area of Conservation (SAC). The Habitats Regulations Assessment (including the test of likely significant effects of operations at this site) indicate that there will be no likely significant effects on the designated features of the SAC.</p> <p>However, as a precautionary measure, to ensure no adverse effects on the European site, any subsequent planning application should be accompanied by a robust construction method statement ensuring that the most up-to-date and informed approach is used to ensure the adequate protection and maintenance/enhancement of biodiversity. Any future planning application for mineral extraction at this site must also be informed by an extended Phase I survey of the whole site, with particular reference to water voles, otters, badgers and foraging bat species (and the habitats they use). Particular consideration should be given to connective features such as hedgerows and field margins. The River Thames and the River Ray County Wildlife Site will require protection in the form of an appropriate and defensible stand-off area where mineral extraction will not be allowed to occur. Details and design of stand offs, together with protection measures for significant trees and hedges on the site should be presented in the construction method statement. This will specifically address groundwater protection, dust and sediment control, storage of stockpiles and any other issues relating to protected habitats or species as indicated by the Phase I survey data.</p>
Human health and amenity	<p><b>Air Quality:</b></p> <p>A robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. Where appropriate, reasonable and practicable, dust generating activities should be located away from dust sensitive receptors.</p> <p>An air quality assessment shall be provided to support any subsequent planning application process. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.</p>

## Land east of Calcutt

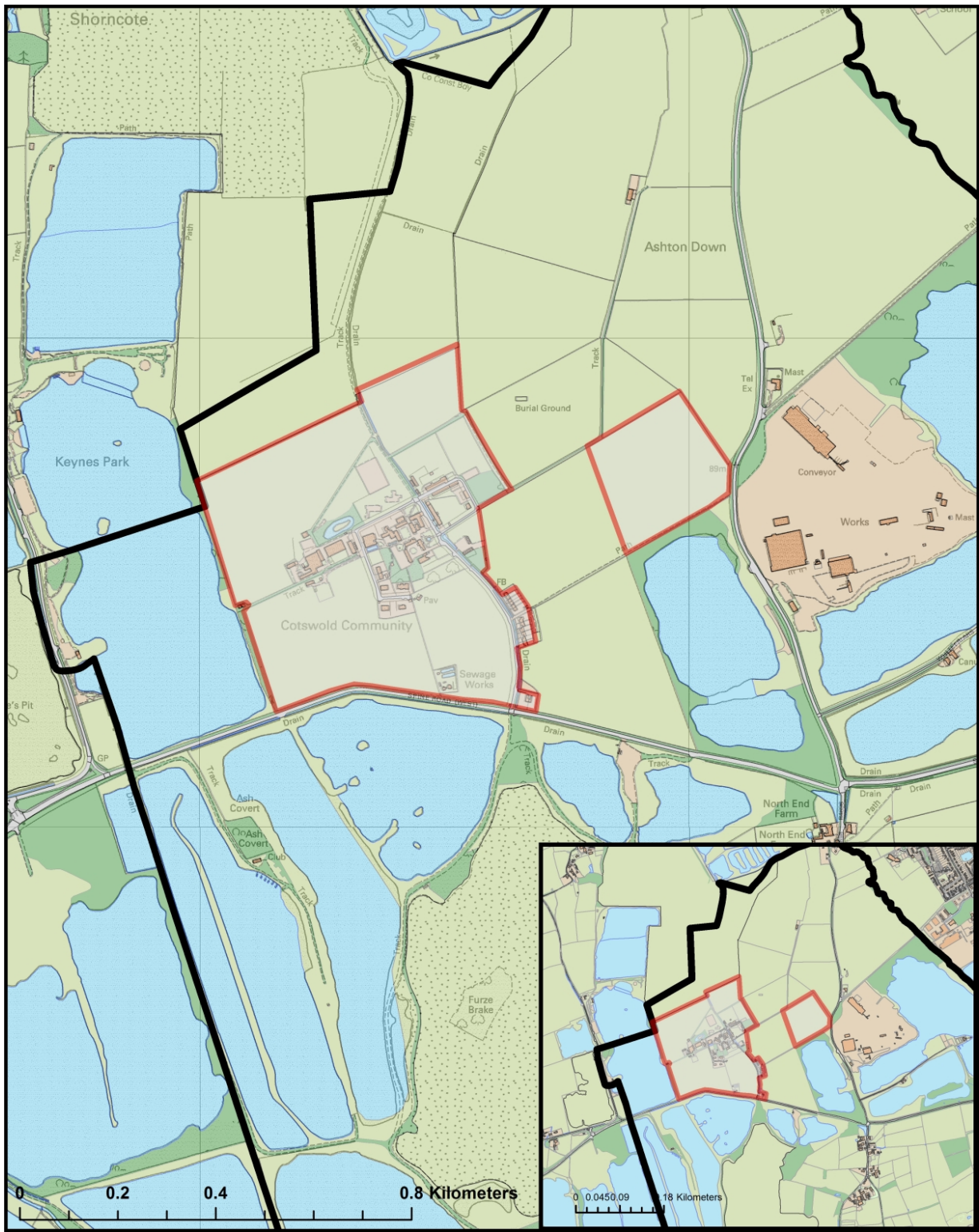
	<p><b>Noise:</b></p> <p>A scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken.</p> <p>The site will need to be worked in a sensitive and phased manner with consideration given to:</p> <ul style="list-style-type: none"> <li>• The location of plant and machinery to utilise natural and operational features to provide effective screening from the closest noise sensitive receptors;</li> <li>• Utilising appropriately designed acoustic screening, baffle mounds and where appropriate, reasonable and practicable, locating any unavoidable noise or vibration generating activities away from sensitive receptors.</li> </ul>
<p>Landscape and visual</p>	<p>The site can accommodate change, however appropriate mitigation for the River Thames environment and views from the Thames Path National Trail to the north will be required.</p> <p>There is natural screening to the west of the site, but central and eastern areas will require visual mitigation for the properties overlooking the site. This could potentially be achieved through advanced planting as well as through enhancing existing hedgerows and trees to provide screening and improving the landscape character of the site. Screening along the eastern boundary of the site should be strengthened to reduce visual impact in this area.</p>
<p>Archaeology</p>	<p>Possible water meadow features, late medieval finds and an undated ring ditch have been recorded within the site. In addition, a series of Medieval and late Medieval finds and features have been recorded in the immediate area of the site. Although these features cannot be considered to be an absolute constraint to working the site, any applicant will need to work closely with the County Archaeologist to develop and implement sufficient and suitable mitigation plans.</p> <p>Appropriate investigation, mitigation and response in line with the NPPF; PPS5 Practice Guide (or its replacement); Minerals Extraction and the Historic Environment (English Heritage March 2008), and; Minerals Extraction and Archaeology: A Practical Guide (English Heritage June 2008) will be required.</p>
<p>Historic built environment</p>	<p>Mitigation in the form of buffering and landscape screening in the vicinity of listed buildings required.</p>

**Land east of Calcutt**

<p>Traffic and transportation</p>	<p>Consultation with the Highways Agency must be undertaken by any future applicant to satisfactorily demonstrate (at the planning application stage) that safe and suitable access onto the Cricklade junction of the A419 can be engineered. Any submitted planning application will need to avoid the use of the existing farm track and service road connecting to the Cricklade junction of the A419 and the Water Eaton road, as these routes are not up to required HGV standard. The site should be treated as an extension to nearby quarries, and any existing access arrangements should be utilised. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.</p> <p>In addition, and where considered appropriate in law, financial contributions will be sought through the planning application process to cover highway improvements and, where deemed necessary, long term maintenance costs.</p>
<p>Water environment</p>	<p>Half of the site overlies superficial deposits which are classified as Secondary A aquifers, whilst the remaining deposits are unproductive. The site also lies in part within SPZ 3 and hence groundwater investigations will be required to determine measures to ensure protection of groundwater for this site and in relation to other adjacent mineral site workings. In addition, detailed consideration should be given to ensuring the protection of groundwater resources and continuity issues with the nearby North Meadow National Nature Reserve and SAC.</p> <p>With reference to the Wiltshire SFRA, the site is located within Flood Zones 2 and 3. A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary.</p> <p>It is imperative that the potential impacts on groundwater flood risk and baseflow for local watercourses and rivers such as the River Ray, River Thames and River Key are adequately investigated and understood, with potentially significant measures required to reduce adverse environmental impacts. A robust construction method statement and Hydrogeological Impact Assessment will be required to include details of groundwater protection and stockpile storage areas. Strict precautionary measures will be required to ensure that no stockpiling occurs within the floodplain and that the works compound where storage of fuel oils and refuelling processes will take place, is situated beyond the floodplain or is suitably protected. Failure to comply could result in significant pollution and damage to local topsoils and built structures both on and off the site during flood events.</p> <p>Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>• <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations, incorporating appropriate stand-offs to watercourses and use of recharge trenches where appropriate.</li> </ul>

Land east of Calcutt	
	<ul style="list-style-type: none"> <li>• <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>• <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>
<b>Any other issues</b>	Early consultation with the relevant infrastructure providers to establish the location of installations on site, and to arrange for them to be diverted and/or safeguarded where necessary, should be made as part of any planning application process.
<b>Cumulative effects</b>	Potential for cumulative effects (in both Wiltshire and bordering areas of Gloucestershire) on human health and amenity, traffic and transportation, noise and light pollution and vibration. Mitigation could be achieved through strategic phasing of workings in the area to reduce in combination effects. In addition, continued close working with Gloucestershire County Council will help ensure that cumulative effects are identified and, where appropriate addressed, through Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulations Assessment processes.

# Inset Map 5: Land at Cotswold Community



- Land at Cotswold Community
- Plan area

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Table 2.5 : Land at Cotswold Community

Land at Cotswold Community	
<b>Site details</b>	<p><b>Resource Type:</b> Sand and Gravel</p> <p><b>Site size:</b> 38.56 hectares</p> <p><b>Grid reference:</b> E 403600 N 195600</p> <p><b>Estimated resource yield:</b> 2,760,000 tonnes (<i>Resource estimates for the site are conservative and no net effect is anticipated as a function of any proposed future redevelopment of the former school site</i>)</p> <p><b>Current use:</b> Agricultural/ former Educational &amp; Residential facility</p>
<b>Site description</b>	<p>The site option is located to the east of the Keynes Country Park (consisting of lakes used for recreation on either side of the former Cotswold Community School). The area is situated in proximity to the Wiltshire / Gloucestershire boundary and is currently within agricultural use on land which is predominantly classified as Grades 2 and 3 Best and Most Versatile.</p> <p>The nearest settlement is Ashton Keynes, approximately 1.6km to the south east of the site option. The nearest operational quarry is at Shorcote to the north of the site. The southern boundary of the site is formed by the western spine road, approximately 850m from the point at which it becomes part of the Local Lorry Route (eastern spine road - B4696). The spine road cycle track also runs along the southern perimeter of the site. A sewage works facility is located within the southern section of the site.</p> <p>The site comprises a former residential school with existing lawful use (class C2 and C3). The buildings that comprise the former school are currently the subject of emerging redevelopment proposals to achieve a new residential community incorporating public leisure and amenity facilities for local use. Proposals for the extraction of sand and gravel are to be designed so as not to prejudice the redevelopment proposals that may subsequently be approved subject to a separate planning process. In this regard, extraction of minerals from beneath buildings and immediately adjacent land that lie at the centre of the minerals safeguarded area and any new proposals for a community is likely to be undesirable (although a decision will ultimately rest on an assessment of the likely compatibility of extraction, redevelopment and restoration). It is recognised that all existing buildings within the allocation could remain in situ.</p> <p>Precise details concerning the exact areas to be worked from within the allocation; the treatment of those areas, the phasing of development works; and other amelioration measures will be negotiated and agreed at the planning application stages for the surface and mineral developments.</p>
<b>Preferred restoration objective</b>	<p>The site must be sensitively designed and worked in a phased manner to reduce and mitigate the local environmental impact of quarrying. Suitable restoration proposals for this site should be sympathetic to the uses taking place at Keynes Country Park and would include open water, ponds, reedbed, wet woodland or grazing pasture. The site is located within the 13km aerodrome safeguarding</p>

## Land at Cotswold Community

zone. To avoid the risk of birdstrike (associated with RAF Fairford) the restoration scheme will need to be designed so as not to attract large and flocking species of birds.

Enhancements for biodiversity should focus on connectivity of habitat areas via enhancements to hedgerows and ditches that can offer secluded corridors for wildlife movement. In addition, the planting of blackthorn hedges to be managed specifically for Brown Hairstreak butterflies would significantly enhance the local opportunities for biodiversity gain. Proposals for restoration must aim to meet targets for named habitats and species in the Cotswold Water Park Biodiversity Action Plan (CWP BAP) and the Wiltshire Biodiversity Action Plan (WBAP). There is also potential to enhance public access through introducing cycle routes and board walks with interpretation boards.

A cultural heritage assessment and conservation plan to inform which buildings might be removed and the measures required to secure the enhancement of the historic farmstead should form part of any mitigation/restoration plan.

The restoration of the margins of the workings will be designed appropriately with material consideration given to the existing lawful residential uses and any future redevelopment proposals on site.

### Site development - key issues and potential mitigation measures

#### Biodiversity and geodiversity

The site is within 2km of Clattinger Farm which is a component part of North Meadow and Clattinger Farm Special Area of Conservation (SAC). The Habitats Regulations Assessment (including the test of likely significant effects of operations at this site) indicate that there will be no likely significant effects on the designated features of the SAC. Evidence indicates that it is very unlikely that water quality, or water resources will be reduced within the European site as a function of quarrying from this site. Precautionary measures are available to protect groundwater and prevent impact from dust deposition, pollution or increased siltation from run off reaching the SAC.

A number of species have been recorded in the nearby County Wildlife Sites (west and south) and from the Cotswold Community. These species include merlin, hobby, brown hairstreak, small blue (butterflies), badger, mediterranean gull, whimbrel, green sandpiper, otter, water vole, little ringed plover, osprey, (all either UK Biodiversity Action Plan Priority Species or Schedule 5 birds<sup>(17)</sup>) together with great crested newts and at least 5 species of bat (both are European protected species). The barns located within the Cotswold Community support known bat roosts and care will be needed to ensure that key flight lines are preserved throughout the operation of the site. A considerable level of ecological survey will be required (through an extended Phase I ecological assessment) to assess the potential effects of mineral extraction on the adjacent County Wildlife Site and local fauna and flora. The ecological assessment should consider matters such as - the potential for habitat loss, dust and noise pollution

Land at Cotswold Community	
	and general disturbance. A robust construction method statement will be required to address these issues and present mitigation strategies that will remove or substantially reduce impacts to local biodiversity.
Human health and amenity	<p><b>Air Quality:</b></p> <p>A robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. Where appropriate, reasonable and practicable, dust generating activities should be located away from dust sensitive receptors.</p> <p>An air quality assessment shall be provided to support any subsequent planning application process. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.</p> <p><b>Noise:</b></p> <p>A scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. The site will need to be worked in a sensitive and phased manner with consideration given to:</p> <ul style="list-style-type: none"> <li>• The location of plant and machinery to utilise natural and operational features to provide effective screening from the closest noise sensitive receptors;</li> <li>• Utilising appropriately designed acoustic screening, baffle mounds and where appropriate, reasonable and practicable locating any unavoidable noise or vibration generating activities away from sensitive receptors.</li> </ul>
Landscape and visual	The site can accommodate change, as the western part of the site area is completely screened and would lend itself well to being worked. A PRoW does run into the northern section of the site, however this is currently in a poor state and could be redirected and improved to provide greater local connectivity.

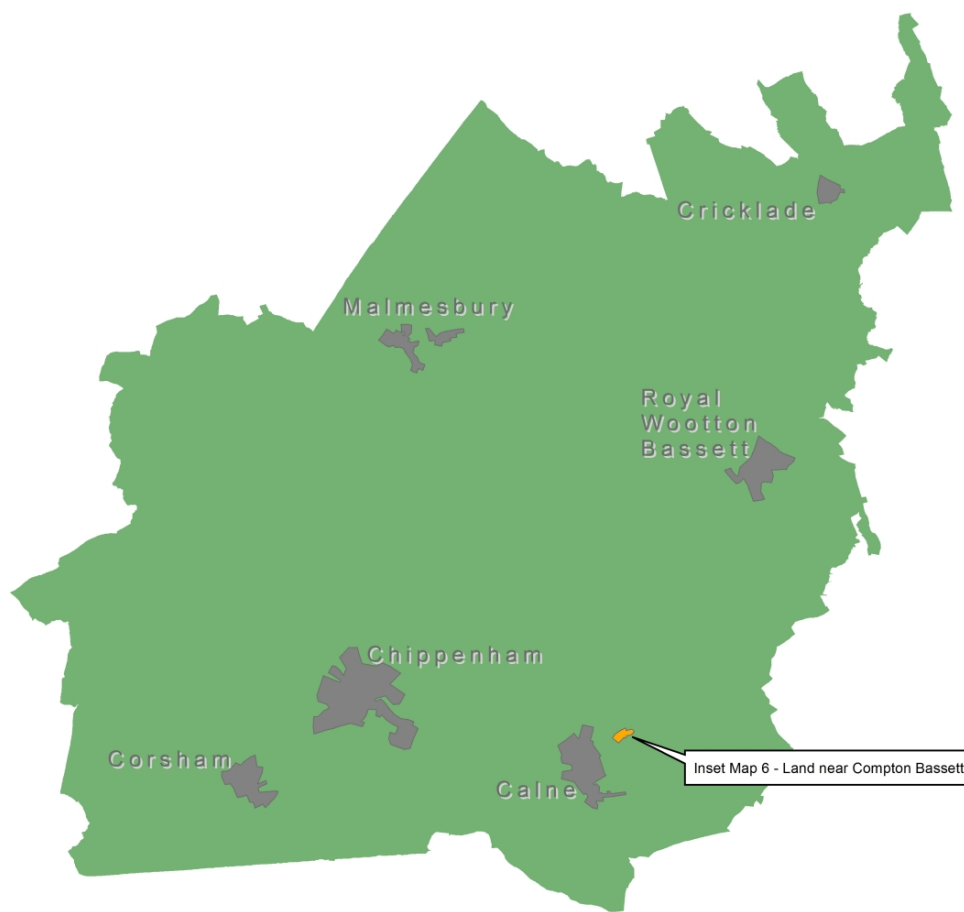
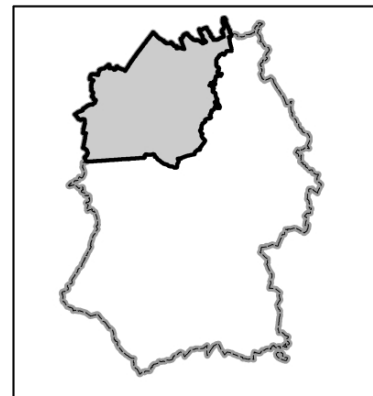


Land at Cotswold Community	
	<p>The eastern part of the site is more open to views but this could be overcome by advanced planting of trees and hedgerows to minimise impacts. The surrounding character of the site is influenced by working quarries to the north and east, meaning that mineral activity on the site would not appear out of place in the surrounding landscape.</p>
Archaeology	<p>Within the immediate vicinity of the site, a Neolithic henge monument and a Saxon building are located to the north; whilst a number of undated ring ditches are located to the east of the site.</p> <p>Within the immediate area of the eastern section of the site (to the north of the site), a Bronze Age settlement was excavated in advance of mineral extraction (152). A series of undated linear earthworks have also been recorded. A Scheduled Monument is also located in proximity to the southern boundary of the eastern section of the site. Although these features cannot be considered to be an absolute constraint to working the site, any applicant will need to work closely with the County Archaeologist and English Heritage to develop and implement sufficient and suitable mitigation plans.</p> <p>Appropriate investigation, mitigation and response in line with the NPPF; PPS5 Practice Guide (or its replacement); Minerals Extraction and the Historic Environment (English Heritage March 2008), and; Minerals Extraction and Archaeology: A Practical Guide (English Heritage June 2008) will be required.</p>
Historic built environment	<p>Mitigation in the form of bunds, 'stand-offs' and screening would be required to reduce impacts on listed buildings in the centre of the site.</p> <p>A cultural heritage assessment and conservation plan to inform which buildings might be removed and the measures required to secure the enhancement of the historic farmstead should form part of any mitigation/restoration plan.</p> <p>The listed buildings along with their curtilage and wider setting are considered to be central to the proposed redevelopment of the former school site. The listed buildings will continue to be the subject of statutory protection and the provisions of the development plan.</p>
Traffic and transportation	<p>The preferred strategy for working this site will involve utilising existing infrastructure associated with the adjoining quarry to the north. New access onto the site should avoid using the C85 Spine Road West and the adjoining junction with the current Cotswold Community access as these access routes are not suitable to serve this site due to current road alignment and land constraints. Significant upgrading of both the road, visibility and junction alignment will be required if these routes were to be used. Adequate access will be possible if the site is treated as an extension to the adjoining quarry to the north, utilising any existing access arrangements and conveyor systems. These highlighted concerns will need to be addressed through a Transport Assessment submitted with a planning application and to identify the measures</p>




Land at Cotswold Community	
	<p>that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.</p> <p>In addition, and where considered appropriate in law, financial contributions will be sought through the planning application process to cover highway improvements and, where deemed necessary, long term maintenance costs.</p>
Water environment	<p>The western and southern sections of the site overlie superficial deposits which are classed as Secondary A aquifers. The site overlies a bedrock which is classed as Unproductive Strata. A very small part of the site is also situated within SPZ 3 and hence an appropriate level of groundwater investigations should be undertaken to ensure protection of groundwater for this site and adjacent restored mineral sites, County Wildlife Sites and water based business interests (for example, Keynes Country Park). Due to the anticipated depth of mineral resource, the infilling of pits following extraction for the purposes of restoration/ after use is likely to further alter groundwater flow and this may add to the potential impacts on surrounding lakes.</p> <p>With reference to the Wiltshire SFRA, the site is situated within Flood Zone 3. A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary.</p> <p>A Hydrogeological Impact Assessment will need to be provided through the planning application process. Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>• <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations and incorporating appropriate stand-offs to watercourses.</li> <li>• <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>• <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>
Any other issues	<p>Early consultation with the relevant infrastructure providers to arrange for the sewage works facility and any associated infrastructure (once location is established) to be safeguarded and/or diverted where necessary should be made as part of any planning application process.</p>
Cumulative effects	<p>Potential for cumulative effects (in both Wiltshire and bordering areas of Gloucestershire) on human health and amenity, noise and light pollution and vibration. Mitigation could be achieved through strategic phasing of workings in the area to reduce in combination effects. In addition, continued close working with Gloucestershire County Council will help ensure that cumulative effects are identified and, where appropriate addressed, through Sustainability Appraisal / Strategic Environmental Assessment and Habitats Regulations Assessment processes.</p>

### 3. The Calne Area

# Calne Area Minerals Site Allocation



**Key**

-  Calne Area Site Option
-  Key settlements in area
-  North Wiltshire

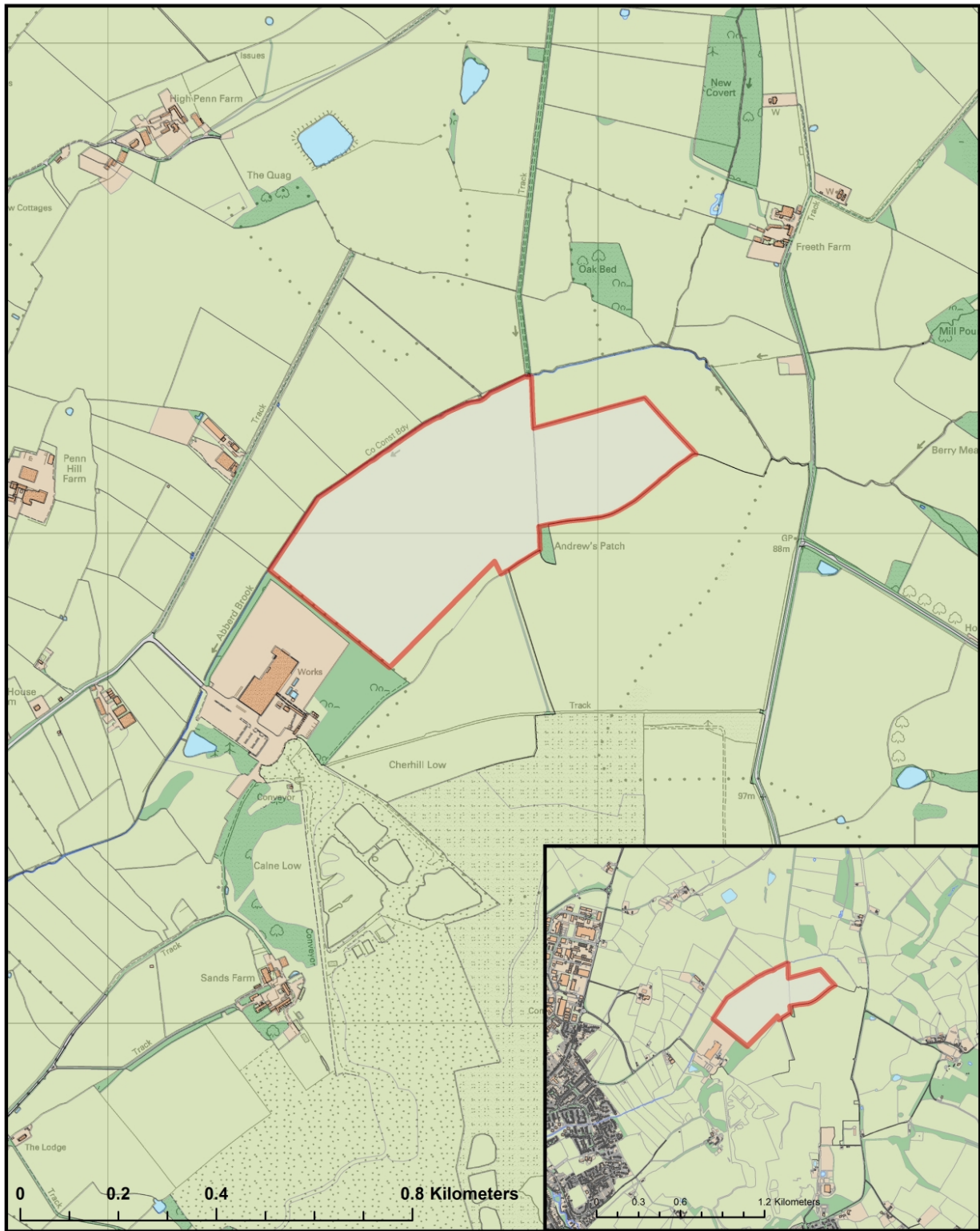



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## The Calne Area - context

- 3.1** The mineral resources within the Calne Mineral Resource Zone provide an essential supply of soft sand used for mortars, concreting and other industrial uses by the construction industry. Because of the nature of some of the end-uses, the aggregates produced from the area supply not only local markets but could potentially be transported over greater distances (in excess of 50km) than the sharp sand and gravel of the Upper Thames Valley.
- 3.2** The Calne Mineral Resource Zone is located broadly north of the centre of Wiltshire, within short distances of Swindon to the north-east; Chippenham to the west; Melksham and Trowbridge to the south-west; and Devizes to the south. The town of Calne is the largest settlement within the predominantly rural area, and is situated between the soft sand bearing geological deposits of greensand to the north-east and east and sandstone to the south-west. To date, the vast majority of minerals operations quarrying these deposits have occurred on land to the east, between Calne and the villages of Compton Bassett and Cherhill.
- 3.3** Table 1.1 indicates the provision that can be made by the allocated site in the Calne area to meet a locally derived forecast figure of 1.2 million tonnes of sand and gravel per annum.
- 3.4** The councils have concluded that the requirement of the Calne Area to contribute towards the maintenance of supply to 2026 and potentially beyond (at current extraction rates) can be met by one site option. The release of additional local resources are tied into the future plans of the two mineral companies operating in the area. These resources are covered by an extant, albeit Dormant mineral planning permission. It is considered that should an application for new planning conditions be submitted and approved, an additional 300 - 400,000 tonnes of sand would be released, thereby topping up the potential landbank further and ensuring that the requirement for the soft sand element of the overall locally derived figure of 1.2 million tonnes of sand and gravel per annum can be met. The following pages show the site option identified in the Calne area.

# Inset Map 6: Land near Compton Bassett



 Land near Compton Bassett

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Table 3.1 : Land near Compton Bassett

Land near Compton Bassett	
<b>Site details</b>	<p><b>Resource Type:</b> Sand</p> <p><b>Site size:</b> 23.4 hectares</p> <p><b>Grid reference:</b> E 401700 N 172100</p> <p><b>Estimated resource yield:</b> 450,000 tonnes</p> <p><b>Current land use:</b> Agricultural</p>
<b>Site description</b>	<p>The closest settlements to the site option are Calne (approximately 1km to the south west) and Compton Bassett (approximately 1.2km east), although there are a few farmstead / private residences within 500m of the site boundary. Planning consent for 350 homes at Sandpit Lane (located 670m to the south west of the site) has been granted. The site option is currently within agricultural use on land which is predominantly classified as Grades 2 and 3 Best and Most Versatile. The North Wessex Downs Area of Outstanding Natural Beauty (AONB) is approximately 300m east of the site. The northern boundary of the site is delineated by Abberd Brook. A PRoW crosses through the site.</p> <p>The area is served by the A3102 and A4 Local Lorry Routes, approximately 2km south west of the site.</p> <p>The nearest operational quarries to the site are at Sands Farm (to the south) and Lower Compton (east). Both of these existing sites also operate as landfill/waste management facilities.</p>
<b>Preferred restoration objective</b>	<p>This site would form an extension to the adjacent quarries in the area. However, restoration through the controlled disposal of waste will not be considered appropriate as there is more than sufficient permitted landfill capacity for Wiltshire and Swindon. Instead, the site should be restored in a phased manner using inert material.</p> <p>Restoration proposals for this site should include returning the majority of the land to agriculture and incorporating - hedgerows, hedgerow trees, ponds and arable field margins to support the creation of BAP Priority Habitats and support habitats and species detailed in the Wiltshire Biodiversity Action Plan (WBAP). The enhancement of Abberd Brook is also encouraged and this may include presenting measures to reduce downstream flood risk in Calne (e.g. flood retention options).</p> <p>In addition, restoration proposals should seek to restore some of the land to woodland allowing increased opportunity for connection with existing woodland planting in the area. The bridleway running through the site and more generally the PRoW network surrounding the site, should also be protected and enhanced.</p> <p>Post-working, the overall design of the scheme should incorporate measures to improve the National Cycle Route 403 running adjacent to the south of the site.</p>

## Land near Compton Bassett

### Site development - key issues and potential mitigation measures

<p>Biodiversity and geodiversity</p>	<p>The Calne Sand Pits County Wildlife Site is located 250m to the south of the site. However it is unlikely that there will be any significant impact on the County Wildlife Site as a result of minerals operations on this site. The site would form an extension to an area that is currently operational for sand extraction and any habitat enhancement agreed, or already implemented in relation to existing extant permissions must not be compromised by any additional mineral extraction operations.</p> <p>The main ecological constraints on this site are in relation to the Abberd Brook that flows along the northern boundary of the site and the network of hedgerows, tree lines and small copses in the surrounding area that form secluded corridors crucial to the permeability of the habitat by wildlife species. These must be protected by suitable stand-offs and buffer zones, together with suitably robust methods for the prevention of pollution of the watercourse and/or any habitat areas downstream of the site.</p> <p>Species in the area include badger, grass snake, bats and particularly associated with the riparian habitat of the Abberd Brook, water voles and otters. An extended Phase I habitat survey with particular reference to these species will be required to inform any future planning application. A robust construction method statement will be required to address the protection of the Abberd Brook, hedgerows and tree lines and methods of working that will ensure that wildlife species are given due regard during either the operational phase or the restoration phase of the mineral workings. This document will also supply details of specific mitigation measures required for any protected species identified by the Phase I survey.</p>
<p>Human health and amenity</p>	<p><b>Air Quality:</b></p> <p>Due to the relative remoteness of the site, there are no receptors in the local vicinity. As a result, provided the site is sensitively designed and incorporates appropriate mitigation and monitoring measures, local air quality should not be adversely affected. Nevertheless, a robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken.</p> <p>In addition, an assessment of local air quality should be submitted with any subsequent planning application. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. The assessment should focus upon vehicle routeing associated with the overall development of the site and existing neighbouring quarries / waste management operations. As part of the assessment process, consideration should be given to the feasibility of utilising alternative HGV routes and or speed</p>

## Land near Compton Bassett

	<p>management/restrictions on the local highway network to reduce polluting emissions from vehicles entering and leaving the site(s). The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.</p> <p><b>Noise:</b></p> <p>Again, the relative remoteness of this particular site, ensures that noise pollution should not be a significant factor to address through any subsequent planning application process. However, a scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. The site will need to be worked in a sensitive and phased manner with consideration given to:</p> <ul style="list-style-type: none"> <li>• The location of plant and machinery (including conveyor systems) to utilise natural and operational features to provide effective screening;</li> <li>• Utilising appropriately designed acoustic screening and baffle mounds and where appropriate, reasonable and practicable locating any unavoidable noise or vibration generating activities away from sensitive receptors.</li> </ul>
Landscape and visual	<p>The site has potential to accommodate change provided local screening measures are enhanced and managed (for height) to reduce visual impact of workings. Potential for visual impact on views from Morgans Hill within the AONB will need to be assessed and appropriate mitigation put in place to limit long distance views into the site.</p> <p>Additional screening (in the form of hedgerows and trees) should be put in place to limit visual impact from properties located at Compton Bassett to the east of the site. The elevated position of PRow/Bridleway surrounding the site means that appropriate screening will be required to limit visual impact from these positions.</p>
Archaeology	<p>The site is considered as an area of low archaeological potential with no recorded archaeological features. The site is therefore unlikely to require archaeological mitigation.</p>
Historic built environment	<p>The site is unlikely to require substantial mitigation above that recommended on landscape and visual impact grounds.</p>
Traffic and transportation	<p>The site would be most suitable as an extension to the nearby quarry site utilising current access arrangements with a requirement to prohibit HGV traffic movements through the centre of Calne. Utilising access via Sandpit Lane rather than accessing the site from Lower Compton will aid in reducing the need for associated HGV movements through Calne town centre. A Transport Assessment should be submitted with any planning application to identify the measures that will be taken to adequately mitigate or compensate for the</p>

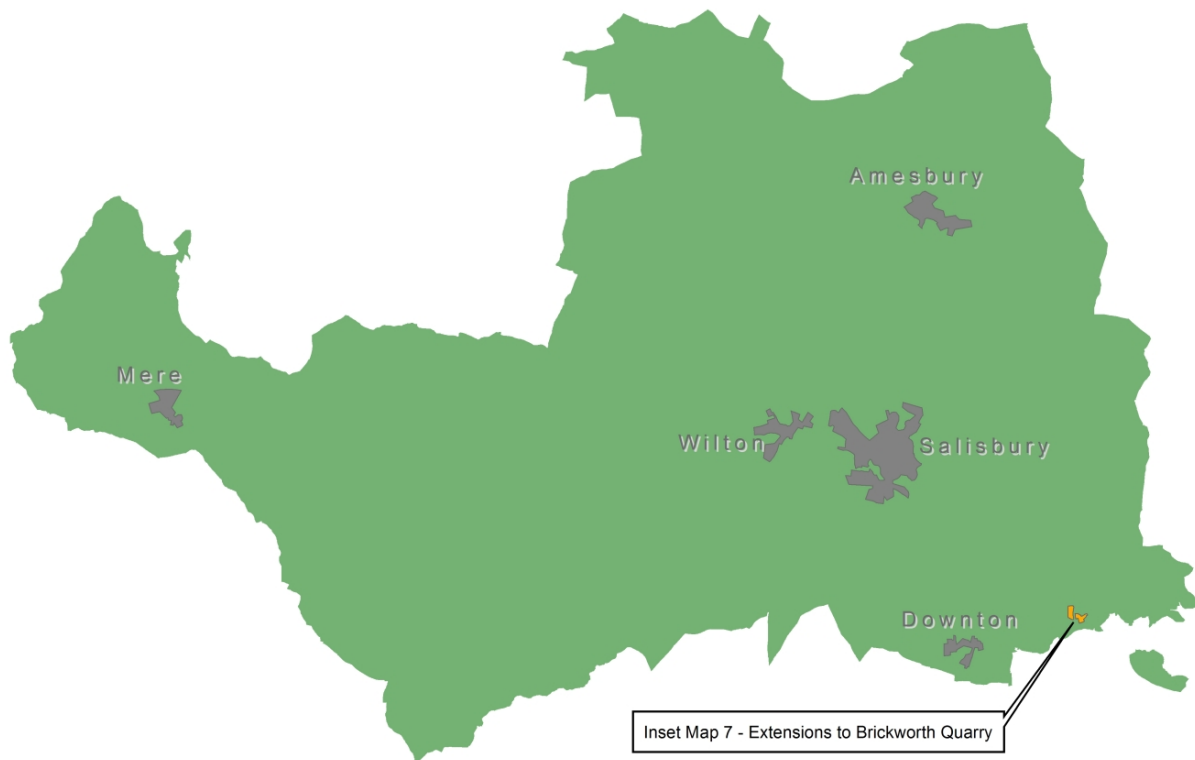
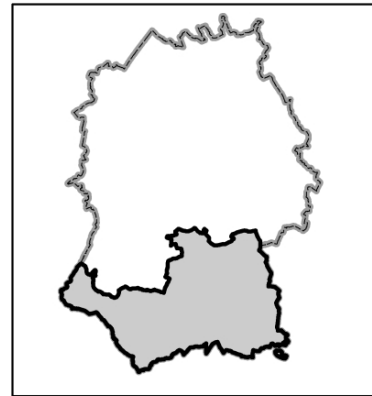





Land near Compton Bassett	
	<p>anticipated transport and related environmental impacts of the proposal including impacts on individual properties adjoining HGV access and movement routes.</p>
Water environment	<p>The majority of the site is located over superficial deposits which are classified as unproductive aquifers. A section of the south and south east of the site is located over superficial deposits which are classified as Secondary A aquifers. With reference to the Wiltshire SFRA, the site is situated predominantly within Flood Zone 1, but the northern boundary falls within Flood Zones 2 and 3 where it interacts with the Abberd Brook (main river). A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary and should make allowances for stand-offs to the Abberd Brook.</p> <p>A robust construction method statement and Hydrogeological Impact Assessment should also include details of groundwater protection and stockpile storage areas. Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>• <b>Pollution prevention</b> - to be considered in combination with on-going landfilling operations to the south and south-east of the site and the management of surface waters.</li> <li>• <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations and incorporating appropriate stand-offs to watercourses.</li> <li>• <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>• <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>
Cumulative effects	<p>No cumulative effects expected as the site will likely act as an extension to current quarrying activity in the area.</p>



## 4. The South East of Salisbury Area

# South East of Salisbury Minerals Site Allocation



Key	
	South East of Salisbury Site Option
	Key settlements in area
	South Wiltshire

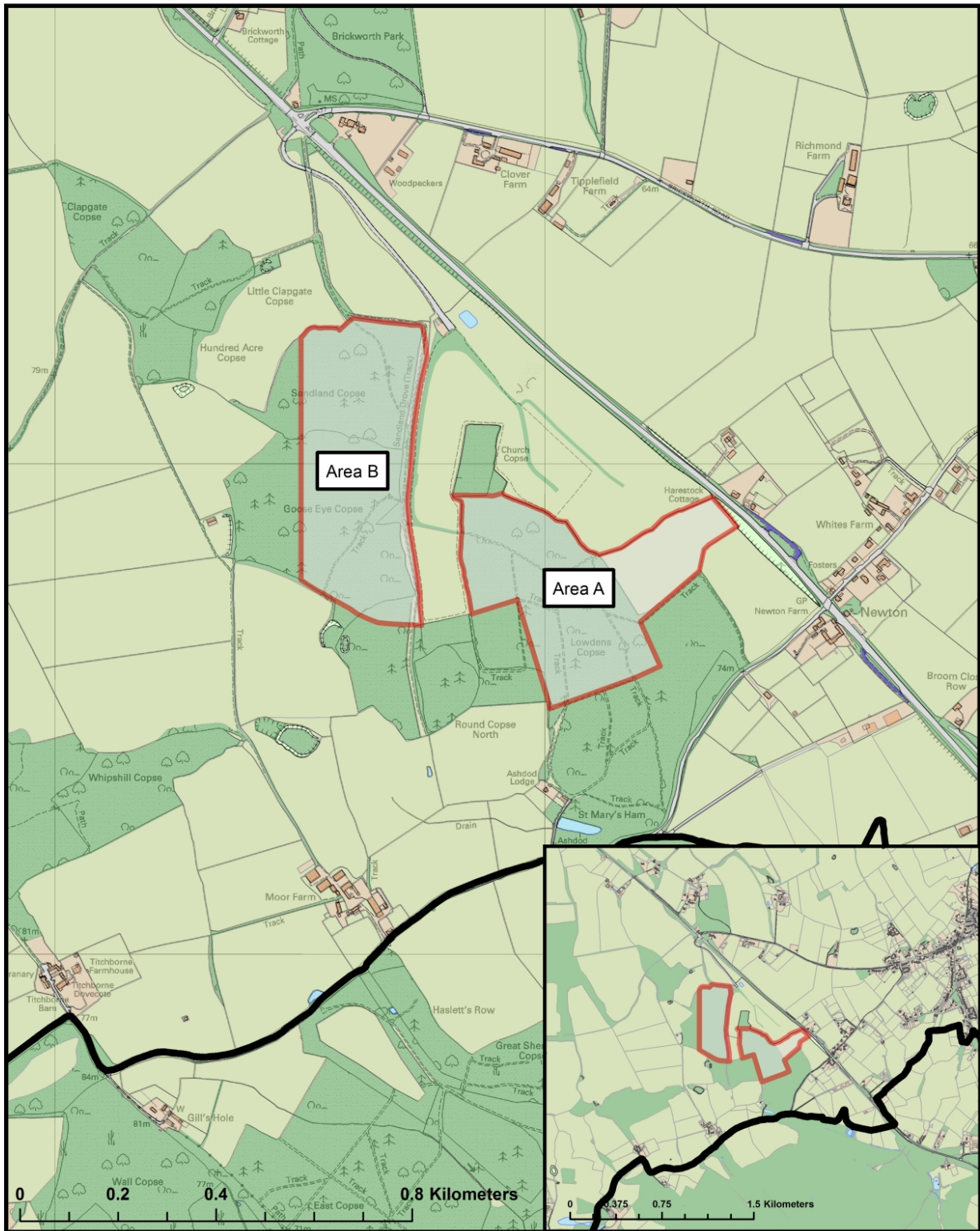


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## The South East of Salisbury - context

- 4.1** The mineral resources associated with land to the south east of Salisbury provide an essential supply of soft sand used for mortars, concreting and other industrial uses by the construction industry. Due to the nature of some of the end-uses, the aggregates produced from the area supply not only local markets but are also believed to be transported over greater distances (in excess of 50km), sometimes further afield than what can be considered as the local market areas of Salisbury, Southampton and Bournemouth / Poole.
- 4.2** The area is located on the south eastern boundary of Wiltshire, within short distances of the city of Salisbury (10km) to the north-west; Southampton (20km) to the south-east; and Bournemouth and Poole (30km) to the south-west. The villages of Redlynch, Whiteparish and Downton are the largest settlements within the predominantly rural landscape.
- 4.3** Historically, the winning and working of aggregates has occurred on a relatively small scale in this area. Production is currently limited to a single site - Brickworth Quarry - which provides a supply of soft sand for the construction industry.
- 4.4** Table 1.1 indicates the provision that can be made by the allocated sites in the south east of Salisbury area to meet a locally derived forecast figure of 1.2 million tonnes of sand and gravel per annum.
- 4.5** The councils have concluded that the requirement of the South East of Salisbury area to maintain supply to 2026 and potentially beyond (at current extraction rates) can be met by one site option. The following pages show the site option (split into 2 areas as an extension to Brickworth Quarry) in the South East of Salisbury area.

# Inset Map 7: Extensions to Brickworth Quarry



- Extensions to Brickworth Quarry
- Plan area

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Table 4.1 Extensions to Brickworth Quarry

Extensions to Brickworth Quarry - Area A and Area B	
<b>Site details</b>	<p><b>Resource Type:</b> Sand</p> <p><b>Site size:</b> 25.2 hectares</p> <p><b>Grid reference:</b> E 422800 N 122900</p> <p><b>Estimated resource yield:</b> 1,948,000 tonnes</p> <p><b>Current land use:</b> Agricultural/Woodland</p>
<b>Site description</b>	<p>Areas A and B are located to the west of the A36, adjacent to Brickworth Quarry. The land is predominantly used for a mix of forestry and agriculture; and the land classified as Grade 3 Best and Most Versatile. Some of the land is also classified as County Wildlife Site / Ancient Woodland. However, the site is currently in agri-forestry use and planted with conifers under a woodland management scheme and so the trees on site cannot technically be considered ancient. The vitally important aspect of this site, and the basic prerequisite that will have to be secured before the sites (Areas A and B on Inset Map 7) can be worked for minerals is the need to robustly protect and retain the soils (structure and quality) as they contain the potential seed bank for re-establishing typical Ancient Woodland species post-restoration. The site is approximately 1km to the south west of Whiteparish and approximately 300m north of the New Forest National Park.</p> <p>There are a number of properties located in proximity to the eastern boundary of area A at Newton. There is a PRow which runs through Area A and another that runs adjacent to the eastern boundary of Area B.</p> <p>Area A and area B should be considered as one site but working should be rigorously phased, restored and managed.</p>
<b>Preferred restoration objective</b>	<p>As outlined above, Areas and A and B should be worked and restored in a phased manner. Restoration to lowland mixed deciduous woodland (through safeguarding and utilising the existing ancient woodland seed bank) to support surrounding BAP habitat in the area is a priority for this site. Restoration must be phased alongside extraction to avoid leaving areas unmanaged between being stripped, worked and restored.</p> <p>Restoration must aim to deliver targets within the Wiltshire Biodiversity Action Plan (WBAP) to support BAP habitats and species and the site will need to be managed for biodiversity enhancement post restoration. A key focus of the restored site must be the connectivity of habitats both within and around the site, seeking opportunities to link restored areas of the neighbouring mineral working consents. Options should be explored to link woodland habitats in the surrounding vicinity and the wider countryside area. Hedgerow and tree planting should be enforced to protect and enhance flight lines for, in particular, nearby barbastelle bat colonies. PRow should be enhanced and designed to move the public through the site and away from areas of sensitive habitat.</p>

## Extensions to Brickworth Quarry - Area A and Area B

### Site development - key issues and potential mitigation measures

<p>Biodiversity and geodiversity</p>	<p>This site lies within 1.5km to the north west of the New Forest Special Area of conservation (SAC). The test of likely significant effects on the designated features of the European site/Natura 2000 site as a result of operations concluded that although there is a mechanism for pollutants to potentially reach the SAC through hydrological connectivity, suitable mitigation methods could be employed to ensure that this would be prevented. The Habitats Regulations Assessment (including the test of likely significant effects of operations at this site) indicates that there will be no likely significant effects on the designated features of the SAC; neither did it identify any other potentially damaging effects of mineral extraction for this Natura 2000 site.</p> <p>One parcel of the New Forest SSSI, designated for its wet meadows interest, lies within 500m of the south western boundary of area A and the southern tip of area A is hydrologically connected to the New Forest SSSI by a small watercourse. Area A lies partly within Lowden's Copse County Wildlife Site, with area B located almost entirely within the Sandland/Goose Eye Copse County Wildlife Site, all of which are designated for their Ancient Woodland interest. A third Ancient Woodland County Wildlife Site, Painter's Copse, lies a short distance to the south of the site. As the County Wildlife Sites and New Forest SSSI are dependent on both surface water and ground water levels to maintain their special interest, any planning application for mineral extraction will need to provide evidence that the mineral workings will not impact on water levels in adjacent areas and that sediments in run-off can be contained within the site boundary.</p> <p>There are existing records of badgers, dormouse, several species of butterflies and bats in close proximity to the site and recently recordings of great crested newts within the Brickworth Quarry site. Any future planning application should include an extended phase I habitat survey with particular reference to great crested newts, dormouse, butterflies, bat roosts in trees and bat foraging availability within and around the sites. Phase II species surveys should be conducted as indicated by the Phase I results.</p> <p>A robust and detailed construction method statement will be required for operation of the site for extraction and restoration processes. This should address all the issues raised and must propose sufficient mitigation to ensure that local wildlife populations are not adversely impacted by the development. If areas of ancient woodland (standing or previously felled) are to be removed to facilitate mineral extraction, a strict soil handling strategy will be required to ensure that ancient woodland soils are preserved and can be returned to their original locations, unadulterated by other soils within the site.</p>
<p>Human health and amenity</p>	<p><b>Air Quality:</b></p> <p>A robust Dust Management Plan (DMP) will need to be provided to support any subsequent planning application process. This DMP must demonstrate that dust emissions are identified and that any potential health or nuisance impacts are eliminated or mitigated so far as is possible. The DMP shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the</p>

## Extensions to Brickworth Quarry - Area A and Area B

	<p>National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. Where appropriate, reasonable and practicable, dust generating activities should be located away from dust sensitive receptors.</p> <p>An air quality assessment shall be provided to support any subsequent planning application process. This should, as a minimum, incorporate an assessment of nitrogen dioxide and particulate emissions from the operation of the site and associated on and off site vehicle movements. It should also focus upon vehicle routing associated with the overall development of the site and should avoid routing traffic through Air Quality Management Areas in Salisbury. The assessment must identify so far as is possible any possible health or environmental impacts and demonstrate how these may be eliminated or mitigated.</p> <p><b>Noise:</b></p> <p>A scheme of noise and vibration assessment and control must be provided to inform the design of the site at the planning application stage. The scheme must identify any potential noise or vibration impacts and demonstrate how, so far as is possible, these impacts will be eliminated, mitigated or controlled. A scheme shall, as a minimum, contain information and assessment as outlined in Technical Guidance to the National Planning Policy Framework and take into account any changes in national guidance, European guidance and scientific or technical knowledge that exist at the time the application and assessment is undertaken. The site will need to be worked in a sensitive and phased manner with consideration given to:</p> <ul style="list-style-type: none"> <li>• The location of plant and machinery (including conveyor systems) to utilise natural and operational features to provide effective screening;</li> <li>• Utilising appropriately designed acoustic screening, baffle mounds and where appropriate, reasonable and practicable locating any unavoidable noise or vibration generating activities away from sensitive receptors.</li> </ul>
Landscape and visual	<p>The proximity of the New Forest National Park will need to be fully considered through any subsequent planning application process. Proposals for further mineral working will need to demonstrate that the interests of the New Forest National Park and its setting are not eroded.</p> <p>The site has potential to accommodate change, as it has good existing screening and the opportunity for additional strengthening. The PRoW located in the area may require temporary diversion whilst workings take place. Screening within and around the site should be improved by bolstering hedgerows and retaining some woodland in places. The condition of the landscape could be enhanced in the long term by encouraging new woodland edge planting with native deciduous species and planting hedgerow trees to replace any ageing hedgerow trees on site.</p>
Archaeology	<p>There is a Late Medieval Settlement located within area A and a further settlement with Medieval origins located to the east of the area. An undated field system has been recorded to the west of area B. Although these features</p>



Extensions to Brickworth Quarry - Area A and Area B	
	cannot be considered to be an absolute constraint to working the site, any applicant will need to work closely with the County Archaeologist to develop and implement sufficient and suitable mitigation plans.
Historic built environment	No mitigation required as the site is significantly screened from nearby settlements and properties and is considered to be of low sensitivity.
Traffic and transportation	Access/egress from the site onto the A36 is suitable through existing access to Brickworth Quarry. Infrastructure is currently in place and any planning application should seek to utilise this as a continuation of existing access arrangements. The existing traffic routeing agreement should be maintained and, where appropriate, updated and re-applied through the completion of a new legal agreement.
Water environment	<p>The site (A and B) is predominantly located over superficial deposits which are classed as Secondary A aquifers, with the south western boundary of Area B classed as Principle aquifers. The eastern section of Area A is classed as unproductive aquifers. The site also lies within SPZ 3 and hence groundwater investigations will be required to determine measures to ensure protection of groundwater for the site, nearby licensed abstraction points and the New Forest SSSI.</p> <p>As the New Forest SSSI and some of the surrounding County Wildlife Sites are dependent on both surface water and ground water levels to maintain their special interest, any planning application for future development of the site for mineral extraction will need to provide evidence that the mineral workings will not impact on water levels in adjacent areas; and that sediments in run-off can be contained within the site boundary.</p> <p>With reference to the Wiltshire SFRA, parts of the site lie within Flood Zones 2 and 3. A Flood Risk Assessment should be submitted with any subsequent planning application with proposals to protect the floodplain where necessary.</p> <p>A robust construction method statement and Hydrogeological Impact Assessment will be required to include details of groundwater protection and stockpile storage areas. Any subsequent planning application will also need to include quarry designs (phasing) and robust mitigation measures to address potential impacts associated with:</p> <ul style="list-style-type: none"> <li>● <b>Pollution Prevention</b> - to fully consider and address all potential pollutant pathways and risks to existing surface waters and watercourses.</li> <li>● <b>Dewatering</b> - to be considered in combination with surrounding quarrying operations and incorporating appropriate stand-offs to watercourses.</li> <li>● <b>Elevated levels of suspended solids</b> - covering the design of settlement lagoons, levels and design of site drains, and details of vehicle and wheel washing facilities.</li> <li>● <b>Contamination from chemicals and fuel storage area</b> - covering design and details related to the vehicle storage areas, storage of fuels and lubricants.</li> </ul>

## Extensions to Brickworth Quarry - Area A and Area B

	Strict precautionary measures will be required to ensure that no stockpiling occurs within the floodplain and that the works compound where storage of fuel oils and refuelling processes will take place, is situated beyond the floodplain.
Any other issues	The gas/oil pipeline located to the east of the site will require detailed consideration and planned protection measures akin to those currently being successfully employed on site. Appropriate standoffs and protection from mineral workings on site will need to be developed.
<b>Cumulative effects</b>	Potential for cumulative effects on human health and amenity, the PRow network, traffic and transportation, noise and light pollution, vibration and air quality. Mitigation could be achieved through phasing of workings in the area to reduce in combination effects.

## 5. Monitoring Framework

- 5.1** The preparation of the Site Allocations Plan has been informed by a supporting evidence base. The sites contained within the Plan must be monitored and reviewed to ensure that the document responds to changing circumstances; and any other factors affecting the deliverability of the sites contained within it. Policy MCS11 in the adopted Minerals Core Strategy sets out the councils' commitment to delivering a 'plan, monitor and manage' approach to implementing, monitoring and reviewing proposals for minerals development in Wiltshire and Swindon. In line with this, the councils have prepared a monitoring framework for this Plan that should be used in conjunction with the monitoring frameworks outlined in both the adopted Minerals Core Strategy and Mineral Development Control Policies DPDs.
- 5.2** The monitoring framework prepared by the councils comprises a short set of indicators and targets. These are consistent with statutory indicators, those included in the councils' Annual Monitoring Report (AMR) and the Sustainability Assessment/Strategic Environmental Assessment framework, which support the overall Minerals Development Plan.
- 5.3** The information on monitoring of the site allocations will be reported in the councils' AMRs. Monitoring indicators related to site allocations are set out in the adopted Minerals Core Strategy and shown in Table 5.1. Additional indicators which have been prepared as part of this Site Allocations Plan are set out in Table 5.2.

**Table 5.1 Related Minerals Core Strategy monitoring indicators**

Policy	Indicator	Responsible agency	Target	Threshold for investigation
MCS1	Remaining resources allocated in Preferred Areas or sites.	Wiltshire Council/Swindon Borough Council	Sufficient to meet forecast demand.	When reserves are insufficient to maintain a minimum 7 year land bank.
MCS1	Total resources allocated in Site Allocations DPD.	Wiltshire Council/Swindon Borough Council	Sufficient to meet forecast demand.	When reserves are insufficient to maintain a minimum 7 year land bank.

**Table 5.2 Aggregate Minerals Site Allocations monitoring indicators**

Indicator	Responsible agency	Target	Threshold for investigation
Number of permissions granted outside of those allocated sites in the Plan	Wiltshire Council/Swindon Borough Council	N/A	5 applications received within 5 years for minerals sites outside of those allocated sites in the Plan
% of applications with restoration proposals considered in line with the preferred site restoration objectives detailed through the Site Allocations Plan	Wiltshire Council/Swindon Borough Council	100%	If the percentage of applications with preferred site restoration objectives falls below 80%.



## Appendix 1: Glossary of terms

### Glossary of terms

	<b>Agricultural Land Classification</b> - The Department for Environment, Food and Rural Affairs (DEFRA's) system of classifying agricultural land quality. There are five grades numbered 1 to 5 with grade 3 divided into two sub-grades (3a and 3b).
	<b>Ancient Woodland</b> - Land that has had continuous woodland cover since 1600AD as designated by Natural England.
<b>AMR</b>	<b>Annual Monitoring Report</b> - A report that principally describes how a Local Planning Authority (LPA) is performing in terms of meeting the targets and aspirations for Local Development Document (LDD) preparation as set out in its three-year project plan (the Local Development Scheme). If, as a result of monitoring performance, the Authority's Scheme requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.
<b>AONB</b>	<b>Area of Outstanding Natural Beauty</b> - A landscape area of high natural beauty which has special status, and within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.
	<b>Biodiversity Action Plan Priority Habitat</b> - List of 65 priority habitats highlighted as priorities for conservation actions under the UK BAP. Priority habitats cover a wide range of semi-natural habitat types that are considered to be particularly important for biodiversity conservation.
<b>Best and Most Versatile (BMV) Agricultural Land</b>	Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification. This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals.
<b>BGS</b>	<b>British Geological Survey</b> - A partly publicly funded body which aims to advance geoscientific knowledge of the UK landmass and its continental shelf by means of systematic surveying, monitoring and research.
	<b>Conservation Area</b> - An area of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance, as required by the 'Planning (Listed Buildings and Conservation areas) Act 1990' (Section 69 and 70). Within a Conservation Area there are additional planning controls over certain works carried out.
	<b>Core Strategy DPD</b> - This is one of the most important DPDs to be produced. Wiltshire Council and Swindon Borough Council have produced joint Minerals and Waste Core Strategy DPDs to define the long term strategic vision and policies for minerals and waste development in the plan area.
<b>CWP BAP</b>	<b>Cotswold Water Park Biodiversity Action Plan</b> - The vision of this plan is for the Cotswold Water Park in 2050 to be a premier site for nature conservation where the requirements of industry, leisure, people and wildlife are successfully integrated.

	<b>Cotswold Water Park Society</b> - Formed in 1996, this is a non-profit-distributing environmental body with charitable status which works in partnership with local authorities, parish councils, landowners, mineral companies, environmental organisations, businesses and the Joint Committee - to achieve a careful balance between development, recreation and nature conservation in the Cotswold Water Park.
<b>CWS</b>	<b>County Wildlife Site</b> - Areas of land of recognised value for wildlife, which fall outside the legal protection given to Sites of Special Scientific Interest (SSSI). The Wiltshire Wildlife Sites Project identifies, designates and monitors CWSs and, to date, over 1,500 such sites in have been designated in Wiltshire.
<b>DCLG</b>	<b>Department for Communities and Local Government</b> - Government department for planning and local government.
<b>DIO</b>	<b>Defence Infrastructure Organisation</b> - Manages the military estate, including accommodation for Service personnel and their families, on behalf of the MoD. The DIO was formed on 1 April 2011, when the former Defence Estates organisation was brought together with other infrastructure functions in the MoD to form a single organisation.
	<b>The Development Plan</b> - This includes adopted Local Plans and neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)
<b>DPD</b>	<b>Development Plan Document</b> - Spatial planning documents that are subject to independent examination. They will have 'development plan' status (please see the explanation of 'the development plan').
<b>DMP</b>	<b>Dust Management Plan</b> - A holistic approach to the management of dust from all sources within quarry sites. A DMP will present a method statement for the control and management of dust throughout the operation of a quarry.
	<b>EC Directive</b> - A European Community legal instruction, which is binding on all Member States, but must be implemented through legislation of national governments within a prescribed timescale.
<b>EA</b>	<b>Environment Agency</b> - Established in April 1996, combining the functions of former local waste regulation authorities, the National Rivers Authority and Her Majesty's Inspectorate of Pollution. Intended to promote a more integrated approach to waste management and consistency in waste regulation. The Agency also conducts national surveys of waste arising and waste facilities.
<b>FRA</b>	<b>Flood Risk Assessment</b> - An assessment of the risk of flooding to the development being proposed and its possible effects on flood risks elsewhere in terms of its effects on flood flows, flood storage capacity and run-off.
	<b>Flood Zone 1</b> - Defined in PPS 25 as 'Low Probability' of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).

	<b>Flood Zone 2</b> - Defined in PPS 25 as 'Medium Probability' of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.
	<b>Flood Zone 3a</b> - Defined in PPS 25 as 'High Probability' of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
	<b>Flood Zone 3b</b> - Defined in PPS 25 as 'The Functional Floodplain'. This zone comprises land where water has to flow or be stored in times of flood.
	<b>Greenfield site</b> - A site previously unaffected by built development.
<b>HRA</b>	<b>Habitats Regulations Assessment</b> - The assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a land use plan against conservation objectives of the site and to ascertain whether it would adversely affect the integrity of the site. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects.
<b>HGV</b>	<b>Heavy Goods Vehicle</b> - A lorry/truck weighing more than 3.5 tonnes.
	<b>Highways Agency</b> - An executive agency, part of the Department for Transport in England.
	<b>Hydrogeological Impact Assessment</b> - A process of identifying and managing the environmental impacts of development on groundwater resources. The process is linked to existing Environment Agency Policy GP3.
<b>LDD</b>	<b>Local Development Document</b> - A LDD will form part of the LDF and can either be a DPD or a SPD. Wiltshire Council is responsible for producing a Minerals and Waste Development Framework containing Minerals and Waste LDDs.
	<b>Development Plans</b> - Comprises a portfolio of documents that will provide the framework for delivering the spatial planning strategy for the area. District and Unitary Authorities will prepare Development Plans for their area.
<b>LDS</b>	<b>Local Development Scheme</b> - The LDS sets out a three year programme for the preparation of LDDs. As a unitary Planning Authority, Wiltshire Council have prepared separate but complimentary Development Schemes, setting out a timetable for preparation of all planning policy documents including Minerals Development Documents and Waste Development Documents. Schemes must be submitted to the Secretary of State for approval and monitored annually through the AMR system.
	<b>Local Plan:</b> The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

<b>LPA</b>	<b>Local Planning Authority</b> - The local authority or council that is empowered by law to exercise planning functions for a particular area of the UK.
<b>MRZ</b>	<b>Mineral Resource Zone</b> - Policy MCS1 of the adopted Minerals Core Strategy states that proposals for new or extended sites for sand and gravel extraction should be located within the Mineral Resource Zones, as identified on the Key Diagram and Proposals Map.
<b>MPS1</b>	<b>Minerals Planning Statement 1</b> - Published in 2006, this was the overarching planning policy document for all minerals in England. It provided advice and guidance to planning authorities and the minerals industry and has since been replaced by the NPPF published in 2012.
<b>MoD</b>	<b>Ministry of Defence</b> - The part of the government responsible for matters of military defence.
<b>NNR</b>	<b>National Nature Reserve</b> - a Site of Special Scientific Interest (SSSI) of national or international importance for nature conservation, which is owned or leased by English Nature or is managed on their behalf in the interests of wildlife, research and public appreciation.
	<b>National Park</b> - A reserve declared by a government. In the UK there are 15 members in the National Park family which are protected areas because of their beautiful countryside, wildlife and cultural heritage.
<b>NPPF</b>	<b>National Planning Policy Framework</b> - The NPPF was published in March 2012. This is a key part of the Conservative/Liberal Democrat coalition government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.
	<b>Natural England</b> - A non-departmental public body responsible for ensuring that England's natural environment is protected and improved.
<b>PPG</b>	<b>Planning Policy Guidance note</b> - Government policy statements on a variety of issues that are material considerations in determining planning applications. These have since been replaced by the NPPF published in 2012.
<b>PPS</b>	<b>Planning Policy Statement</b> - Guidance documents which set out national planning policy. These have since been replaced by the NPPF published in 2012.
<b>PRoW</b>	<b>Public Right of Way</b> - PRoW are highways that allow the public a legal right of passage.
	<b>Restoration</b> - The methods by which the land is returned to a condition suitable for an agreed after-use following the completion of operations.
<b>RAF</b>	<b>Royal Air Force</b> - The UK's air force, formed in 1918.
<b>RSPB</b>	<b>Royal Society for the Protection of Birds</b> - A charitable organisation which works to promote conservation and protection of birds and the wider environment through public awareness campaigns, petitions and through the operation of nature reserves throughout the UK.
<b>SM</b>	<b>Scheduled Monument</b> - These are archaeological sites or historic buildings considered to be of national importance by the government. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal



	system of Scheduled Monument Consent for any work to a designated monument. Scheduling is the only legal protection specifically for archaeological sites.
<b>SSSI</b>	<b>Site of Special Scientific Interest</b> - This is a conservation designation denoting a protected area in the UK. SSSIs are the basic building blocks of site based nature conservation legislation including the very best wildlife and geological sites, as designated by Natural England. There are over 4,100 SSSIs in England, covering approximately 8% of the country's land area.
	<b>South West Nature Map</b> - A broad scale, strategic vision for change which offers a spatially-based tool for identifying where biodiversity enhancement should be delivered in the future, using existing areas of wildlife value as a starting point. The Nature Map identifies blocks of land, known as Strategic Nature Areas (SNAs) that represent the best areas to maintain and expand wildlife habitats through their management, restoration and/or re-creation.
<b>SPZ</b>	<b>Source Protection Zone</b> - These are groundwater sources used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. The SPZ maps show three main zones (inner, outer and total catchment) and a fourth zone of special interest.
<b>SAC</b>	<b>Special Area of Conservation</b> - Designation made under the Habitats Directive to ensure the restoration or maintenance of certain natural habitats and species some of which may be listed as 'priority' for protection at a favourable conservation status.
	<b>Stakeholder</b> - Anyone who is interested in, or may be affected by the planning proposals that are being considered.
<b>SEA</b>	<b>Strategic Environmental Assessment</b> - The EC Directive 2001/42/EC on the effects of certain plans and programmes on the environment (The SEA Directive) was implemented through the Environmental Assessment of Plans and Programmes Regulations 2004, which requires plans and programmes to be examined for likely significant effects on the environment. This legislation places greater importance on the need to consider alternatives as part of the plan preparation process.
<b>Sensitive Receptor</b>	A description of those aspects of the local environment likely to be significantly affected by development, including, in particular, population (local residents), fauna, flora, soil, water, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between the above factors.
<b>SFRA</b>	<b>Strategic Flood Risk Assessment</b> - Required as part of the local planning process as set out in PPS 25: Development and Flood Risk. SFRAs are primarily produced by local planning authorities, in consultation with the Environment Agency, and are intended to form the basis for preparing appropriate policies for flood risk management at the local level. SFRAs are used to inform site-specific Flood Risk Assessments (FRAs) for individual planning applications.
<b>SPD</b>	<b>Supplementary Planning Document</b> - Whilst not having 'development plan' status, SPDs can form an important part of the LDF of an area. They can be used to expand policy or provide further detail to policies in DPDs. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.
	<b>Sustainability Appraisal</b> - LPAs are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable

	development. The process of SA is similar to Strategic Environmental Assessment (SEA) but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with government policy, Wiltshire Council and Swindon Borough Council are producing a SA that incorporates a SEA of its Minerals and Waste LDDs.
	<b>Swindon Borough Council</b> - Local government authority centred on the town of Swindon.
	<b>Thames Path National Trail</b> - A walk following the River Thames from its source in the Cotswolds to the Thames Barrier in London.
<b>UK BAP</b>	<b>UK Biodiversity Action Plan</b> - Published in 1994, this was the UK Government's response to signing the Convention on Biological Diversity (CBD) at the 1992 Rio Earth Summit. UK BAP Priority Habitat is a list of 65 habitats highlighted as priorities for conservation. The priority habitats cover a wide range of semi-natural habitat types that are judged to be particularly important for biodiversity conservation, and are recognisably distinct within the broad habitats of the UK.
<b>WBAP</b>	<b>Wiltshire Biodiversity Action Plan</b> - The Wiltshire BAP 2008 contains 10 Habitat Action Plans, 1 Species Action Plan, and 1 Habitat Information Note.
	<b>Wiltshire Council</b> - The new unitary authority for Wiltshire as of 1 April 2009.

## Appendix 2: Minerals Local Plan - Saved Policy 35

### Appendix 2: Policies of the Minerals Local Plan to be continued to be saved

- .1 Annex 1 is replaced by the adopted Wiltshire and Swindon Minerals Policy Framework. As such, those residual preferred areas listed in Policy 35 (currently the subject of a planning application) will be considered against the current adopted policy framework.
- .2 Regarding policy 49, the decision by Lafarge Cement UK to cease mineral extraction (chalk and clay) at Westbury essentially renders the policy redundant.

### Policies of the Minerals Local Plan to be continued to be saved

Table .1

Minerals Local Plan policy	To be saved or replaced by the Aggregate Minerals Site Allocations Plan
<b>Policy 35</b>	To be saved until the first review of the Aggregate Minerals Site Allocations Plan.



This document was published by the Spatial Planning team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy.htm>



# Wiltshire and Swindon Minerals Core Strategy

2006 - 2026

Development Plan Document

Adopted June 2009

## Swindon Borough Council

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**Wiltshire & Swindon**  
**Minerals Core Strategy**  
**Development Plan Document**  
**2006 – 2026**  
**June 2009**

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ISBN 978-0-86080-537-3





# Contents

	Page
Executive Summary	
1. Introduction	1
2. Key Characteristics of Wiltshire and Swindon	8
3. Minerals Development in Wiltshire and Swindon: Key Issues and Challenges	13
4. Vision and Strategic Objectives	19
5. Strategies, Activities and Actions	23
6. Monitoring and Implementation	51
Appendix 1 Glossary of Terms	69
Appendix 2 Relationship between Minerals Core Strategy Policies and Saved Policies	72
Appendix 3 Minerals Key Diagram	76



# Executive Summary

The overall approach of the **Wiltshire & Swindon Minerals Core Strategy** (“the Strategy”) is to manage the availability, extraction and use of primary, secondary and recycled mineral resources whilst seeking to protect the interests of local communities and the wider environment through a series of strategic policies. However, the Strategy recognises that minerals can only be worked where they exist and therefore the choices open to the Councils in terms of where new sites should be located are limited.

The Strategy articulates the Wiltshire Council and Swindon Borough Councils’ spatial vision and objectives for how the Plan area will accommodate the demand for construction and engineering minerals over the next twenty years.

The Strategy sets out a context for sustainable minerals development but forms only one element of the overall Minerals and Waste Development Framework. In this sense, the Core Strategy must be read in conjunction with national, regional policy as well as local policies - including the emerging Minerals and Waste Development Control Policies Development Plan Documents (DPDs), the Aggregate Minerals Site Allocations DPD and the Waste Site Allocations DPD.

The geological circumstances of Wiltshire and Swindon are such that the main mineral types worked today include sand and gravel (“aggregate minerals”), chalk (for cement manufacturing), clay (for cement manufacturing and engineering uses) and various high quality limestones (“building stones”). However, the bulk of the minerals extracted in the Plan area are required for use as aggregates<sup>1</sup>.

The overall spatial pattern of aggregates quarrying in the area can be characterised as follows:

- Cotswold Water Park / Upper Thames Valley – a major concentration of sharp sand and gravel workings and the predominant aggregate production zone in the Plan area; and
- Calne / Compton Bassett area – dominated by two sites currently producing soft sands.

In addition to these main production zones, there is a single site in south-Wiltshire producing soft sand. The future of primary aggregate minerals production in the Plan area will largely depend upon:


- The life of remaining resources in existing production zones; and
- The environmental capacity of alternative resource areas to accommodate minerals development over the next twenty years.

However, the fact remains that Wiltshire and Swindon cannot continue to supply primary aggregate resources *ad infinitum*. The use of alternative construction materials (e.g. wood, glass and metal) will have to be encouraged along with maximising the availability and use of recycled and secondary resources as part of an overall sustainable minerals strategy.

With respect to other minerals, the Strategy has an important role to play in supporting the strategically significant Westbury Cement Works through providing a sustainable

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1: Bulk granular materials such as sand and gravel that are used in construction industry for purposes such as making concrete and concrete products, mortar and asphalt, or for fill material or drainage media.



commitment to supply basic raw materials from local sources – chalk and clay, thereby helping to reduce the overall energy consumption involved in the manufacturing of cement. Over the life of the Minerals Core Strategy, the Councils will work with the cement producing industry at Westbury to fully scope and consider long-term supply options. However, balanced against the need for new resources in the longer term will be the objective of ensuring the protection and enhancement of local nature conservation interests as well as the amenity of people living and working within the towns and villages in the area.

In addition, the Strategy recognises the importance of Wiltshire’s natural building stones. Highly valued landscape areas such as the Wooded Downland of the Vale of Wardour in the south of Plan area and the Limestone Lowland of North Wiltshire characterised by settlements such as Tisbury, Corsham and Castle Coombe require supplies of natural building stones to maintain the vernacular of the built environment. However, the winning and working of such materials does not always come without environmental costs. The challenge for the life of the Minerals Core Strategy will be how to reconcile the need for local building stones with the protection and enhancement of the environment.

Within a context of diminishing resources, traditional patterns of minerals development will have to be redefined in order to maintain supplies of primary materials into the longer term. Consequently, the Councils will rigorously apply the principles of ‘plan, monitor, manage’ to ensure that our approach to planning for the supply of minerals remains flexible and able to respond to changes in economic projections, as well as national and regional policy. In addition, our understanding of the supply of minerals aims to take a sub-regional, market-based outlook rather than rely upon a traditional plan-area led approach based on geopolitical boundaries.

To achieve this aim, the Councils will work closely with neighbouring planning authorities both within and potentially outside the Region to ensure that projected economic growth is planned in a holistic manner and thereby encompassing the long-term supply of minerals (primary, secondary and recycled). To this end, the Councils will embrace opportunities to undertake joint studies and even joint plans, where deemed appropriate; for example - to overcome supply deficiencies.





# 1. Introduction

## Wiltshire & Swindon Minerals & Waste Development Framework - Geographic Extent of the Plan Area

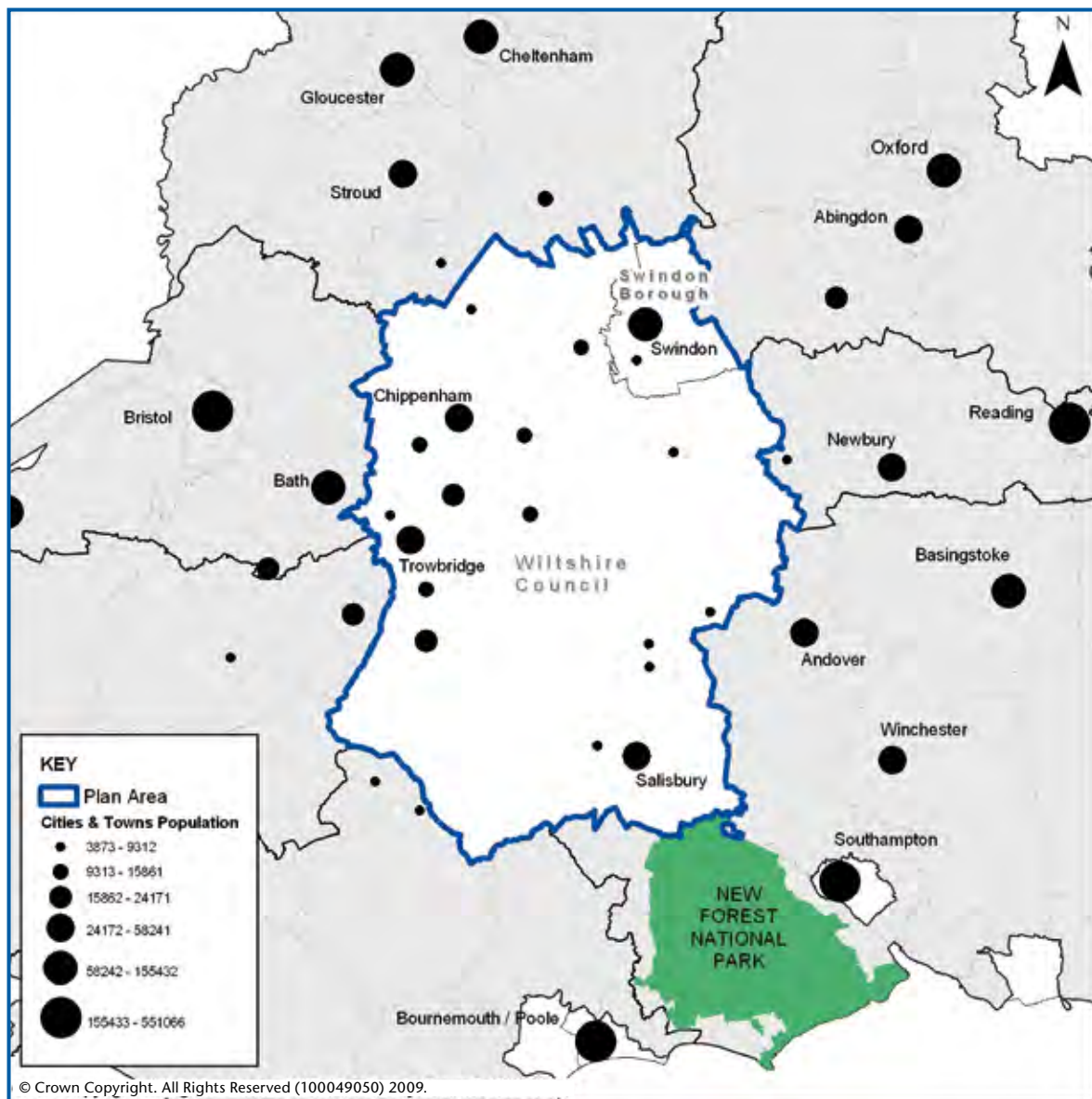
- 1.1 The Wiltshire and Swindon Minerals Core Strategy provides a strategic policy framework for the administrative areas of Wiltshire Council and Swindon Borough Council (as illustrated on Figure 1). The Plan area is different to that expressed in the former Minerals Local Plan by virtue of the fact that as of 1st April 2006 a small area of the South of Wiltshire<sup>2</sup> now forms part of the New Forest National Park. The National Park Authority have full planning powers but have elected to work with Hampshire County Council, Southampton City Council and Portsmouth City Council on matters relating to minerals and waste for their area. This joint planning arrangement is set out in detail within the adopted Hampshire<sup>3</sup> Minerals & Waste Core Strategy (adopted July 2007).
- 1.2 In accordance with the South West Regional Spatial Strategy (RSS) and the provisions of section 62(2) of the Environment Act 2005, all Minerals and Waste local development documents (LDDs) produced by Wiltshire and Swindon must pay due regard to the National Park's primary purpose and designated status. This requirement goes beyond simply mapping potential impacts. Co-operation on matters relating to minerals and waste development proposals will need to involve collaborative working arrangements with the National Park Authority, Hampshire County Council and Dorset County Council and opportunities for such interaction will be pursued by the Councils.
- 1.3 Notwithstanding the clear need to consider the interests of the New Forest National Park, the Councils will also explore and develop opportunities to work with other neighbouring authorities and key stakeholders with the aim of ensuring supplies of minerals are maintained whilst addressing local issues such as infrastructure improvements, flood-risk management and protecting / enhancing critical environmental designations.



2: Land comprising parts of the Parishes of Landford, Redlynch and Whiteparish have been subsumed into the administrative boundary of the New Forest National Park

3: Hampshire, Portsmouth, Southampton & New Forest National Park Minerals & Waste Core Strategy.

**Figure 1: The Plan Area for the Wiltshire & Swindon Minerals & Waste Development Framework**



### Links to the Councils' Evidence Base

- 1.4 All aspects of the Councils' Minerals and Waste Development Framework have to be founded on robust and credible evidence. To accompany this Strategy and all other documents in the Framework, the Councils have prepared a detailed Evidence Base document - ([www.wiltshire.gov.uk/environmentandplanning/planning/planningpolicy/mineralsandwastedevelopmentplan](http://www.wiltshire.gov.uk/environmentandplanning/planning/planningpolicy/mineralsandwastedevelopmentplan)).
- 1.5 The Councils will keep the Evidence Base up-to-date through constant monitoring and review. All documentary evidence will continue to be published on the Councils' websites.



## Policy Context: National, Regional and Local Policy Drivers

### National Perspective

- 1.6 The Strategy has been prepared in accordance with national policy with the aim of delivering sustainable development. A number of key policy documents have been scoped and considered during the formulation of the policy framework; these include:
- Minerals Policy Statement 1 (Planning & Minerals and accompanying Practice Guide)
  - Minerals Policy Statement 2 (Controlling and Mitigating the Environmental Effects of Minerals Extraction in England; and the accompanying Annexes 1 - Dust & 2 – Noise)
  - Minerals Planning Guidance Note 7 (Reclamation of Mineral Workings)
  - Minerals Planning Guidance Note 10 (Provision of Raw Material for the Cement Industry)
  - Planning Policy Guidance 13 (Transport)
  - Planning Policy Statement 1 (Delivering Sustainable Development)
  - Planning Policy Statement 3 (Housing)
  - Planning Policy Statement 7 (The Countryside and the Rural Economy)
  - Planning Policy Statement 9 (Biodiversity and Geodiversity)
  - Planning Policy Statement 10 (Planning for Sustainable Waste Management)
  - Planning Policy Statement 12 (Local Development Frameworks)
  - Planning Policy Statement 23 (Planning & Pollution Control)
  - Planning Policy Statement 25 (Development and Flood Risk)
- 1.7 In addition to these documents, the National and Regional Guidelines for Aggregates Provision in England 2001 – 2016 (June 2003) represents a key challenge and policy driver in terms of overall aggregate minerals supply from Wiltshire and Swindon.
- 1.8 As part of the process of maintaining a robust and credible evidence base for the Minerals & Waste Development Framework, the Councils will continue to monitor national policy and aim to accommodate amended policies in future revisions to Local Development Documents.


### Regional Perspective

#### The South-West Regional Spatial Strategy 2006 - 2026

- 1.9 Once adopted, the Regional Spatial Strategy<sup>4</sup> for the South West (RSS) will form part of the 'development plan' for Wiltshire and Swindon. The new RSS, as referred to below, is presently subject to the Secretary of State's Proposed Changes and is therefore at an advanced stage of preparation. All Local Development Documents produced by the Councils, including this Strategy, must be in general conformity with the policy framework of the RSS.
- 1.10 In terms of minerals planning, the RSS sets out a strategic policy framework including a commitment to meeting forecast aggregates provision; maintaining landbanks; and encouraging the use of secondary aggregates and recycled wastes.

---

4: The RSS currently comprises Regional Planning Guidance Note 10 and saved policies of the Structure Plans. These documents will be replaced by the new RSS once adopted.



1.11 The RSS lists the key aims for minerals planning in the Region as:

- Avoid workings / extraction in or affecting international / national environmental designations except in exceptional circumstances where it can be demonstrated that the mineral cannot be sourced from another location outside of designated areas;
- Minimise the distance that minerals and their derived products travel to their point of use when identifying potential new mineral sites and the location of processing facilities;
- Promote, identify and safeguard opportunities for the transportation of minerals by rail and / or water through the use of existing and, where practicable, new railhead and wharf facilities;
- Ensure that where road transport is the only option available for the distribution of minerals, developers submit transport assessments to support proposals for quarries and associated ancillary facilities; and
- Ensure effective use is made of materials.

1.12 The Minerals Core Strategy aims to provide a 'local' strategic policy context for minerals supply in accordance with the aims, objectives and policies of the RSS as well as national policy.

### **The South West Regional Economic Strategy 2006 – 2015**

1.13 The Regional Economic Strategy (RES) has been prepared to reinforce the aims of the Integrated Regional Strategy (IRS) and thereby compliment the RSS. The document sets out a number of regional priorities for delivering sustained economic growth over the period to 2015.

1.14 A series of 'Functional Economic Zones' have been identified with Wiltshire and Swindon forming part of the – 'North East Triangle' with the former Avon area and Gloucestershire. The RES goes further by affording special status to cities and towns such as Bristol, Swindon, Cheltenham and Gloucester as areas for growth.

1.15 The relationship between the RES and minerals planning in Wiltshire and Swindon is not explicit, but clearly, the local minerals industry can and does play a relatively significant role in the south-west economy. In terms of shared priorities, the RES and the Wiltshire and Swindon Minerals and Waste Development Framework are aiming to ensure that the unique environment and cultural assets of the area are protected and enhanced. The challenge for local planning authorities and minerals and waste industries will be to work with various stakeholders to ensure that a balance is struck between maintaining a prosperous economic base and protecting the social and environmental fabric of the Region.

## **Local Perspective**

### **A Sustainable Community Strategy for Wiltshire: 2007 – 2016**

1.16 The latest review of the Sustainable Community Strategy by the Wiltshire Strategic Board carries forward a number of issues that have a bearing on minerals policy,



particularly in terms of improving the local environment. Issues raised include – the need to ensure that maximum environmental gains are secured through development; the need to halt the fragmentation of Wiltshire’s habitats and the adoption of sustainable construction standards for new buildings. These aims are being addressed through the preparation of Minerals Local Development Documents (LDDs).

- 1.17 Recognition is given to the potentially adverse environmental effects of extracting sand and gravel to meet Government forecast provision rates (1.85 million tonnes per annum). This is an important point and a matter that the Core Strategy aims to reconcile through careful planning, monitoring and review.
- 1.18 A more detailed account of the Councils’ community strategy objectives, targets and initiatives is set out in the Councils’ Evidence Base document.

### **Swindon Borough Council’s Sustainable Community Strategy**

- 1.19 Along with Swindon’s Borough-wide ‘Core Strategy’, the Minerals and Waste Core Strategies are the delivery vehicles for the spatial elements of the Borough’s existing Community Strategy. The Community Strategy has six themes:
  - Creating a Swindon for the future;
  - An economically prosperous place;
  - A place which values its environment and safeguards it for future generations;
  - A healthy and caring place;
  - A learning and creative place; and
  - Keeping Swindon safe.
- 1.20 The Community Strategy is currently being updated as the Sustainable Community Strategy (SCS), covering the period 2007 - 2030. Work on the Minerals Core Strategy has been closely related to progress on the SCS which was launched in February 2008. The SCS is less specific with regard to minerals development. Of greatest relevance to minerals policy is the theme requiring the safeguarding of the environment for future generations. The prudent use of mineral resources and development of secondary or alternative aggregates will contribute to realising this aim.


### **The Wiltshire Local Development Framework**

- 1.21 The documents that will ultimately comprise the Wiltshire and Swindon Minerals and Waste Development Framework will have to be flexible enough to integrate with the emerging strategies and policies of the Wiltshire LDF as well as pay due regard to the proposals of neighbouring local authorities.

### **Swindon Borough Local Development Framework**

- 1.22 Swindon Borough Council has begun the process of reviewing their old-style Local Plan. The Swindon Borough Local Plan, 2011 is ‘saved’ until July 2009. However, in response to the RSS, proposals have been prepared and consulted upon which will eventually form the Borough-wide Core Strategy. Excluding minerals and waste planning issues, this document is programmed for Submission in early 2009.



- 
- 1.23 The regeneration of Central Swindon is a key regional objective. To reflect the urgency of realising the town centre's potential, the Borough Council has adopted an Action Plan for Swindon's Central Area. The Borough Council has also adopted a Sustainable Construction SPD which, like Wiltshire's Community Strategy, places a strong onus on developments to move towards higher environmental quality in design and construction.

### **Local Transport Plans (LTPs)**

- 1.24 The second round of LTPs prepared separately by the Councils will be significant influences upon the delivery of minerals as well as determining the location and design of new quarries / waste management facilities and inter-modal freight facilities such as Rail Aggregate Depots.
- 1.25 The policies and proposals set out in the Minerals and Waste Development Framework can assist in the delivery of improvements to local infrastructure. To ensure that this is achieved, an integrated policy approach will be required for the management of minerals and waste traffic, as well as close cooperation with key stakeholders such as the Highways Agency and neighbouring local planning authorities.

### **Adjoining Minerals Development Frameworks**

- 1.26 The 'land-locked' Plan area of Wiltshire and Swindon is surrounded by a total of eight Mineral Planning Authorities (MPAs), five of which are located within the South West and three within the South East region. The greatest challenge facing Wiltshire and Swindon in minerals planning terms is the need to meet demand for primary aggregates at a rate of 1.85 million tonnes per annum. It is expected that in the short and medium term (up to 2016) this need will be met predominantly from the Upper Thames Valley Resource Zone; a Resource Zone that is shared with Gloucestershire and is also the main source of sand and gravel for the Gloucestershire area. It is therefore important that development in this area is coordinated between the relevant authorities. A review of Gloucestershire's Minerals Local Plan (adopted April 2003) is currently underway.
- 1.27 Of the remaining adjacent MPAs, Hampshire<sup>5</sup> is the only authority to have published an adopted Core Strategy. The authorities covered by this document are currently broadly self-sufficient with regard to sand and gravel but may need to depend on resources from outside of Hampshire in the longer term. Also to the south of Wiltshire, Dorset (still in the early stages of Local Plan review) is likely to experience significant pressure in terms of meeting demand for primary aggregates into the longer term. This could lead to pressure for aggregates to be supplied from south Wiltshire to meet any shortfall in demand in these adjacent authority areas. However, the capacity of the resources in Wiltshire to meet the predicted longer-term shortfall is questionable, particularly in light of the significant environmental designations in and around the Salisbury area.

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5: Hampshire County Council, Portsmouth City Council, Southampton City Council & New Forest National Park Authority published their Adopted Minerals & Waste Core Strategy DPD in July 2007.





## 2. Key Characteristics of Wiltshire and Swindon

- 2.1 Wiltshire Council and the Borough of Swindon (the 'Plan area') cover an area of 3455 square kilometres, and have a population of around 630,600 (as at 2006). The Plan area is predominantly rural in character, with the majority of settlements being market towns. The main urban areas are Swindon (population 159,000), Chippenham (population 33,500), Trowbridge (population 36,000) and Salisbury (population 44,000).
- 2.2 Wiltshire and Swindon has seen significant population growth in recent decades, rising by 26% in the period 1971 – 2001, higher than both the regional and national level. The Plan area is forecast to see rapid and sustained growth over the Plan period 2006 – 2026, with the population expected to rise by approximately 13.6%, and an additional 78,600 houses built. This growth will be distributed unevenly across the **Strategically Significant Towns and Cities**<sup>6</sup> (SSCTs) within the plan area. Swindon is expected to accommodate approximately 50% of total housing development, with the remaining 50% to be distributed within Wiltshire.
- 2.3 In terms of economic performance, Swindon has been growing at a higher rate than both the regional and national average (GVA, 1995 – 2004), whilst Wiltshire's growth has been lower than both the regional and national figure. The manufacturing sector makes the greatest contribution to economic output in Wiltshire and Swindon; closely followed by wholesale and retail trade; and real estate, renting and business activity sectors. Wiltshire and Swindon's unemployment levels are both lower than the national average; with earnings also slightly lower than the England average, but higher than the South West regional figure. Wiltshire can be considered a relatively desirable place to live, with average house prices of £240,000 being higher than the South West (£217,000) and England and Wales (£211,000), although average house prices in Swindon are significantly lower at £166,000 (based on figures for 2006).
- 2.4 The environment of Wiltshire and Swindon is both naturally and historically rich and diverse with over two thirds (68.6%) of the Plan area designated for its international, national and local environmental importance. This includes the three Areas of Outstanding Natural Beauty of the Cranborne Chase and West Wiltshire Downs, North Wessex Downs, and Cotswolds, covering 43% of the Plan area; 12 European protected nature conservation sites; over 130 Sites of Special Scientific Interest; and the World Heritage site of Stonehenge and Avebury. Additionally, the New Forest National Park, situated to the south of the Plan area, is of national importance, within which, some areas are of international importance.
- 2.5 The level of construction activity associated with future housing and infrastructure growth within Wiltshire and Swindon and the surrounding area, primarily within the SSCTs, will lead to a continuing requirement for mineral resources. The current forecast requirement (the local 'apportionment') for sand and gravel production in Wiltshire and Swindon is 1.85 million tonnes per year.
- 2.6 The distribution of mineral resources throughout Wiltshire and Swindon is determined by geology, the same geology that creates the important landscapes and natural habitats that society values. Therefore, mineral resources often occur within important environmental designations within Wiltshire and Swindon.

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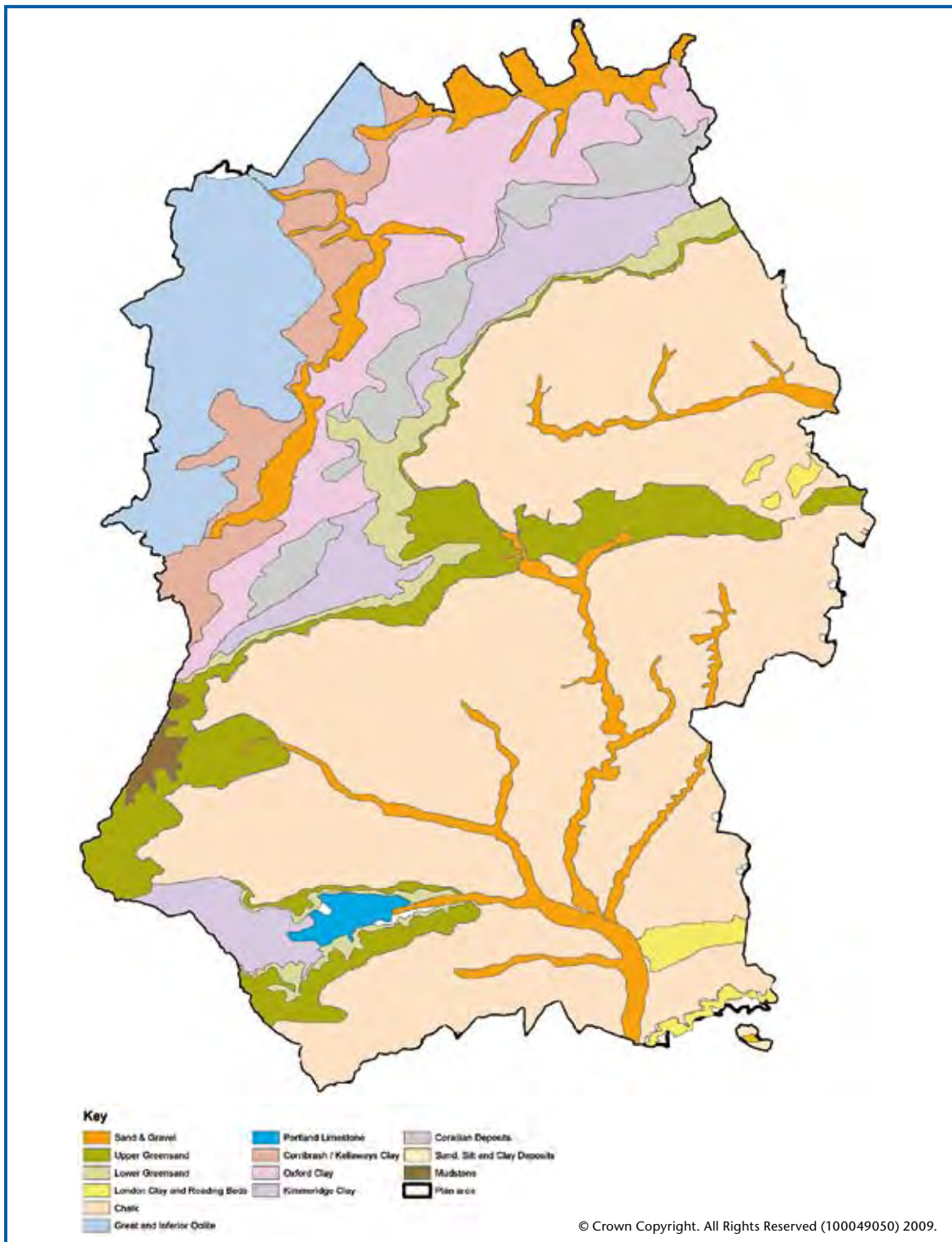
6 The Regional Spatial Strategy for the South West (2006 – 2026) defines Swindon, Trowbridge, Chippenham and Salisbury as Strategically Significant Cities and Towns.



## Minerals Development in Wiltshire and Swindon

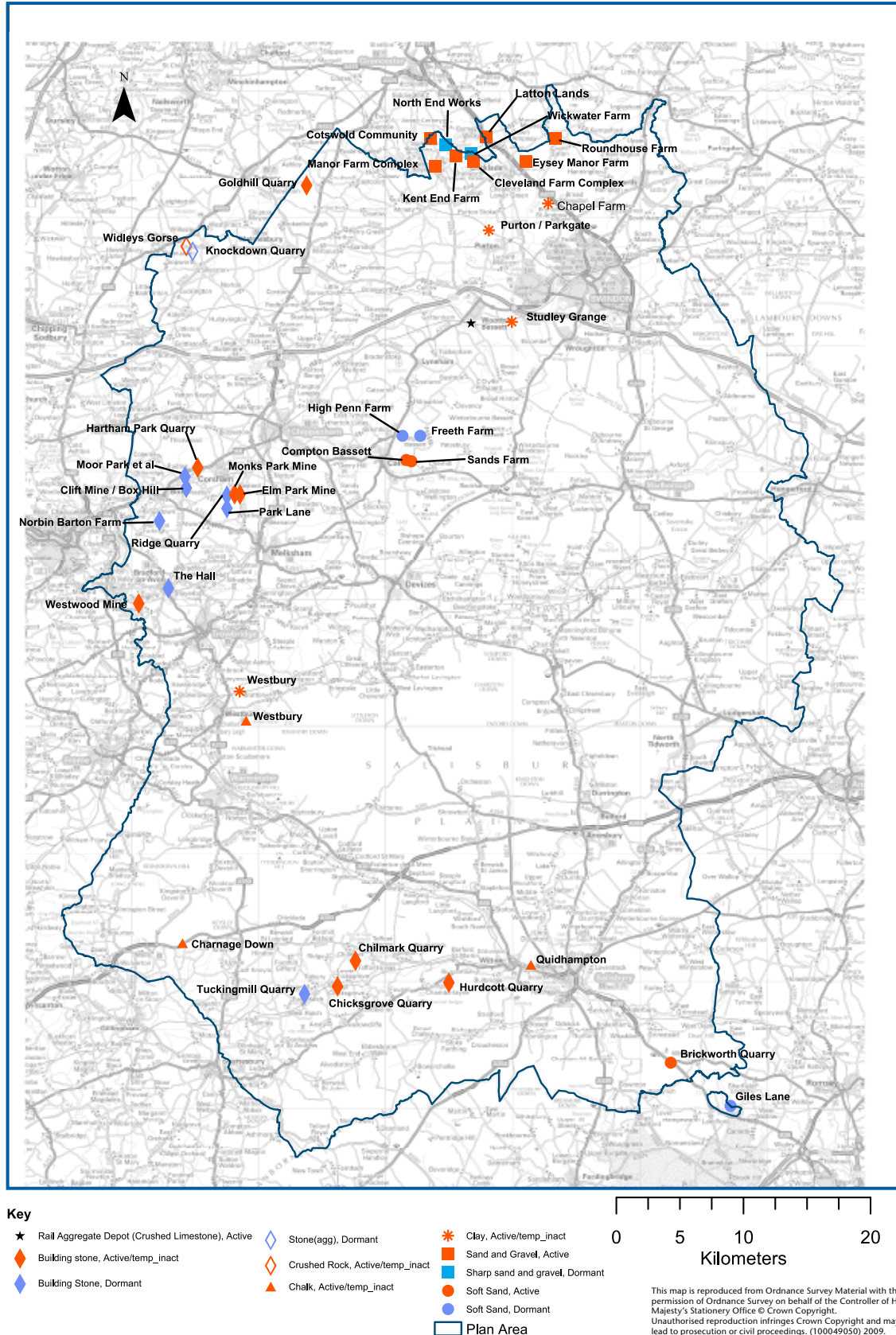
2.7 As illustrated in Figure 2, the geological circumstances of Wiltshire and Swindon are such that the principal mineral types worked today are - sand, gravel, chalk, clay, limestone and sandstone in varying quantities. However, the bulk of the minerals in the Plan area are extracted for use as aggregates.

**Figure 2: Simplified Geological Resources Map of Wiltshire & Swindon**



2.8 Historically, there have been numerous mineral workings in Wiltshire, the number and type of currently active workings in the Plan area are illustrated on Figure 3 and outlined in Table 1 below.

**Figure 3: Mineral Workings in the Plan Area**



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**Table 1: Mineral Workings in the Plan Area – April 2007**

Mineral extracted	Number of currently active sites
Sand and Gravel	10
Building Stone	7
Clay	4
Chalk	3
<b>Total</b>	<b>24</b>

2.9 Swindon Borough has seen comparatively little mineral working in the past and, at present, has only one site extracting clay for landfill engineering purposes. The concentration of sand and gravel quarries in the Cotswold Water Park/Upper Thames Valley is the main area of mineral extraction in Wiltshire. Indeed, this area is recognised as representing the best deposit of sharp sand and gravel in the South West region in terms of quantity and quality.



2.10 Most soft sand (also known as 'building sand') in Wiltshire is currently being produced from two quarries east of Calne and to a lesser extent from a single quarry in the south of the Plan area near the village of Whiteparish.



2.11 Various types of building stone are mined or quarried, largely in the north-west of the Plan area (around Corsham and Gastard) and in the Vale of Wardour in the south (Lower Chicks Grove and Chilmark). These high quality natural building materials vary in terms of colour, grain size and hardness, which in turn influence the choice of end-use application.



2.12 The most extensive chalk working takes place at Westbury where it is used, along with local supplies of clay, in the manufacture of cement. In addition, clays (Oxford and Kimmeridge) are also extracted across the Plan area for use as an engineering medium in landfill facilities – most notably at Purton / Parkgate Farm, Compton Bassett, Sands Farm and Studley Grange Landfill sites.



2.13 Finally, a high brightness chalk, of rare occurrence, is produced from Quidhampton Quarry, near Salisbury and distributed around the Country by rail for use in a range of applications – paper whitening, toothpaste, paints etc. In addition, lower quality chalk is extracted on a small-scale for use as a soil conditioner on farmland.

- 2.14 In terms of transportation, most of the mineral extracted in the Cotswold Water Park/Upper Thames Valley is distributed by road to the local construction markets of Swindon, Cheltenham/Gloucester and Bath/Bristol. Since much of the mineral extracted in the Plan area is used locally, few mineral workings have rail links as it is considered uneconomic to haul low value products over relatively short distances by rail. Only Westbury Cement Works and Quidhampton Quarry have the capacity to export minerals (or mineral derived products) by rail. However, the existing Rail Aggregate Depot at Wootton Bassett does import crushed limestone from the Mendips for local construction markets in the Swindon area.
- 2.15 The Minerals Core Strategy Key Diagram set out in **Appendix 3** seeks to illustrate broad locations for new development within the Plan area and strategic minerals planning issues and considerations.





## 3. Minerals Development in Wiltshire and Swindon - Key Issues and Challenges

- 3.1 Minerals are recognised as an important national resource. Virtually everything we use is made of minerals, requires minerals in its manufacture or depends on minerals for its operation. The winning and working of minerals, and particularly **construction aggregates**, therefore make a vital contribution to the Nation's prosperity and quality of life. However, balanced against the clear need for primary minerals is the objective of protecting and enhancing the wider environment<sup>7</sup>. As Mineral Planning Authorities, the Councils are responsible for ensuring that society's need for minerals is met without incurring adverse social, environmental and economic costs.
- 3.2 The primary role of the Minerals Core Strategy is to make the critical decisions relating to **where** minerals should be worked in Wiltshire and Swindon over the Plan period to 2026. In addition, the development of the Evidence Base that underpins the **Minerals and Waste Development Framework**, along with the comments received during previous consultations on 'Issues and Options' and two rounds of 'Preferred Options', have revealed a number of key issues that the Minerals Core Strategy must address. The key 'drivers of change' relating to the future of minerals development in Wiltshire and Swindon are outlined below:

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### ***Key Issue 1: Future Growth in Wiltshire and Swindon and Meeting the Need for Minerals***

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- 3.3 It is recognised that the principal urban areas in Wiltshire and Swindon are destined to grow over the life of the Plan period and beyond. The South West Regional Spatial Strategy (RSS) identifies Swindon, Chippenham, Trowbridge and Salisbury as **Strategically Significant Cities or Towns (SSCTs)**. Although these nodes of growth will be the focus of housing and economic development within the Plan area, their relative distribution and scale will lead to an imbalance in overall rates of development. For example, the RSS identifies a need for Swindon to accommodate an additional 34,200<sup>8</sup> dwellings to 2026 - nearly 50% of the total for Wiltshire and Swindon as a whole.
- 3.4 In addition, all the SSCTs in Wiltshire are generally located on the periphery of the Plan area. Even within a policy context of self-containment, this spatial pattern of development is likely to create functional relationships between SSCTs in other parts of the sub-region (e.g. Bath / Bristol and Cheltenham / Gloucester) based upon factors such as existing transport corridors (e.g. the A36, A361, A350, A419 and M4). The projected population growth, allied to increasing demand for new built development, will lead to pressure on primary resources and a need to plan for additional quarries and construction/demolition waste management capacity to serve the SSCTs with construction materials.

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<sup>7</sup> Throughout this Strategy the term 'environment' is meant to be read in a holistic sense, thus encapsulating the natural, historic / cultural and social aspects of what makes Wiltshire and Swindon diverse.

<sup>8</sup> As indicated in the Panel Report for the South West RSS, published December 2007





## ***Construction Aggregate in Wiltshire and Swindon – How much do we need; where should it come from; and the strategy for identifying sites?***

- 3.5 Within the context of growth in Wiltshire and Swindon, decisions will need to be made as to how the construction materials required to service development within the SSCTs and rural areas will be provided. Wiltshire has traditionally produced a range of aggregate minerals to serve a variety of end-use applications. These aggregate minerals include:
- Sharp Sand and Gravel;
  - Soft (building) Sand; and
  - Crushed limestone.
- 3.6 As set out in the Evidence Base, the Government prescribe the amount of aggregate minerals to be produced for the Nation as a whole. These figures are broken down to the Regional level where they are then broken down further by the Regional Planning Body<sup>9</sup> to the local, Mineral Planning Authority level.
- 3.7 Wiltshire and Swindon have an expectation to make sufficient provision of land to achieve an annual production rate of **1.85 million tonnes of sand and gravel per annum** over the period up to 2016. Beyond 2016, the picture is less clear. However, until new guideline figures are published, it is expected that the current forecast provision rates should be used as the basis for planning the release of new sites up to 2026 and landbank<sup>10</sup> maintenance. The Councils' approach to planning for the supply of aggregates and landbank maintenance generally will be kept under review throughout the Plan period and monitored annually.
- 3.8 In terms of construction aggregates, the key issues for the Core Strategy revolve around how the Councils will meet their sub-regional apportionment over the life of the Plan.
- 3.9 The 'apportionment' reflects Wiltshire and Swindon's percentage contribution to the South West Region based on an assessment of average production measured over a 5-year period (1997 – 2001). If the methodology of analysing past production is transposed to the spatial distribution of current aggregate production areas, it is evident that at least three quarters of past supply in the Plan area came from the Cotswold Water Park / Upper Thames Valley and one quarter from the Calne / Compton Bassett and land to the south-east of Salisbury areas. Taking this context forward, the Councils consider that the following assumptions can be developed in terms of modelling future patterns of aggregates supply in the Plan area:
- As demonstrated by the Evidence Base, the current production zones outlined above predominantly serve local market areas (i.e. within 40km of point of origin); and
  - Because the sub-regional apportionment is based on past production it is effectively predicting a continuation of those past trends, including the spatial distribution of production zones, regardless of availability of resource and environmental capacity.

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<sup>9</sup> The South West Regional Assembly constitutes the Regional Planning Body.


<sup>10</sup> A "landbank" is simply a stock of permitted reserves expressed in terms of years – i.e. how long the landbank will last as measured against the forecast provision rate.



- 3.10 However, our evidence suggests that the traditional aggregate producing areas serve particular market areas, e.g. minerals production in the Upper Thames Valley tends to supply the market areas of Swindon, Cheltenham / Gloucester and Bristol / Bath. Therefore, any change in this spatial distribution of aggregates supply over time will have a direct impact upon the related areas of demand, which in turn, may lead to increased pressure for mineral development in other local authority areas.
- 3.11 The Evidence Base indicates that if Wiltshire and Swindon are to supply local markets at current forecast rates there will be a need to explore alternative mineral bearing areas, particularly towards the end of the Plan period (i.e. 2026). The strategic options for how to meet the projected production rate in the Plan area are clear and have been considered in previous consultation exercises. In order to accord with National policy (MPS1<sup>11</sup>) and regional policy, the sub-regional apportionment must be tested. This process will involve the identification of sites and facilities for the production of sand and gravel whilst robustly assessing the environmental acceptability of meeting the annualised apportionment of 1.85 million tonnes. The Councils will also monitor the performance of policies for the delivery of primary aggregates and continue to provide information to the South West Regional Aggregates Working Party and the Regional Planning Body, particularly if it appears that local demand expectations cannot be met into the longer term.
- 3.12 Coupled with the overall approach to mineral working is the need to determine how sites are brought forward and whether a strategic phasing plan would work. Again, our evidence suggests that a continuation of supply at current production rates within existing production zones can be achieved until approximately 2010 - 2016. However, beyond this date, additional resources will have to be fully appraised and brought forward through a process of working with the minerals industry, regulators and local communities. This will be achieved through rigorous monitoring of landbanks, pro-actively considering potential new sites and determining applications for development within Mineral Resource Zones.
- 3.13 In terms of crushed rock, the Councils do not face the same degree of pressure to find sites to meet a local apportionment. This is because the RSS does not stipulate a requirement for Wiltshire and Swindon to contribute towards the overall crushed rock quantum for the South West Region. Wiltshire and Swindon have been combined with Dorset for reasons of commercial confidentiality and hence there is an expectation that Dorset will meet the forecast provision rate into the longer-term. However, Wiltshire does have a legacy of dormant<sup>12</sup> crushed rock sites and at least one operational site. Wiltshire and Swindon's landbank for crushed rock is effectively well in excess of that required for the Plan period. Therefore, should applications to work limestone for aggregate use (crushed rock) be submitted, the Councils would expect decisions to be made on a case-by-case basis in accordance with national policy and relevant policies of the Minerals Core Strategy and Development Control Policies DPDs.
- 3.14 Finally, in recognition of the fact that the construction market does not concern itself with administrative boundaries, consideration must be given to the functional relationships Wiltshire and Swindon have in resource terms with neighbouring authorities. Over the life of this Core Strategy, there will undoubtedly be a need for more collaborative working to address issues relating to the long-term supply of

11 Minerals Policy Statement 1 – Planning and Minerals.

12 Classification based upon the terms of the Environment Act 2005.



aggregates from areas such as the Cotswold Water Park / Upper Thames Valley as well as the potential for exploiting resources in the south of the Plan area where the wider needs of SSCTs in Dorset and Regional Hubs<sup>13</sup> in Hampshire may need to be met.

### ***Non-Aggregate Minerals in Wiltshire and Swindon – How much do we need and where should it come from?***

- 3.15 Although Wiltshire and Swindon have traditionally been seen as a ‘sand and gravel producing area’, a range of non-aggregate minerals are also won; these include:
- Chalk and Clay (for cement manufacturing at Westbury);
  - Chalk and Clay (for agricultural and engineering uses); and
  - Building Stone.
- 3.16 The cement plant based at Westbury is the only one of its kind in the South West region and one of only 15 indigenous plants contributing to UK supply. On a more local scale, natural building materials required to support and maintain the distinctive built environment in areas recognised for their landscape beauty such as Areas of Outstanding Natural Beauty and Conservation Areas, will ideally be supplied from locally available resources.
- 3.17 Therefore, the continued winning and working of non-aggregate minerals, and in particular building stone and cement raw materials (chalk and clay), presents a strategic challenge in Wiltshire and Swindon. The Minerals Core Strategy must accord with National policy on these matters and thereby contain local policies that provide both security of supply (for cement minerals) and safeguarding of potential non-aggregate resources.

### ***Maximising the Use of Alternatives to Primary Aggregates in Wiltshire and Swindon – Creating a framework of facilities to manage wastes for re-use as construction aggregates***

- 3.18 If Wiltshire and Swindon are to meet the challenge of developing a sustainable minerals supply strategy, more will need to be done to maximise the availability and use of alternative aggregate supplies. The proposed growth within the SSCTs in the Plan area will lead to increases in the availability of construction, demolition and excavation wastes (CDE) as more use is made of previously developed land<sup>14</sup>. Wiltshire and Swindon will need to capitalise on this through the provision of a framework of suitable sites and facilities to manage CDE waste arisings and maximise the diversion of such materials from landfills in the Plan area and beyond. To achieve this aim, the policies and proposals of the Minerals and Waste LDDs in Wiltshire and Swindon have been harmonised to ensure that a consistent approach is offered in terms of a strategy for determining suitable locations for new or expanded recycling facilities.


### ***Safeguarding***

- 3.19 In order to ensure long-term security of minerals supply, the Councils must safeguard potential and known workable resources. However, within a context of growth and an increasing list of competing interests on land, the challenge will be to provide a

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<sup>13</sup> Regional Hubs represent the South East Regional equivalent of the South West Regions SSCTs

<sup>14</sup> RSS Development Policy H – “Re-using Land” sets a target of at least 50% of all new development in the Region to be built on previously developed land.



flexible approach by working with landowners, the minerals and waste industries and other local authorities to identify, safeguard and manage valuable mineral resources and mineral processing facilities. However, this process must also seek to manage and mediate the wider demands for land – e.g. where the delivery of major housing schemes is likely to impinge upon potential mineral resources.

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## ***Key Issue 2: Managing Minerals Development in Wiltshire and Swindon***

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### ***Managing Minerals Development***


3.20 This theme seeks to address issues associated with managing minerals development through ensuring the protection and enhancement of the natural as well as historic environment. Questions such as - how can sites be worked whilst defending the interests of local communities; how will minerals be transported to markets; how will sites be restored; and what benefits can restoration bring to local communities and other interested parties, will all need to be answered throughout the life of this Plan. The Minerals Core Strategy aims to address these concerns using strategic policies and acknowledging the role that national, regional and local policies will play in managing minerals development. In addition, the Core Strategy will provide the necessary policy 'hooks' for all subsequent Minerals LDDs, thereby ensuring that issues are appropriately dealt with at the strategic and local level.

### ***Balancing the need for minerals development with protection of the environment***

- 3.21 Geological circumstances dictate that minerals can only be worked where they exist. Therefore, unlike most other forms of development, the range of alternative locations available for mineral working is extremely limited and conflicts of interest often occur.
- 3.22 The Wiltshire and Swindon Evidence Base identifies that the environment of Wiltshire and Swindon is both naturally and historically rich and diverse, with over two thirds (68.6%) of the Plan area designated for its international, national and local environmental importance. No easy solutions exist for reconciling these conflicts, but if minerals development is to continue to contribute to the UK Government's 'sustainable communities' agenda, a balance must be reached between society's need for minerals, the protection of the environment and the social well-being of local people.
- 3.23 The Councils recognise and acknowledge this issue. The Minerals Core Strategy aims to ensure that corporate objectives relating to the protection of the environment (as expressed in the Sustainable Community Strategies<sup>15</sup>) are met through the management of minerals development.

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<sup>15</sup> "Working together to create stronger and more sustainable communities" - A Sustainable Community Strategy for Wiltshire 2007 – 2016 (September 2007); A shared Vision for Swindon, 2008 – 2030, (2008).

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- 3.24 However, it is unlikely that mineral working will ever be fully accepted as a component of land-use in the countryside and yet the benefits that it may bring to an area through well-designed holistic restoration schemes can, and often do benefit the local economy. The Cotswold Water Park is a classic example of this but more can still be done to improve the area through direct working with local authorities, local communities, the minerals and waste industries and bodies such as the RSPB and the Cotswold Water Park Society.
- 3.25 Equally, the Cotswold Water Park presents a range of challenges not least of which is the potential for open-water restoration to increase bird numbers and thereby the risk of bird-strike on military aircraft stationed at RAF Fairford.
- 3.26 The Minerals Core Strategy aims to consider future minerals development in a holistic way that looks to identify opportunities for positive effects, such as delivering biodiversity gains at the landscape scale rather than as the end-state of an individual planning proposal. It also seeks to present a clear strategy for working with communities to address the concerns that will arise because of minerals development.

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### ***Key Issue 3: Flexibility and Reacting to Change***

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- 3.27 The final key challenge facing Wiltshire and Swindon over the Plan period is how its policies and proposals react to changing circumstances. A number of factors will need to be carefully monitored over the life of this Plan if it is to retain its currency up to 2026. Factors such as:
- Differences between ‘actual’ and ‘forecast’ supply rates;
  - Any future re-apportionment of aggregate provisions for the Area;
  - A theoretical moratorium on mineral working in the Upper Thames Valley brought about by the Ministry of Defence to protect the interests of RAF Fairford; and
  - The need to work with neighbouring authorities to resolve longer-term aggregate supply issues.
- 3.28 All these issues could have a bearing upon the Councils’ strategy for meeting the demand for minerals.
- 3.29 The key to ensuring the Plan is flexible enough to react to changing circumstances will be through the **Monitoring and Implementation Framework** designed to measure both the performance of policies in the Minerals and Waste Development Framework and also the changing priorities of Wiltshire and Swindon as they grow over the next twenty years.



## 4. Vision and Strategic Objectives

- 4.1 The spatial approach to plan making requires planning authorities to develop a robust mechanism for managing development through the formulation of policies that address local issues (land use and potentially non-land use) in a sustainable manner. To assist with the delivery of this aim, the Minerals Core Strategy establishes a long-term 'Vision' for minerals development in Wiltshire and Swindon for the period up to 2026.
- 4.2 The Councils' Vision adopts an 'as-is' scenario that effectively promotes a continuation of the current patterns of supply whilst recognising that additional resource areas will need to be fully appraised in order to meet projected demand. The Vision also provides a clear emphasis upon reducing the overall consumption of primary resources through maximising the availability and use of secondary and recycled resources.

### **Spatial Vision for Minerals Development in Wiltshire and Swindon 2006 - 2026:**

**Throughout the period to 2026** minerals development in Wiltshire and Swindon will make a positive and sustainable contribution to the local area. A restoration-led approach will result in the implementation of well-designed operations and aftercare provisions that afford protection and enhancement of the environment whilst ensuring that communities are engaged in resolving environmental issues and are active in creating local solutions.

All minerals development proposals will be designed to the highest environmental standards and will apply clear objectives to:

- wherever practicable minimise vehicular movements and promote alternative modes of transport;
- safeguard and enhance the landscape character and setting of settlements in mineral working areas;
- robustly protect and enhance sites designated for historic, cultural and environmental importance; and
- restore land in a phased and timely manner so as to maximise the potential for afteruses.

Recycling and reuse of construction, demolition and excavation waste will be maximised, particularly in the Strategically Significant Cities and Towns of Swindon, Chippenham, Trowbridge and Salisbury. In addition, the Councils will actively encourage sustainable construction techniques and the use of alternative building materials in accordance with national, regional and local policies.

A collaborative working arrangement with stakeholders and local planning authorities will ensure that minerals development makes a positive contribution to biodiversity and the local economy, through the creation of high quality habitats and landscapes that attract a variety of locally and regionally renowned recreational uses. In addition, collaborative working will encompass the forging of stronger links with neighbouring planning authorities with the aim of collectively addressing issues such as the long-term supply of primary aggregates and the management of flood-risk.

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As the availability of primary resources in current production areas decline, the Councils will work with the minerals industry and key stakeholders to identify and examine new resources across the Plan area. Consequently, the presence of minerals operations in areas such as the Upper Thames Valley will have been significantly reduced by 2026.

With regard to non-aggregate minerals, the existing chalk and clay quarries near Westbury will have maintained a local supply of essential raw materials for the nearby strategically significant cement plant. By 2026, the Councils will have worked with the operators of the Westbury facility to determine and assess detailed locational options for the future supply of raw materials to maintain landbanks in accordance with national policy.

The plan will have also ensured that local sources of building stone are available to contribute towards the maintenance and enhancement of locally distinct built environment.

#### Vision Drivers

- Relevant objectives contained in Wiltshire and Swindon's Sustainable Community Strategies.
- Minerals Policy Statement 1.
- Minerals Policy Statement 2.
- Minerals Planning Guidance 10.
- Planning Policy Statement 10.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy.
- Objectives relating to environmental protection and enhancement (as outlined within the Councils Evidence Base).
- Population, Housing and Economic growth projections (as outlined within the Councils Evidence Base).
- Community Involvement and comments from previous consultation stages.





## Strategic Objectives

- 4.3 The Strategic Objectives articulate what steps are necessary to ensure the delivery of the Vision for minerals planning in Wiltshire and Swindon. The Strategic Objectives identify how the issues and challenges associated with minerals development can be addressed, as well as indicate the broad direction that the more detailed land-use strategy and policy framework should take. The policies of the Minerals Core Strategy and all other minerals (and relevant waste) related LDDs effectively conform to and support these over-arching Strategic Objectives.

### **1. Managing Mineral Resources**

To make a sustainable contribution to meeting the need for minerals. The reliance on primary mineral resources in Wiltshire and Swindon will be reduced, firstly through more efficient use of the primary resource and reducing the amount of mineral waste; then the use of recycled and secondary aggregates. Proven mineral deposits which are, or may become, of economic importance will be safeguarded from non-mineral development.

### **2. Economy**

To support opportunities that assist in the economic growth of Wiltshire and Swindon, recognising the important contribution that minerals development can make to the local economy.

### **3. Communities and Local Amenity**

To provide clear guidance to the communities of Wiltshire and Swindon on minerals planning policy and proposals through the pursuit of a collaborative public involvement approach, which contributes to maintaining and/or enhancing the quality of life of people living in proximity to minerals development. The restoration of mineral workings will deliver tangible benefits to the communities of Wiltshire and Swindon.

### **4. Environment**

To protect and enhance the diverse and highly valued natural and historical environment of Wiltshire and Swindon, incorporating the landscape character, the setting of local settlements, biodiversity and geological conservation interests, the water environment including flood-risk, and cultural heritage. To reduce and buffer the impacts of climate change, particularly on vulnerable habitats and species. A restoration-led approach to mineral workings will make a positive contribution to Biodiversity Action Plan targets and the implementation of the South West Nature Map. This approach will need to address the potential for open water restoration to increase the risk of bird strike within Aerodrome Safeguarding Areas and the threat to military and civilian aircraft. Options for sustainable transportation will be encouraged and pursued in order to reduce the environmental impacts of transporting minerals by road across Wiltshire and Swindon.



## 5. Collaborative Working

To identify, develop and implement opportunities to work with all those with an interest in sustainable minerals planning in Wiltshire, Swindon and the surrounding areas. To address long-term supply issues and environmental concerns, the preparation of joint Local Development Documents will be advocated, where necessary, particularly in the Cotswold Water Park / Upper Thames Valley.

### Strategic Objective Drivers

- Objectives contained in Wiltshire and Swindon's Community Strategies.
- Minerals Policy Statement 1.
- Minerals Policy Statement 7.
- Minerals Planning Guidance Note 7.
- Planning Policy Statement 1.
- Planning Policy Statement 7.
- Planning Policy Statement 9.
- Planning Policy Statement 10.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy
- Objectives relating to environmental protection and enhancement (as outlined within the Councils Evidence Base).
- Population, Housing and Economic growth projections (as outlined within the Councils Evidence Base).
- Community Involvement and comments from previous consultation stages.



## 5. Strategies, Activities and Actions

### Meeting the Need for Minerals in Wiltshire and Swindon

#### Primary Aggregates

- 5.1 Planning for the release of aggregate minerals has traditionally presented a major challenge to all Mineral Planning Authorities (MPAs). Within the context of preparing the minerals planning elements of the Minerals and Waste Development Framework, meeting Government forecast provision for aggregates presents the greatest challenge for minerals planning in Wiltshire and Swindon.
- 5.2 In terms of future supply, the Minerals Core Strategy presents a sustainable policy commitment to testing the environmental acceptability of meeting the Government's forecast of aggregate demand up to 2016 and beyond. This entails balancing the requirement to provide sites to meet the apportionment figure with the availability of mineral resources and the need to avoid, mitigate and where absolutely necessary, compensate for the environmental impacts of minerals development. In practice, this involves making sufficient provision for aggregate minerals in line with Wiltshire and Swindon's 'sub-regional apportionment' of the regional aggregates supply picture. However, any such commitment will need to be supported by regular monitoring and a robust and credible evidence base.
- 5.3 The South West Regional Assembly has set a sub-regional apportionment for the Plan area (for the period 2001 – 2016) that equates to 1.85 million tonnes per annum of sand and gravel, totalling 29.66 million tonnes for the full 16 year period. The Councils are required to test this apportionment through the preparation of Minerals Local Development Documents.

**Table 2: Regional Apportionment for Aggregates Demand 2001 - 2016**

Mineral Planning Authority	Crushed Rock (Mt)	Annualised Production Rate (Mt)	Sand & Gravel (Mt)	Annualised Production Rate (Mt)
Former Avon	94.95	5.94	0	0
Cornwall	29.04	1.82	Inc. with Devon (c)	0
Devon	55.99	3.50	21.80	1.36
Dorset	7.7	0.48	36.35	2.27
Gloucestershire	39.09 *(31.09)	2.44 *(1.94)	18.18	1.14
Somerset	226.18	14.14	Inc. with Devon (c)	Inc. with Devon (c)
<b>Wiltshire</b>	<b>Inc. with Dorset (c)</b>	<b>Inc. with Dorset (c)</b>	<b>29.66</b>	<b>1.85</b>
<b>Total</b>	<b>452.95</b>	<b>28.31</b>	<b>105.99</b>	<b>6.62</b>

(c) Confidential  
 \* Potential reduction if proposed re-apportionment of 8 Mt is feasible

- 5.4 The local apportionment for Wiltshire and Swindon represents a significant challenge to the Councils. The stepped increase from the previous demand expectations<sup>16</sup> of 1.35 million tonnes to 1.85 million tonnes per annum will lead to an increased pressure on land and in particular, the relationship between mineral resources and areas designated for their landscape, ecological or cultural historical significance.
- 5.5 Traditionally, a significant proportion of primary aggregates originating from the Plan area have been supplied from the relatively unconstrained sand and gravel deposits of the Upper Thames Valley in Wiltshire, the remainder supplied from mainly soft sand producing quarries near Calne / Compton Bassett and land to south-east of Salisbury (near Whiteparish).
- 5.6 Based on existing commitments (sites with planning permission) and current production figures, it is likely that this trend could continue for approximately 4-5 years (from 2006). Estimates of non-permitted reserves (remaining undeveloped Preferred Areas<sup>17</sup> and land previously considered for but not included in the Minerals Local Plan), suggest that 10 years production could potentially be sourced from the Upper Thames Valley.
- 5.7 In overall terms, the Councils intend to make sufficient provision for aggregates (sand and gravel) for the period 2006 – 2026. The following table sets out the provision requirements for the life of the Plan – effectively equating to provision until 2016 plus a 7-year landbank plus an additional 3 years worth of supply. The figures contained in Table 3 and more generally the Councils’ strategy for the release of sand and gravel will be reviewed in the light of changes to national and regional guidelines for aggregates provision and subsequent changes to the sub-regional apportionment for Wiltshire and Swindon.

**Table 3: Sand and Gravel Provision Requirements: 2006 – 2026**

A Remaining Local Apportionment (2006 – 2016) 11 X 1.85 Mt/Yr	B 7-Year Landbank 7 x 1.85 Mt/Yr 2016 - 2023	C Additional Provision to 2026 3 X 1.85 Mt/Yr	D Remaining Reserves (at 31/12/05)	E Revised Requirement Mt (A+B+C) - (D)
20.35	12.95	5.55	6.89	<b>31.96</b>

- 5.8 To assist with the process of identifying land that could potentially be worked in the future, the Councils employed the British Geological Survey (BGS) to undertake an objective assessment of remaining unconstrained resources. It should be noted that these estimates only consider international and national environmental designations as constraints and do not take into account existing land uses and other features that may effectively sterilise some of the resource. However, the estimates allow the Councils to apply and reassess the resources as more detailed information becomes available. An initial assessment carried out in the Evidence Base for the Upper Thames Valley concludes that the actual viable resource is likely to be much less than presented in **Table 4** below.

<sup>16</sup> Minerals Planning Guidance Note 6 - Department of the Environment, 1994.

<sup>17</sup> Existing 'Preferred Areas' are those listed within the Adopted Wiltshire and Swindon Minerals Local Plan; Policy 35 and Annexe 1 (saved under transitional arrangements until replaced in due course by proposals set out in the Aggregate Minerals Site Allocations DPD).



**Table 4: BGS Estimates of Remaining Sand and Gravel Resources in Wiltshire and Swindon**

Resource Area	Estimates of Remaining un-constrained resource (Mt)
Cotswold Water Park / Upper Thames Valley	105
Calne area	362
Land to the south-east of Salisbury	61
Salisbury / Hampshire Avon	299
Bristol Avon	0 <i>(Small quantities of viable mineral may be present – evidenced by applications received and previous workings)</i>

5.9 As explained previously in this DPD, the Councils approach is to aim to provide land sufficient to meet the apportioned rate of 1.85 million tonnes per annum from traditional areas of supply, to reflect the spatial foundations upon which the sub-regional apportionment was originally set. However, towards the end of the Plan period, there will be a need to identify and robustly assess alternative resource areas.

5.10 Therefore, Core Strategy Policy MCS 1 (A-C) sets out the Councils proposals and development strategy for maintaining a commitment to meeting Government forecasts and identifying sites. Policy MCS 1 seeks to achieve three objectives. Firstly, it aims to direct development into defined Mineral Resource Zones; secondly, it seeks to influence the location of any new proposals for minerals development through the application of indicative criteria that can be applied through Site Allocations DPDs and on a development management level (i.e. the determination of planning applications). Finally, it strives to develop effective dialogue between the Councils, the industry, regulators and local communities, when considering potential new sites or proposals and resolving site-specific issues.

5.11 In terms of actually identifying land for future minerals development, the Councils recognise the fact that there is currently a lack of detailed data relating to the quality and viability of resources in all Mineral Resource Zones. However, to assist the preparation of the Aggregate Minerals Site Allocations DPD and to illustrate the Councils approach to setting out the 'broad locations' for minerals development in the Plan area, Table 5 presents a strategically phased, development strategy for the release of sand and gravel.

**Table 5: Sand & Gravel Development Strategy**

Aggregate Resource Zone	Status of Resource	Quality of information	Estimated Duration of Supply (years <sup>18</sup> )	Appropriate development Phase
<i>Upper Thames Valley</i>	Existing commitments + Saved policies (Preferred Areas)	Very good	7-10 years	Short term (2006 – 2012)
<i>Sharp Sand and Gravel</i>	Detailed Borehole estimates	Very good	5-7 years	Medium term (2010 – 2016)
	BGS estimates	Adequate	10+ years	Longer term (2012 – 2026)
<i>Calne Area</i>	Existing commitments	Very good	3-5 years	Short term (2006 – 2012)
<i>Greensands / Sandstone</i>	Detailed bore hole estimates	Very good	4.5 – 6 years	Short term (2006 – 2012)
	BGS estimates	Adequate	10+ years	Longer term (2012 – 2026)
<i>South East of Salisbury</i>	Existing commitments	Good	2 - 4 years	Short term (2006 – 2012)
<i>Reading and Bagshot Soft Sands</i>	Detailed borehole estimates	Good	10 – 13 years	Medium term (2010 – 2016)
	BGS estimates	Adequate	10+ years	Longer term (2016 – 2026)
<i>Bristol Avon</i>	Bore hole data	Good	3.5 - 7 years	Longer term (2016 – 2026)
<i>Sand and Gravel</i>	BGS estimates	Adequate	0 years	-
<i>Salisbury Avon</i>	Detailed bore hole estimates	Very good	10+ years	Longer term (2016 – 2026)
<i>Sharp Sand and Gravel</i>	BGS estimates	Adequate	10+ years	Longer term (2016 – 2026)

Note:

The development phase relates to the period within which developments are likely to commence, and does not refer to the length of time developments will be active. In addition, the BGS Assessment of the Bristol Avon Valley concluded that due to the silty nature of the sands the area is potentially devoid of economic mineral. However, the Councils have evidence (from previous prospecting exercises, previous workings and planning applications) to suggest that the deposits are **potentially** viable and hence have not immediately dismissed the resources.

<sup>18</sup> Based as contribution to forecasts of known resource zone production levels and where historic production data is not available, an assumed output per site of 100,000 – 200,000 tonnes per annum



### **MCS 1: Meeting the Need for Primary Aggregate Minerals**

The Councils will aim to make provision of land in Wiltshire and Swindon sufficient to meet demand for sand and gravel in accordance with National and Regional policy. This will be achieved through the identification, appraisal and delivery of sites within the Mineral Resource Zones identified on the Key Diagram and Proposals Map.

All proposals for minerals development must demonstrate that they have prioritised the avoidance of adverse social, economic and environmental impacts that quarrying and / or ancillary development may bring to an area, followed by mitigation measures and finally, where necessary, compensation. Extensions to existing sites will be given priority over new sites, subject to environmental acceptability.

To ensure continuity of supply, the Councils will endeavour to maintain landbanks for aggregate minerals in accordance with National and Regional policy.

### **MCS 1 (A): Strategic Approach to Identifying Future Supplies of Aggregate Minerals**

Proposals for new or extended sites for sand and gravel extraction should be located within the following Mineral Resource Zones, as identified on the Key Diagram and Proposals Map.

- Land within the Cotswold Water Park / Upper Thames Valley;
- Land to the east and south-west of Calne;
- Land to the south-east of Salisbury;
- Land within the Bristol Avon Valley; and
- Land within the Salisbury / Hampshire Avon.

In recognition of the fact that mineral resources can only be worked where they exist, proposals for aggregate minerals extraction that lie outside of the identified Mineral Resource Zones will be considered on their merits.

In making the necessary provision the Councils will look first to the traditional areas of supply referred to in paragraph 5.5 and included within the first three of the above Mineral Resource Zones.



### **MCS 1 (B): Generic Criteria for Guiding the Location of Minerals Development**

In all cases, the process of identifying, appraising, designing and implementing proposals for new or extended sites for minerals extraction and / or recycling of construction and demolition wastes will be guided by the policies of the Minerals Core Strategy, other relevant DPDs and the following indicative criteria:

- the need for the mineral within the broad locations outlined in Section (A) or the need for recycling capacity within the broad locations identified in the Waste Core Strategy;
- likely effects on designated sites and other environmentally valuable features;
- likely effects on designated habitats and priority species;
- proximity to a defined flood zone and / or groundwater Source Protection Zone, and other water interests;
- proximity to local communities and the need to maintain and enhance the local landscape character and setting of settlements;
- proximity to primary end-use market(s);
- proximity to the Wiltshire HGV route network as defined in the County Freight Strategy and / or alternative transport modes; and
- the ability for a site or sites to deliver significant contributions to local, regional and national BAP targets for habitat creation and priority species as well as geodiversity gains where applicable.

### **MCS 1 (C): Linking the Strategy, Site Allocation DPDs and Community Involvement**

In preparing, monitoring and reviewing Minerals Site Allocation Development Plan Documents, the Councils will work with the minerals and waste industries, landowners, local communities within and in close proximity to defined Mineral Resource Zones and other agencies to ensure that issues associated with the development of sites are identified and addressed at the earliest opportunity.

#### **Policy Drivers**


- Objectives contained in Wiltshire and Swindon's Community Strategies.
- Minerals Policy Statement 1.
- Minerals Policy Statement 2.
- Planning Policy Statement 1.
- Planning Policy Statement 7.
- Planning Policy Statement 9.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy.
- Objectives for environmental protection and enhancement (e.g. PPS7, PPS9, MPG7 and as contained within the Councils Evidence Base)
- Population, Housing and Economic Growth (as outlined within the Councils Evidence Base).
- Community Involvement and comments from previous consultation stages.



## Secondary and Recycled Aggregates

- 5.12 Although the bulk of the aggregates required for the construction industry are likely to continue to be won from primary resources, a sustainable minerals supply strategy should make allowance for maximising the arisings, recovery and use of secondary and recycled materials.
- 5.13 The main source of alternative aggregates in Wiltshire and Swindon arises from construction, demolition and excavated waste (often referred to as CDE waste) as there are currently no significant producers or sources of secondary aggregates within the Plan area.
- 5.14 Information on the full nature and extent of facilities for the processing and use of recycled aggregate within Wiltshire and Swindon is limited by the fact that in many cases, the product is managed by temporary mobile operations related to a specific redevelopment project. Often in cases such as these, the operator need only obtain a licence from the Environmental Health department of the District Council, and does not necessarily require planning permission. Aggregates recycled 'on-site' are most likely reused 'on-site' as part of the overall redevelopment and therefore information relating to their re-use will not necessarily be recorded.
- 5.15 Although government policy (MPS1) maintains a commitment to maximising the use of such materials with a view, in the longer term, to reducing reliance upon primary aggregate resources, the Regional Spatial Strategy for the South West does not set specific targets for local authorities but instead acknowledges that there is a need to facilitate a better understanding of the extent to which alternatives to primary aggregates are being used in construction projects.
- 5.16 Policy MCS 2 sets out the Councils' intention to actively support non-mineral developments that promote sustainable construction techniques to maximise the use of secondary and recycled aggregates in line with regional policy. It also seeks to guide developments that incorporate permanent facilities to the most appropriate locations in Wiltshire and Swindon. Developers submitting proposals through the planning applications process will be instrumental in delivering this policy, both in terms of the Councils responding to consultation on major redevelopments and through the determination of development proposals for the reception, processing and distribution of secondary and recycled aggregates. Co-operation between the planning teams at the Councils will be essential.
- 5.17 Clearly, there are links between policy MCS 2 and the policies of the Waste Core Strategy and related DPDs. Policy WCS 6 of the Wiltshire and Swindon Waste Core Strategy seeks to encourage the most efficient use of waste material in new developments which includes reuse of recycled aggregates generated on or off site.
- 5.18 In support of this relationship between the two Core Strategies, the recommendations of the Sustainability Appraisal Report are that the Councils should consider co-locating facilities for the processing of recycled aggregates with existing and proposed waste management facilities, where this represents the most sustainable approach and accords with National, Regional and local policy.



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- 5.19 The Councils will identify 'specific sites', 'preferred areas', 'areas of search' and develop detailed policy guidance for the reception, handling, recycling and distribution of recycled and secondary aggregates in conformity with national, regional and local policy. Many of the functions of sites referred to in Policy MCS 2 are likely to be considered primarily as waste operations and therefore will be allocated within the Waste Site Allocations DPD as opposed to the Aggregate Minerals Site Allocations DPD. This will avoid repetition across the DPDs within the Minerals and Waste Development Framework. Sites that are identified for minerals extraction, where they are considered suitable, will be allocated for the reception, processing and distribution of secondary or recycled aggregates within the Aggregate Minerals Site Allocations DPD.
- 5.20 It is recognised that any such sites may need to have a long-life, or indeed a permanent permission to attract the level of investment required to establish a high quality aggregate recycling facility. However, as with proposals for new quarries, all new or expanded facilities for handling, recycling and distributing recycled and secondary aggregates will need to be judged against a range of key locational criteria, as listed in MCS 1(B), as well as national, regional and local policy.

### **MCS 2: Maximising the Use of Secondary and Recycled Aggregates**

The Councils will support developments that promote and maximise the use of secondary and / or recycled aggregates. Sites for the reception, processing and distribution of secondary and recycled aggregates will be identified in the following locations within Wiltshire and Swindon:

- a) Industrial areas and previously developed land within 16km of the Strategically Significant Cities and Towns of Swindon, Chippenham, Trowbridge and Salisbury;
- b) Within existing, proposed or suitable former minerals developments;
- c) Co-located with existing or proposed waste management facilities.

### **Policy Drivers**

- Minerals Policy Statement 1.
- Minerals Policy Statement 2.
- Planning Policy Statement 10.
- Planning Policy Statement 23.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy.
- National Waste Strategy 2007.
- Wiltshire and Swindon Waste Core Strategy
- Wiltshire Sustainable Community Strategy
- Community involvement and comments received from previous consultation stages.

## **Non Aggregate Minerals**

- 5.21 Although sand and gravel are the main components of Wiltshire and Swindon's minerals supply chain, a number of other important minerals are extracted for a variety



of uses. The Minerals Local Plan (MLP) sought to deal with these “non-aggregate” minerals by considering their end use and this Core Strategy continues that theme.

## Chalk and Clay for Cement Manufacturing

- 5.22 The national importance of the energy intensive, cement production industry is reflected in Government Guidance in the form of Minerals Planning Guidance Note: 10 Provision of Raw Materials for the Cement Industry (MPG 10, 1991). The previous Wiltshire and Swindon Minerals Local Plan provided the policy context for the provision of the raw materials required to manufacture cement at the Westbury plant. Preferred Areas for chalk and clay were identified to maintain a landbank of cement raw materials and thereby securing the long-term future of this facility.
- 5.23 Within the context of the Minerals Core Strategy, the issue of supplying cement raw materials and maintaining landbanks will need to be addressed beyond the life of the ‘saved policies’ that currently govern such activity. The strategic policy framework of the Minerals Core Strategy aims to provide prudent security for the long-term future of the Westbury facility in terms of its requirements for chalk and clay.
- 5.24 However, notwithstanding the policy guidance expressed in MPG 10, the Councils do not consider it necessary to provide landbank security of an additional 15 years beyond 2026 – i.e. to 2041. With the recent grant of planning permission in 2007 to extend the existing chalk quarry and the general down-turn in requirements for clay, the Councils consider that the Westbury facility can rely on continuity of supply for its essential raw materials for at least 25 – 27 years.
- 5.25 However, the landbank position will be consistently monitored and the Councils will work with the cement manufacturers at Westbury to ensure continuity of supply in accordance with Policy MCS 3 and National policy, as expressed in MPG 10, or any future revision.

### **MCS 3: The Supply of Cement Raw Materials**

In recognition of the Regional and National Importance of the Westbury Cement Works, the Councils will continue to maintain local reserves of chalk and clay to serve the facility from the following areas:

- Land to the south, east and northeast of Westbury Cement Works.

### **Policy Drivers**

- Minerals Policy Statement 1.
- Minerals Planning Guidance Note 10.
- Comments received from previous consultations stages.

- 5.26 In order to increase the certainty with which areas of potential future mineral reserves for cement manufacturing are identified, the Councils will work with the cement industry at Westbury and key stakeholders such as the Ministry of Defence, Natural England and local communities to produce a Cement Development Plan Document within the framework of Policy MCS 3.



## Chalk and Clay for non-cement uses

5.27 Although deposits of chalk and clay continue to be worked within the Plan area for a variety of uses, such development is often relatively small-scale and localised to sites such as Quidhampton Quarry or specific landfill facilities. The Councils do not have any evidence to suggest that there will be an increase in demand for chalk or clay for non-cement uses and hence do not consider that a specific strategic policy on such matters is required within the Core Strategy. Instead, the Councils propose to deal with any new applications for extraction and sale of chalk and clay on merit and in accordance with national, regional and local policies, as applicable.

## Building Stone

5.28 Natural building stone has been worked within Wiltshire and Swindon for many years either from underground mines or at the surface in small-scale, low output quarries. Like many other parts of the Country where building stone is worked, the need for such minerals has generally been linked to the maintenance of properties and settlements constructed out of natural materials - for example, protecting the fabric of the built environment designated within Conservation Areas and AONBs. Therefore, it is often the case that building stones are sourced and won within proximal distance of the market they supply.

5.29 In Wiltshire, the combined effect of low production rates and the scale of permitted reserves<sup>19</sup> in the Corsham / Gastard area, the building stone 'landbank' should be sufficient to last for hundreds of years. That said, the term 'building stone' covers a multitude of mineral types each with their own unique set of qualities: - e.g. colour, grain size, hardness, resistance to weathering etc. This is one of the reasons that the market for natural building materials and the need to establish new quarries to serve such markets requires careful consideration.


5.30 Other important factors to consider can be summarised as follows:

- The geological occurrence of building stone in Wiltshire tends to be closely related to areas of intrinsically high landscape value (e.g. AONBs). This is clearly a major concern for existing open-cast sites but can also seriously inhibit the potential for new quarries to be developed unless the need for the mineral can be justified and any impacts of quarrying can be avoided or mitigated.
- The pattern of existing opencast building stone quarries in Wiltshire is closely associated with small settlements and generally inadequate infrastructure (roads). Unless properly planned, factors relating to the management and operation of building stone quarries can lead to concerns amongst residents living in close proximity to workings.

5.31 The previous Preferred Options Reports put forward the suggestion that the Councils prepare a separate DPD specifically dealing with the topic of Building Stone as this could provide a more detailed policy framework that expands upon a strategic policy contained within this Minerals Core Strategy. This approach was welcomed by stakeholders and therefore, in due course, the Councils will proceed with the preparation of a locationally specific policy document for the longer-term supply of building stone.

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<sup>19</sup> Most of the building stone quarries in Wiltshire are managed by one company. Commercial confidentiality rules dictate that publishing the reserve assets of this single company would be unacceptable.



5.32 However, in order to provide a strategic policy 'hook' for a subsequent Building Stone DPD, Policy MCS 4 has been prepared to assist with the determination and long-term management of proposals for new or expanded building stone quarries.

#### **MCS 4: The Supply of Building Stones**

In recognition of the demand for natural building stones for use in schemes to maintain and enhance the character of the built environment, the Councils will support proposals for the extraction of building stones that demonstrate a local need for the mineral and are of a scale which avoids any significant environmental and amenity impacts.

#### **Policy Drivers**

- Minerals Policy Statement 1.
- Minerals Policy Statement 2.
- Planning Policy Statement 7.
- The South West Regional Spatial Strategy.
- Comments received from previous consultation stages.

### **Collaborative Working**

5.33 Mineral resources can only be worked where they exist and often do not reflect the extent of administrative boundaries. This is particularly the case for the strategically significant sand and gravel deposits of the Cotswold Water Park / Upper Thames Valley that span the boundaries of Wiltshire / Swindon, Gloucestershire and Oxfordshire. However, with respect to Wiltshire / Swindon and Gloucestershire, minerals development in the Upper Thames Valley is currently controlled by two separate minerals policy frameworks governed by three separate democratic decision-making processes.

5.34 In circumstances such as this, local communities can potentially be affected by mineral development, regardless of which side of the geopolitical boundary the development occurs. This is true throughout the life of a minerals development from inception to restoration and after-use, where the administrative divide may result in different approaches being adopted by different planning authorities.

5.35 It is clear that there is good reason to consider collaborative working between local authorities to ensure that there is a consistency in approach across the area. Central government encourages joint working between local authorities (PPS12), and the Wiltshire and Swindon Minerals Forum have expressed a general desire to ensure that "...the administrative boundaries should be regarded as an opportunity for collaborative working" (paragraph 6.11, Report on the Forum Process and Outcomes, Adams Hendry, 2005).



- 5.36 The Regional Spatial Strategy for the South West also advocates joint working to address potential shortfalls of sand and gravel. However, the RSS is silent as to how such collaborative working should be delivered.
- 5.37 The Minerals Core Strategy Preferred Options Report in June 2006 included an objective on collaborative working with stakeholders and local authorities. In response to this, Gloucestershire County Council agreed that there was a need for joint working between the Mineral Planning Authorities regarding mineral development in the Upper Thames Valley.
- 5.38 The intention of policy MCS 5 is to foster engagement with neighbouring local planning authorities with the aim of addressing not only potential long-term sand and gravel supply deficiencies but also consideration of the afteruse strategy for the area, as defined by Local Development Frameworks covering the areas and the Cotswold Water Park Master Plan.
- 5.39 The outcomes of a collaborative working arrangement would be to ensure a consistent line is taken on issues relating to the Upper Thames Valley by sharing a vision, objectives and policies for the area between the stated Authorities. It could also result in the preparation of an Area Action Plan for the Upper Thames Valley but any decision to undertake such work will require dedicated resource and a political commitment from each authority.
- 5.40 As stated earlier in this Strategy, the Councils will also explore the potential for joint studies and evidence gathering work with other neighbouring authorities such as Gloucestershire County Council, Oxfordshire County Council, Hampshire County Council, the New Forest National Park Authority, Dorset County Council, Somerset County Council and the West of England Partnership. The scope of any such work will be primarily geared towards addressing long-term aggregates supply issues particularly in respect of the projected requirements for construction materials to serve the SSCTs and Regional Hubs in the various sub-regional catchments for growth - e.g. Portsmouth and Southampton, Poole and Bournemouth, Swindon etc. The parameters upon which joint working will be based will have to reflect the priorities and work programmes and resource capabilities of individual planning authorities.

#### **MCS 5: Collaborative Working in the Upper Thames Valley**

The Councils will pursue and implement collaborative working arrangements to secure a shared vision, objectives and policy framework for minerals development (including restoration and afteruse) in the Cotswold Water Park / Upper Thames Valley, with the following Planning Authorities:

- Gloucestershire County Council;
- Cotswold District Council.



### Policy Drivers

- Minerals Policy Statement 1.
- The South West Regional Spatial Strategy.
- The South East Plan (where joint working involves authorities in the South East Region).
- Comments received from previous consultation stages.
- The Cotswold Water Park Master Plan.

## Safeguarding Mineral Resources, Rail-head Facilities and Mineral Recycling Facilities

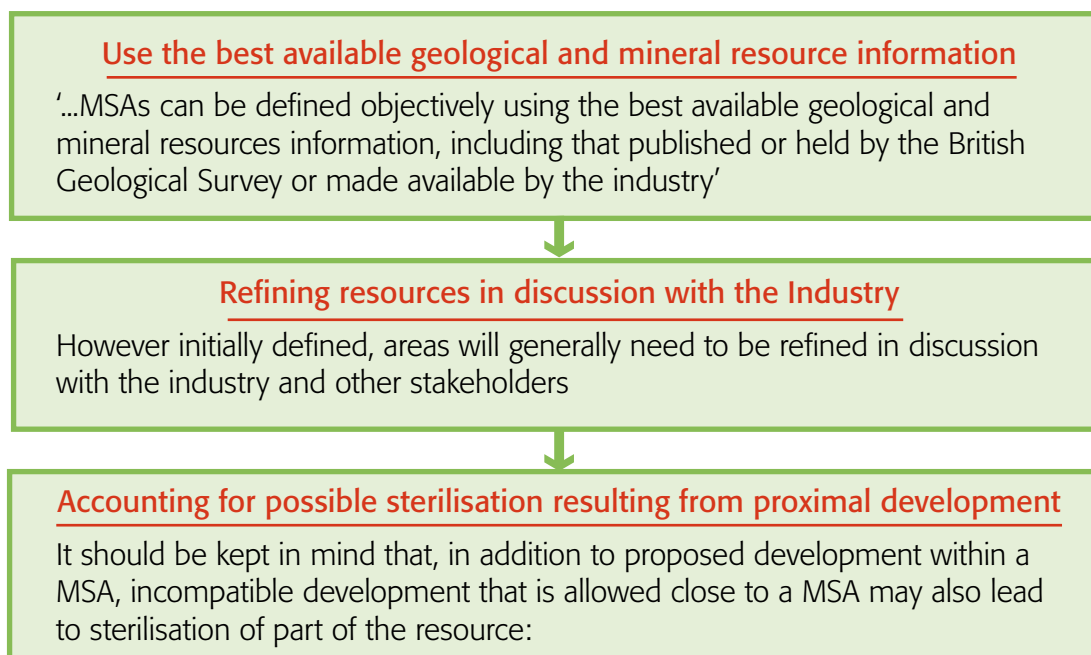
- 5.41 As minerals are a finite and valuable commodity it follows that resources not required for the present should, where possible, be safeguarded to meet the needs of future generations in accordance with the principles of sustainable development. Government Policy and advice continues to stress the importance of safeguarding specific resources which are, or may become, of economic importance so that they do not become sterilised by other forms of development (MPS1).
- 5.42 Our evidence base shows that housing and employment development are expected to exceed current rates of construction to at least 2026. However, with nearly 70% of the Plan area designated for its environmental importance, there will inevitably be competing demands for land available for mineral and non-mineral development.
- 5.43 Nonetheless, future development pressures must be balanced with the fact that traditional resource supply areas for aggregates such as the Upper Thames Valley and Calne area are being quarried at a rate that cannot be sustained in the longer-term. Eventually land within other resource areas in Wiltshire and Swindon such as the Bristol Avon or Salisbury Avon may be needed to provide alternative local sources of aggregate mineral. The safeguarding of mineral resources within the Plan area for future use is therefore a key concern.

### Identifying Mineral Safeguarding Areas

- 5.44 Mineral Planning Authorities are required to identify Minerals Safeguarding Areas (MSAs) which relate specifically to the extent of potentially viable mineral resources. In Wiltshire and Swindon the minerals of economic importance are:
- Sharp sand and gravel;
  - Soft (Building) sand;
  - Chalk (for cement manufacturing);
  - Clay (for cement manufacturing and as an engineering medium); and
  - Building Stone (Limestones and Greensand).
- 5.45 The Key Diagram also shows the extent of “Other Naturally Occurring Resources” (sand and gravel) which the Councils and the BGS do not consider at this stage to be of sufficient quality or quantity to be of economic value. As a result, the Councils do not consider the need to safeguard these minerals. Regular monitoring of Policy MCS 6 will allow the Councils to identify any changes in circumstances that require these minerals to be safeguarded over the life of the Minerals Core Strategy.

5.46 The general close proximity to surface level and limited extent of sharp sand and gravel and soft sand resources allows a MSA to be defined based on information provided by the British Geological Survey. However, in circumstances where a mineral deposit covers a significant part of the local authorities Plan area, or where deposits are unlikely to be worked at any point in the future (due to the relationship with surface development or depth of deposit), the extent of geological data can be modified to reflect this. The diagram below illustrates an approach advocated by the British Geological Survey, and broadly followed by the Councils.

## Methodology for Delineating MSAs



Source: British Geological Survey ([www.bgs.ac.uk/mineralsuk](http://www.bgs.ac.uk/mineralsuk)), 2007

5.47 Through the process outlined above, the Councils have identified Mineral Resource Zones<sup>20</sup> and land within 1km of all existing quarries (either active or dormant) within the Plan area as MSAs.

## The Application of Mineral Safeguarding Areas

5.48 When Wiltshire, or Swindon Borough Council, as planning authorities for the area receive an application for development within a MSA, the Councils' Planning Policy officers should be notified (as part of the standard pre-application and consultation procedures), and given sufficient opportunity to consider whether unacceptable minerals sterilisation would occur.

<sup>20</sup> Based on information provided by the British Geological Survey (Digital geological datasets, 2007; and 'A Provisional Assessment of the Sand and Gravel Resources of Wiltshire and Swindon', BGS 2007).



- 5.49 Some mineral sites within Wiltshire are not located within a minerals resource zone but instead have rail-links for the import and export of minerals and / or mineral products. Westbury Cement works is rail linked, as is Quidhampton Quarry near Salisbury. However, the major use of rail within the Plan area is centred upon the Wootton Bassett Rail Aggregates Depot (RAD). This facility provides for the handling and transportation of minerals (i.e. the importation, handling and onward exportation of crushed rock) from the Mendip Quarries in Somerset to the South East of England. The Wootton Bassett RAD has therefore also been identified as a MSA.
- 5.50 With respect to Minerals Recycling Facilities, the Minerals Core Strategy looks to safeguard existing and any proposed facilities for the reception and processing of construction and demolition wastes. This task has traditionally been dealt with through waste planning policy. However, as part of the process of preparing the Minerals and Waste Development Framework (MWDF), the identification and safeguarding of such facilities should become more holistic in outlook through the development of direct linkages between the minerals and waste planning policy themes.

### **MCS 6: Safeguarding Mineral Resources, Rail-head Facilities and Mineral Recycling Facilities.**

In establishing, monitoring and reviewing Mineral Safeguarding Areas (MSAs) the Councils will work with the minerals and waste industries, land owners and other local planning authorities to safeguard the following assets from potential sterilisation by other forms of development:

- Mineral Resource Zones;
- All existing active and dormant minerals sites;
- Land within 1km of active and dormant mineral sites;
- Sites for future mineral working allocated within DPDs;
- Operational land associated with existing and proposed Mineral Recycling Facilities; and
- Operational land associated with the existing Rail Aggregate Depot at Wootton Bassett and any proposed new rail-head facilities and sidings.

#### **Policy Drivers**

- Minerals Policy Statement 1.
- The South West Regional Spatial Strategy.
- The Councils Evidence Base.
- A guide to mineral safeguarding in England, (BGS).
- Comments received from previous consultation stages.



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- 5.51 The issue of safeguarding is an important policy consideration within the context of the Minerals Core Strategy and Local Development Frameworks in general. Effective dialogue between the Councils, and with landowners and developers will be essential in terms of understanding the scale and extent of mineral safeguarding and the pressures on land for 'non-minerals' development (e.g. housing and employment proposals).
- 5.52 Not all land that falls within MSAs will necessarily be environmentally acceptable for minerals development, and the Councils recognise that in these circumstances applications for non-mineral development should not be prevented on the grounds of mineral sterilisation. The Councils approach to this matter is set out in a more detailed policy in the Minerals Development Control Policies DPD.
- 5.53 The outcomes of this dialogue will be monitored annually to ensure that the MSAs remain realistic in terms of their delineation and reflect our understanding of development pressures in Wiltshire and Swindon over time. It may be proven, for example, that certain areas are unlikely to ever be developed for mineral extraction and therefore should no longer be considered a MSA.

## **Managing the Impacts of Minerals Development in Wiltshire and Swindon**

- 5.54 The policies within this section seek to address the issues associated with managing the impacts of minerals development. Mineral workings are traditionally associated with a whole range of negative environmental impacts, yet sensitive working and restoration schemes can make an important contribution to improving the quality of the environment. Within this section, the Councils refer to the 'environment' in its wider strategic sense, incorporating elements such as climate change, flood-risk, landscape, archaeology, and biodiversity / geodiversity.

### **Historic and Landscape Value**

- 5.55 The landscape of Wiltshire and Swindon is highly varied and primarily rural, dominated by the vast sweeps of the chalk Downlands intersected by intimate river valleys in the south and broadening to wide clay vales with limestone ridge and the dip slope of the Cotswolds in the northwest. The underlying geology plays a fundamental role in the physical characteristics of Wiltshire and Swindon, contributing to the character of the landscape and the locally distinctive building vernacular, as resources have traditionally been extracted and used locally.
- 5.56 A high proportion of Wiltshire and Swindon is designated for its natural beauty and scenic quality with three AONBs covering 43% of the Plan area. Wiltshire also shares a length of its southern boundary with the New Forest National Park. The prevalence of mineral workings in rural locations can exacerbate the potential for impacts upon the rural landscape and the Councils recognise that even development outside of the AONBs and National Park can adversely impinge upon these areas and impact upon their natural beauty, character and special qualities.



5.57 Wiltshire and Swindon is home to a considerable wealth of archaeological remains, mainly located on the fertile chalk downlands and river gravels. Approximately 13% of all known archaeological sites and remains in the Plan area are of national importance and designated as Scheduled Ancient Monuments, and the ancient landscape of Stonehenge and Avebury is classified as a World Heritage Site. There is also one Historic Battlefield at Roundway Down and over 20,000 sites of archaeological or historic remains recorded on the Councils' Sites and Monuments Record (SMR).

5.58 Minerals development can uncover archaeological remains and help preserve such findings by recording, protecting and enhancing the historic environment. However, national policy (PPG16) makes it clear that although minerals can only be worked where they exist, the preferred approach is to preserve nationally important archaeological remains in situ. This approach recognises that time given to archaeological excavations prior to development can be limited and that in the future, methods of recording findings will inevitably improve.



5.59 The landscape and historic environment makes a major contribution to the local economy acting as a magnet for tourism, and creating an attractive environment for people to live and work.

**Table 6: The Hierarchy of Sites of Landscape & Archaeological / Historical Importance**

<b>International</b>	World Heritage Site
<b>National</b>	Areas of Outstanding Natural Beauty, National Parks, Scheduled Ancient Monuments, Listed Buildings, National Register of Parks and Gardens of Special Historic Interest, Registered Battlefields
<b>Local</b>	Areas of Special Archaeological Significance, Sites and Monuments Record, Conservations Areas, locally listed buildings, parks and gardens, landscape and townscape features and their settings.

### Biodiversity / Geodiversity Value

5.60 The Plan area also contains a rich source of biodiversity and geodiversity, some of national and international importance. The biodiversity value of Wiltshire and Swindon represents a restraint or more often constraint for minerals development, but the restoration of mineral workings offers the opportunity to make positive contributions to biodiversity and geodiversity conservation. The targets set within local Biodiversity Action Plans (BAPs), along with the South West Nature Map provide a basis for considering the contribution minerals development can make to the biodiversity and geodiversity value of Wiltshire and Swindon.

5.61 Government policy (PPS9) states that plan policies should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests, making clear distinctions between the conservation hierarchy of international, national, regional and locally designated sites. The Councils have taken the view that policies do not need to be drafted on internationally designated sites because their protection is covered by legislation and national policy, but such sites should be shown on the Proposals Map. Significant harm to biodiversity and geological interests should first be avoided; then adequately mitigated against; and as a last resort compensated for in situations of overriding national need. If, through this process, it is not possible to adequately avoid, mitigate or compensate for potential significant harm, planning permission should be refused.

**Table 7: The Hierarchy of biodiversity / geodiversity designated sites**

<b>International</b>	Special Protection Areas (SPA) Special Areas for Conservation (SAC) Ramsar sites
<b>National</b>	Sites of Special Scientific Interest (SSSI), including National Nature Reserves (NNRs)
<b>Local</b>	Local Sites, including Local Nature Reserves (LNRs), County Wildlife Sites and Regionally Important Geological and geomorphological Sites (RIGS), and ancient woodland (not already designated as being of national importance).

5.62 North Meadow and Clathing Farm SAC is of particular relevance to minerals development as it is located within the vicinity of a concentration of current mineral workings in the Upper Thames Valley. The potential for cross-boundary impacts of minerals development on biodiversity interests, for example upon the River Avon SAC and the New Forest SAC/SPA/Ramsar must also be robustly considered.

5.63 All plans and programmes must undergo an Appropriate Assessment<sup>21</sup> (AA) for the potential effects on any site protected under the Habitats Directive i.e. a Natura 2000 site – Special Areas of Conservation and Special Protection Areas. The purpose of AA is to ensure the protection of the integrity of European sites.

### **Flood Risk**

5.64 The issue of flood risk is covered by policy MCS 7, including consideration of the potential for minerals development to provide additional flood storage capacity to provide protection for areas downstream that are vulnerable to flooding and buffer any likely impact of climate change on flood risk. Restoration schemes that incorporate flood storage capacity will be appropriate where a need or opportunity is identified through the Strategic Flood Risk Assessment / Flood Risk Assessment process. Government policy (PPS25) states that sand and gravel workings represent a ‘water-compatible development’ that is appropriate for all Flood Zones. Mineral working and ancillary processing (except for sand and gravel working) are classed as ‘less vulnerable’ and therefore should not be permitted within Flood Zone 3b. Further detail on this issue, including the Environment Agency Flood Map, is included within the Wiltshire and Swindon Level 1 Strategic Flood Risk Assessment.

<sup>21</sup> The process of Appropriate Assessment is now encapsulated within Habitats Regulations Assessment (HRA).



5.65 The Wiltshire and Swindon Level 1 Strategic Flood Risk Assessment (SFRA) identified sand and gravel extraction as acceptable development, in principle, within the Environment Agency Flood Zones. However, the SFRA recommends that any future proposals for sites in Flood Zones 2 and 3 (by the Councils in the Site Allocations DPD or by a developer through a planning application), should be assessed through a separate site specific Flood Risk Assessment taking into account the sequential test (and the exception test where required)<sup>22</sup>. Any proposals greater than 1 hectare or that includes a floor area (hard-standing etc) of greater than 1000m<sup>2</sup> in Flood Zone 1 should also be subject to a separate Flood Risk Assessment.

### Strategic Policy Approach

5.66 The strategic approach to the protection of the natural and historic environment is to be found in Policy ENV1 of the Regional Spatial Strategy for the South West. That policy does not go into detail on specific designations and topics such as soil, the water environment or air quality. These more detailed aspects will be incorporated into policies within the emerging Minerals Development Control Policies DPD. However, the tools that the Councils<sup>23</sup> and developers<sup>24</sup> will have to use to demonstrate the impacts of proposals on the issues outlined above and in accordance with the policy will include:

- Landscape Character Assessment;
- Visual Impact Assessment;
- Appropriate Assessment (also referred to as Habitats Regulations Assessment);
- Historic Landscape Character Assessment;
- Flood Risk Assessment; and
- Biodiversity Assessment.

*(Note: this list is not meant to be exhaustive)*

#### **MCS 7: Flooding**

**Development proposals must avoid or mitigate any aspect of the development that could potentially lead to an increase in a likelihood of flooding, and where appropriate provide additional flood storage capacity to increase protection for vulnerable land uses, taking into account the impacts of climate change where an opportunity / need is identified through the SFRA / FRA process.**

<sup>22</sup> In accordance with PPS25.

<sup>23</sup> When allocating and appraising site proposals for inclusion within DPDs.

<sup>24</sup> When preparing and submitting planning applications.

## Policy Drivers

- Minerals Policy Statement 1.
- Planning Policy Statement 1.
- Planning Policy Statement 7.
- Planning Policy Statement 9.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy.
- Wiltshire and Swindon Level 1 SFRA Report.
- Comments received from previous consultation stages.

## Living with Minerals Development – Protecting the Local Environment and Residential Amenity

- 5.67 Minerals development is often referred to as a temporary use of land, albeit in some circumstances long lived. If quarries and processing facilities are not managed to high enough standards, the associated effects can be present not only during operational life but also long after. Possible impacts such as noise and vibration from on-site quarry traffic and processing plant; visual intrusion; the raising of dust during dry periods; debris on roads; and noisy and intimidating Heavy Goods Vehicles can cause understandable concern for communities that live near, or could potentially be living near to an active quarry. It is vitally important that these impacts are kept to an acceptable minimum and that protecting the amenity of residents and the landscape setting of towns and villages throughout the life of a quarry and beyond are a priority for both the Councils and quarry operators alike.
- 5.68 However, minerals can only be worked where they exist and this can lead to the development of quarries in the vicinity of local communities. In Wiltshire and Swindon the majority of minerals sites are located in rural areas where, unless adequately controlled, the impacts of such developments upon local communities and their surrounds can be quite pronounced.
- 5.69 The Minerals Core Strategy aims to ensure that an acceptable balance is maintained between meeting the mineral needs of growing communities and protecting the local environment and amenity of residents living close to minerals operations.
- 5.70 In accordance with Government policy (PPS1, MPS1, MPS2), the Councils must ensure that communities are given early and effective opportunities to be more involved in the planning process. Mineral operators should have effective consultation and liaison with the local community both before submitting planning applications and during the operation, restoration and aftercare of sites. Emphasis is placed on the importance of community involvement in the planning process, particularly to ensure that the general health of people is not compromised by living in proximity to an area proposed for minerals extraction.
- 5.71 It is possible for quarry operators to take measures that can make living near to a quarry more acceptable to local residents. By employing effective and sensitive landscaping to create screening / noise attenuation bunds as well as using natural



vegetation for screening, the visual impact and potential noise nuisance caused by quarrying activity can be reduced to acceptable levels. Operational hours and the volume and routing of vehicle movements can also be restricted so that any potential disturbance is lessened for the local area; water bowsers can be used to suppress dust during spells of dry weather; and wheel washing and sheeting of lorries can prevent debris from being deposited on the road network.

- 5.72 Residential amenity and the landscape character / setting of settlements can be protected through sensitive and sympathetic design of proposals for minerals development. Measures such as minimising the extent and impact of mineral operations through the design and implementation of effective and reasonable separation distances can help ameliorate and reduce the impacts associated with such development.
- 5.73 Aspects such as topography, natural screening and prevailing wind direction can mean that the use of a standard or fixed separation distance between mineral operations and residential areas may not address all potential impacts associated with the winning and working of minerals. In some cases the use of a standard or fixed separation arrangement may result in unnecessary sterilisation of mineral resources where carefully and sensitively planned short-term extraction could be acceptable. However, it is critical that the interests of those living and working in proximity to minerals development are not compromised by inadequate or ineffective separation arrangements from minerals operations and that local communities are actively engaged in the design of such arrangements throughout the planning process.
- 5.74 Other important factors that influence the acceptability of minerals extraction to local residents is the order in which the minerals are extracted within a specific site, known as the 'phasing' of operations (both strategic in terms of the order that sites commence and cease operations, and the localised phasing of operations within a site itself). In addition, the choice of route, location and suitability of access arrangements for vehicles entering and leaving a site are key considerations. These operational aspects of quarry management should be carefully designed prior to the planning application stage and often depend on successful negotiations between planning officers, the local community and the minerals industry and through what are known as 'section 106 agreements.'<sup>25</sup>
- 5.75 Policy MCS 8 sets out the Councils' strategic approach to protecting residential amenity. The list of factors included here is by no means exhaustive. As such, early dialogue between developers, local communities and the Councils will be essential to identify any relevant additional issues that will also need to be addressed by a forthcoming proposal.
- 5.76 All proposed mineral sites in the Councils' emerging Aggregate Minerals Site Allocations DPD will also be subject to all relevant assessments required by policy MCS 8.

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<sup>25</sup> Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991)

## **MCS 8: Living with Minerals Development – Protecting Residential Amenity**

To maintain an acceptable separation of residential areas from proposed minerals development within Wiltshire and Swindon, the Councils will work with local communities, landowners, the minerals and waste industries, regulatory bodies and other organisations to establish, plan and address the following matters prior to the implementation of development proposals:

- The strategic and localised phasing and duration of operations;
- The design, location and extent of screening features;
- The control of operations to minimise pollution;
- The arrangements for managing the traffic associated with the development;
- The restoration and after-use objectives of the proposed development; and
- All other matters as agreed and deemed relevant by the Councils, local communities and the minerals operator.

Where appropriate, the Councils will encourage and support the establishment of Community Liaison Groups to help monitor, appraise and resolve operational matters associated with minerals sites throughout the life of the development.

### **Policy Drivers**

- Mineral Policy Statement 1.
- Mineral Policy Statement 2.
- Minerals Planning Guidance Note 7.
- Planning Policy Statement 1.
- Planning Policy Statement 7.
- Planning Policy Statement 9.
- Planning Policy Statement 23.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy.
- Wiltshire and Swindon Level 1 SFRA Report.
- Comments received from previous consultation stages.

## **Strategic Approach to Managing Minerals Transportation**


- 5.77 The transportation of minerals can potentially lead to substantial adverse impacts on the local environment. Once extracted, it is necessary to move minerals either to other sites for processing, or to the customers who require them. Therefore, mines and quarries within the Plan area are often generators of heavy goods vehicle (HGV) traffic, leading to noise, air pollution, vibration, dust and a road safety hazard.
- 5.78 Government policy seeks to promote the sustainable transportation of minerals (PPG13, MPS1). Mineral Planning Authorities should seek to encourage and, where practicable, enable the carrying of material by water and rail wherever possible. This would reduce carbon emissions from minerals transportation, and may help lessen the contribution of minerals transportation to climate change. An option for



promoting the sustainable transport of minerals is to establish voluntary mineral site transport plans in consultation with local communities - dealing with issues including routing, hours of movement and considerate driving. This will help minimise the environmental impacts of transporting minerals.

- 5.79 In identifying sites and appraising proposals for mineral workings, regard should be paid to the benefits of reducing the distance minerals need to be transported, particularly by road. The emerging regional policy for the South West seeks to minimise the distance that minerals travel to their point of use when considering the location of new mineral sites/processing facilities. At a local level, the Councils will seek to ensure that proposals for new development reflect the objectives of the Wiltshire and Swindon Local Transport Plans and in particular the strategies for freight (including minerals and minerals derived products). To this end, the Wiltshire HGV Route Network will be utilised in conjunction with national and regional policies to help inform the processes of identifying and appraising proposals for new sites. The HGV Route Network plan is used as an advisory mechanism to inform HGV drivers as to the most appropriate routes to take when distributing freight. Local freight strategies will be reviewed as the policies of the Regional Spatial Strategy for the South West are adopted and monitored.
- 5.80 The second Wiltshire Local Transport Plan (LTP2) is committed to delivering the Westbury Bypass and other infrastructure improvements where appropriate. These road improvements have the potential to reduce the impacts associated with HGV movements along these routes. However, the LTP2 does not include any plans for any substantial improvements to the road network in the Cotswold Water Park area, where a significant number of HGV movements are generated through sand and gravel extraction.
- 5.81 The Wiltshire Sustainable Community strategy recognises that *“Traffic congestion and intrusion, and road safety are top public priorities”*. The West Wiltshire Community Strategy includes objectives to encourage a more sustainable approach to transport. Where possible, these objectives can be delivered through reducing reliance on HGV use and promoting use of alternatives modes of transporting minerals in Wiltshire and Swindon.
- 5.82 However, our Evidence Base shows that transporting aggregate minerals to markets less than 60km distance from their point of origin is still more cost effective by road than by rail. In the Upper Thames Valley, for example, which is believed to predominantly supply the markets of Swindon, Cheltenham, Gloucester, Bristol, Bath and Oxford, quarries will continue to rely on access to the A419 and M4.
- 5.83 Other minerals such as the chalk and processed calcium carbonate products produced at Quidhampton Quarry are of such high quality that they are transported by rail both across the U.K. and overseas.
- 5.84 None of the mineral produced in Wiltshire and Swindon is currently transported by water. The scope for water transportation is limited due to a current lack of viable infrastructure. However, with the redevelopment and restoration of the Region’s canals in progress (e.g. the Wilts and Berks canal, the Thames & Severn), transportation of minerals or mineral derived products by water could possibly occur in the future, albeit to a limited extent.
- 5.85 There are two areas within Wiltshire and Swindon that experience the effect of





significant mineral traffic movements: - the sandpits around Calne and Compton Bassett, where appropriate access arrangements have been made, and the Upper Thames Valley / Cotswold Water Park where transport arrangements are being improved. The complex of sand and gravel quarries in the Cotswold Water Park is by far the greatest generator of minerals traffic in the Plan area. However, much of the mineral reserve in the central section of the Upper Thames Valley is constrained by the current inadequacies of the road network to accommodate additional traffic. A number of steps have been taken to improve the road network in the area so as to protect residential amenity in local settlements and the natural environment from the effects of this traffic, however, more still needs to be done.

- 5.86 All new mineral developments will be required to undertake a Transport Assessment which will outline the potential impacts of the development on the relevant transport networks.

### Modal Choice

- 5.87 Rail transport is a very efficient method of moving large quantities of material over long distances. In order to promote the sustainable transport of minerals, moving minerals by rail should be encouraged, but this is not always possible due to transportation costs. Therefore, the scope for rail transport in Wiltshire and Swindon is limited since much of the mineral extracted in the Plan area is used locally. Consequently, few mineral workings in the area have rail links; only Westbury Cement Works and Quidhampton Quarry export material by rail. The major use of rail for transporting minerals is in the importation of crushed rock from the Mendip Quarries to the Rail Aggregate Depot at Wootton Bassett.
- 5.88 The capability for the use of rail to transport minerals was assessed in the Rail Aggregate Depot (RAD) Study (November, 2003). This looked at the possibilities of potential and existing rail-head or rail-linked facilities across Wiltshire and Swindon. Wootton Bassett RAD was judged to be of vital importance to the local area and should continue to be safeguarded from development that may prejudice its future use. With the level of future growth anticipated for the North Wiltshire and Swindon areas, the focus for identifying any additional sites should be directed towards Swindon Borough subject to market forces and future development pressure.
- 5.89 The vast majority of mineral won in the Plan area is transported by road. The Minerals Core Strategy opts to continue with the current concentrated supply pattern of encouraging a significant proportion of mineral workings in the Upper Thames Valley to meet the apportionment rate of 1.85 million tonnes of sand and gravel per year. If production in Wiltshire and Swindon reaches the forecast 1.85 million tonnes per annum, the likely increased pressure on the road infrastructure and potentially negative effects on residential amenity will warrant significant mitigation. This will require wholesale improvements to be made to the local infrastructure or alternatives to road transport will need to be sought and provided where practicable. These aspects will be dealt with in detail through the Site Allocations DPD.
- 5.90 Mineral sites are sometimes reliant on the need for ultra-short transfer of material within sites or to other nearby sites for batching, processing etc. This can result in numerous short distance road trips between operations, which can have serious localised impacts in terms of dust, noise and air quality. Considering this, encouragement will be given to the use of conveyors for ultra-short transfer of minerals.



## MCS 9: Strategic Approach to Managing Minerals Transportation

The sustainable transportation of minerals, recyclable wastes and material used in restoration schemes will be encouraged. Proposals for new or improved rail depots and / or sidings as well as innovative schemes utilising the potential for canals and rivers to transport minerals and recyclable wastes within Wiltshire and Swindon will be supported subject to the social, economic and environmental impacts of such development being avoided, mitigated and where necessary compensated for. Proposals for new Rail Aggregate Depots will be directed towards the Swindon area.

Priority will be given to proposals for minerals development that demonstrate a commitment to implementing sustainable modes and methods for transporting minerals and recyclable wastes. Ultra-short transfer of minerals and recyclable wastes by conveyor either within or between sites will be encouraged. The transportation of minerals by road must utilise the Wiltshire HGV Route Network.

### Policy Drivers

- Minerals Policy Statement 1.
- Planning Policy Guidance 13.
- Guidance on Transport Assessment, DoE.
- The South West Regional Spatial Strategy.
- Wiltshire RAD Study, 2003.
- Comments received from previous consultation stages.

## The Restoration, Aftercare and After-use of Mineral Workings

5.91 Unlike many other forms of development, mineral extraction is a temporary land use (although it may be long term); but it can potentially have a significant impact upon the environment. An important way of minimising the impact of mineral extraction is to ensure that sites are worked in a phased manner and restored at the earliest opportunity to a beneficial after-use.

5.92 The Government seeks to promote sustainable minerals development through high standards of working and restoration, thereby safeguarding the long-term potential of land for a wide range of after-uses to benefit the local and / or wider community (MPS1, MPG7). The possible after-uses for former mineral workings can be varied but generally fall within the following categories: - agriculture, forestry, amenity (including nature conservation, formal and informal recreation) or sometimes commercial development (e.g. industrial and / or residential development). In many cases more than one after-use may be integrated into a restored site - for example, combining agriculture, forestry, nature conservation and other amenity uses within a single scheme.





- 5.93 The Regional Spatial Strategy (RSS) for the South West states that the restoration and aftercare of mineral sites provides opportunities for significant biodiversity, geodiversity and amenity gains. This is certainly the case provided that sites are properly planned from inception and implemented with a restoration vision in mind.
- 5.94 There are several important factors to consider when determining the restoration and after-use of a mineral site. These include the underlying geology; topography; landscape character; location in relation to populated areas; transport access (including the Rights of Way network); flood-risk; the risks associated with bird-strike; and the agricultural value of the land prior to mineral extraction (i.e. linked to the importance of protecting agricultural land classification Grades 3a and above). It is important to strike a balance between the options for restoration and after-use, the aspirations of local communities and the desire to extract all potentially viable mineral.
- 5.95 In recent years, there has been a growing realisation that the restoration of mineral workings can make a substantial contribution to the amenity, biodiversity and geodiversity value of an area. A wide range of valuable amenity uses may be created, often with little physical engineering; for example open grassland for informal recreational use, water based recreation (e.g. windsurfing, angling, kayaking), and woodland. Local biodiversity can also be increased through sensitive and well planned quarry management and restoration. Successful habitat protection, creation and enhancement can contribute to meeting Biodiversity Action Plan (BAP) objectives and targets. The RSS infers that due regard should be given to aims of BAP's and Geodiversity Action Plans (where produced) when considering restoration and aftercare proposals through the planning of new minerals development. Thus, the Minerals Core Strategy seeks to contribute to the enhancement of Wiltshire and Swindon's biodiversity and, where possible, geodiversity. This could help reduce and buffer the impacts of climate change on vulnerable habitats and species.
- 5.96 The Cotswold Water Park - made up of over 130 lakes created by sand and gravel extraction - is one example of how amenity and leisure facilities and the creation of new habitats for nature conservation can be combined. This area is highly valued for nature conservation, sports, recreation, leisure and tourism. The ongoing management of such facilities needs to be carefully considered and requires the ongoing co-operation and partnership working exercised today by the minerals industry and organisations such as the Environment Agency, Natural England, RSPB, Wildlife Trusts and local authorities.
- 5.97 In considering such matters, the Councils advocate a 'restoration-led' approach to identifying future mineral sites whereby the environmental characteristics of a resource area are assessed and channelled into the decision making process. Such an approach would clearly rely upon a sound evidence base and therein, a well defined understanding of the environmental characteristics of each resource block being assessed. For example, the Cotswold Water Park / Upper Thames Valley has a high water table so the effects of mineral extraction on local hydrology through pumping and possible water pollution would be important factors when considering options for restoration and after-use. Similarly, proposals for wetland habitat within 13 km of RAF Fairford or any other Aerodrome Safeguarding Area should address the need to avoid creating large bodies of open water (both individually and in combination with other developments), that could potentially impact upon air traffic safety through the increased risk of bird-strike.



- 5.98 Once the key characteristics and constraints for resource blocks are understood, restoration and after-use options should then be developed that seek to meet the aims and objectives of BAPs at a regional and local level. Again, an example of this approach is probably best exemplified in the Cotswold Water Park / Upper Thames Valley where a concentration of current and planned future sites potentially offers opportunities for large scale habitat creation. The South West Nature Map outlines the best areas in the region to conserve, create and connect wildlife habitats at a landscape scale, and identifies the Cotswold Water Park area as ‘Standing Open Water,’ meaning future minerals restoration proposals should at least contribute to this habitat type.
- 5.99 In recognition that the restoration of minerals developments in the Upper Thames Valley has been and will continue to be linked with afteruses associated with leisure and tourism, the Councils advocate restoration schemes that facilitate the reinstatement of the Wilts and Berks canal and Thames and Severn canal as well as enhance the Rights of Way network. This will help encourage non-road access to the area once mineral working has ceased.
- 5.100 Mineral working must not result in the dereliction of land after the operation has ceased. The successful restoration and after-use of quarries should be planned at the earliest opportunity. This should take place wherever possible at the plan-making stage when potential new sites are first considered. Similarly, once sites have been identified, tested through the plan-making system and then brought forward as development proposals, the options for restoration and after-use should be well planned in consultation with local residents and regulators.
- 5.101 However, it is accepted that restoration schemes should contain a degree of flexibility so they can be amended in the future if circumstances change. The aim should be to achieve phased restoration to minimise the area of land disturbed and the total period of working. Phased restoration also helps to gauge the initial success of the restoration scheme by observing which aspects have worked well, as well as identifying which aspects have been less successful.
- 5.102 The following policy (MCS 10) sets out the Councils strategic approach for the restoration and after-use of mineral sites. In line with the Wiltshire and Swindon waste hierarchy, options for restoration that utilise landfilling with waste should be carefully considered and only developed where other ‘higher level’ methods have been ruled out (e.g. recycling and reuse of wastes). Any site that is permitted for landfill must accord with the Environment Agency’s Regulatory Guidance Note 3 (RGN3). Within areas such as the Cotswold Water Park / Upper Thames Valley, landfilling solutions should only accommodate inert waste materials.





### **MCS 10: Strategic Approach to Restoration and After-use of Mineral Sites**

The restoration, after-care management and future after-use of mineral sites will be primary considerations in the process of planning for all new minerals development in Wiltshire and Swindon. Proposals for the restoration and management of mineral workings should be addressed at the earliest opportunity within the planning process.

Restoration schemes must be designed to prevent increased risks associated with flooding and / or bird strike and should include long-term environmental enhancement, in accordance with the Wiltshire, Swindon and Cotswold Water Park Biodiversity Action Plans and the South West Nature Map where appropriate.

#### **Policy Drivers**

- Minerals Policy Statement 1.
- Minerals Policy Guidance 7.
- Planning Policy Statement 1.
- Planning Policy Statement 9.
- Planning Policy Statement 25.
- The South West Regional Spatial Strategy.
- Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosive Storage Areas.
- Local BAPs.
- Environment Agency RGN3.
- Comments received from previous consultation stages.



## 6. Monitoring and Implementation

- 6.1 The Councils have proposed a set of indicators and targets to monitor the performance of the policies of the Minerals Core Strategy. The indicators have been derived from national policy advice (Core Output Indicators), the outcomes of Sustainability Appraisal (significant effects) and the Wiltshire and Swindon Evidence Base (contextual and local output). The results of monitoring will be published each year in the Wiltshire Minerals and Waste Development Framework Annual Monitoring Report (AMR), and referenced where relevant in Swindon Borough's AMR. The AMR will monitor the effectiveness of the documents (and thereby policies) that comprise the Minerals and Waste Development Framework, and will identify if, for instance, a review of the Core Strategy is required where a policy is not working or targets are not being met.
- 6.2 Policy MCS 11 sets out the Councils' strategic plan, monitor and manage approach for implementation, monitoring and review. This approach will ensure that the Minerals Core Strategy is able to respond effectively to change, particularly in relation to the issue of delivering the current sub-regional apportionment of 1.85 million tonnes per annum of sand and gravel from a heavily constrained Plan area. Also, any changes between the draft and approved Regional Spatial Strategy for the South West may mean an early review of the Core Strategy is required to ensure its conformity with the approved RSS.


### **MCS 11: Strategy for Policy Implementation, Monitoring and Review**

The Councils will work with local authorities in and around Wiltshire and Swindon, the minerals industry, regulatory authorities, landowners, local communities, local environmental groups, the Regional Planning Body, the South West Regional Aggregates Working Party and Government to plan, monitor and manage minerals development in Wiltshire and Swindon through the implementation of socially, economically and environmentally responsible policies and the Annual Monitoring Report process.

- 6.3 The following paragraphs set out the Councils' delivery and implementation plan, and the monitoring framework for the policies of the Minerals Core Strategy.

### **MCS 1: Meeting the Need for Primary Aggregate Minerals**

- 6.4 Policy MCS 1 presents the Councils' commitment to delivering the sub-regional apportionment for Wiltshire and Swindon in accordance with national and regional policy. Based on information gathered for our Evidence Base, the policy approach takes into account the varying degrees of certainty that can be afforded to the delivery of minerals development. The policy steers development to the identified 'broad locations' for minerals development (primary aggregates), namely the Mineral Resource Zones.
- 6.5 The saved policies of the Minerals Local Plan include undeveloped Preferred Areas in the Upper Thames Valley, which it is assumed, in combination with existing permitted reserves, could provide sufficient land to meet demand until 2013 - 2016 from



existing supply areas. The minerals industry and relevant landowners are committed to mineral extraction in these areas and the Councils can be reasonably confident that the Preferred Areas can be delivered, subject to the planning application process.

- 6.6 The most important instrument for delivering policy MCS 1 will be the emerging Aggregate Minerals Site Allocations DPD which, through working with key stakeholders, the minerals industry, landowners that are willing to allow some of their land to be considered for mineral extraction and local communities that may be affected by minerals development, will identify suitable land to meet forecast demand. Clearly the Councils cannot apply the same level of confidence to the deliverability of sites that are yet to go through the planning process. However, detailed borehole data submitted to the Councils shows that the minerals industry and certain landowners have identified land for development that could potentially secure a continuation of supply from existing production areas to at least 2016. These potential future areas will be subject to scrutiny through the plan preparation process and subsequently the planning application process.
- 6.7 In the longer term (2016 - 2026), our confidence in the availability and deliverability of sites to meet projected aggregates demand becomes much less certain. The Councils commissioned the British Geological Survey to provide an estimate of remaining aggregate mineral resources in Wiltshire and Swindon. Their report indicates that the Plan area does contain sufficient resources to meet demand in the longer term (i.e. to 2026 and beyond). However, the proportion of the resource that can be developed for mineral extraction between now and 2026 is yet to be established and will need to be resolved as part of the preparation of the Aggregate Minerals Site Allocations DPD. The flexibility afforded by the Core Strategy allows the Site Allocations DPD to respond to changing circumstances as new evidence comes forward. As mentioned previously, working with the minerals industry, landowners and local communities will be essential in terms of testing whether the Wiltshire and Swindon sub-region can sustain minerals extraction at the forecast rate of production of 1.85 million tonnes per annum in the longer term.
- 6.8 The Councils' approach for primary aggregates is to maintain existing patterns of supply in the short and medium term (to 2016) and to accept that in the longer term a dispersal of development to other resource zones is likely to be needed in order to meet future demand. The options for alternative supply patterns are limited by the location and extent of underlying geological deposits within the Plan area. As such, the deliverability of the strategy for aggregates supply in Wiltshire and Swindon hinges on how long the existing supply areas (particularly the Upper Thames Valley) can sustain current production levels. The factors that will influence a deviation from the Core Strategy approach and the steps that the council will take in response are set out in the table overleaf.



Deviation from policy MCS 1	Councils response	Monitoring indicator
<p>The sub-regional apportionment does not reflect actual production and therefore development may proceed at a different rate than expected.</p>	<p>The ongoing monitoring of production figures for quarries in Wiltshire and Swindon allows the Councils to compare 'actual' production with the forecast rate of 1.85 million tonnes. If production is consistently less than 1.85 million tonnes (dependent on there being available Preferred Areas or specific sites identified in the Site Allocations DPD), then the Councils will not make changes to the current approach. If not enough mineral bearing land can be identified, or the minerals industry choose to develop alternative sites the Councils will assess the need to review the Core Strategy.</p> <p>If production is consistently greater or less than 1.85 million tonnes per annum, the Councils will notify the RPB and will review the Core Strategy and Site Allocations DPDs.</p> <p>If the level of remaining provision identified in the Site Allocations DPD is insufficient to meet the forecast rate of production set in the RSS for the South West for at least 10 years supply, the Councils will review the Core Strategy and Site Allocations DPD.</p>	<p>Annual primary aggregates production for Wiltshire and Swindon.</p> <p>Landbank of permitted reserves.</p> <p>Remaining resources allocated in Preferred Areas or sites.</p>
<p>In testing the sub-regional apportionment through preparation of the Site Allocations DPD, the Councils are unable to identify sufficient land that can be developed at acceptable social and environmental and economic cost.</p>	<p>The Councils will notify the RPB immediately if it becomes apparent that Wiltshire and Swindon will not be able to meet forecast demand.</p> <p>The Core Strategy DPD will be reviewed in collaboration with the RPB.</p>	<p>Total resources allocated in Site Allocations DPD.</p>



## MCS 2: Maximising use of Secondary and Recycled Aggregates

- 6.9 Information on the full nature and extent of facilities for the processing and use of recycled aggregate within Wiltshire and Swindon is limited by the fact that in many cases, the product is managed by temporary mobile operations related to a specific redevelopment project. Often in cases such as these, the operator need only obtain a licence from the Environmental Health department of the Council, and does not necessarily require planning permission. Aggregates recycled 'on-site' are most likely reused 'on-site' as part of the overall redevelopment and therefore information relating to their re-use will not necessarily be recorded.
- 6.10 Policy MCS 2 sets out the Councils' intention to actively support non-mineral developments that promote sustainable construction techniques to maximise the use of secondary and recycled aggregates in line with regional policy. It also seeks to guide developments that incorporate permanent facilities to the most appropriate locations in Wiltshire and Swindon. Developers submitting proposals through the planning applications process will be instrumental in delivering this policy, both in terms of the Councils responding to consultation on major redevelopments and through the determination of development proposals for the reception, processing and distribution of secondary and recycled aggregates. Co-operation between the planning teams at the Councils will be essential.
- 6.11 Monitoring will be an essential tool to improve the Councils understanding of this particular aggregate resource. It will also allow the Councils to determine the extent that this policy is being implemented.

Possible deviations from policy MCS 2	Councils response	Monitoring indicator
No applications submitted for the reception, processing and distribution of secondary / recycled aggregates.	If over a period of three years the Councils receive no applications for this type of development, the councils will review policy MCS 2.	Number of proposals for reception, processing and distribution of secondary / recycled aggregates.
Consultation on major applications for non-minerals development within plan area results in no improvements towards greater use of secondary and recycled aggregates.	The Councils will monitor applications and comment where deemed appropriate to ensure that developments are in conformity with policy MCS 2. If the requirements of policy MCS 2 are not being met, the Council will firstly approach the relevant planning teams at the Councils to establish whether improvements could be made in working arrangements. If communication between teams is found to be working well and the requirements of policy MCS 2 are still not being planning Councils will review the policy.	Number of applications that show due consideration has been given towards the reduction of use of primary aggregates in favour of use of secondary and recycled aggregates.



### MCS 3: The Supply of Cement Raw Materials

6.12 The nationally and regionally important cement plant at Westbury has recently secured planning permission to maintain the local supply of chalk from nearby Westbury chalk quarry (at current rates of production) until 2031. This time horizon goes beyond the plan period of 2026, however it is important to monitor progress at Westbury to ensure that the Councils are aware of any unforeseen circumstances that may significantly alter the life of the quarry. It is anticipated that the Minerals Core Strategy will undergo a process of review at least every three years, and this will ensure that the appropriate time to look for suitable locations for additional chalk reserves will be identified. This will require effective and regular dialogue between Lafarge Cement Ltd and the Councils to ensure that both parties take into account all relevant information.

Possible deviations from policy MCS 3	Councils response	Monitoring indicator
Life of Westbury quarry is different to original estimates.	<p>If the life of the quarry is significantly less than anticipated the Councils will discuss options for the future of chalk supply from land in proximity to the existing Westbury quarry, with the developer and relevant consultation bodies such as the Environment Agency and Natural England.</p> <p>If land in proximity to Westbury chalk quarry is found to be unsuitable for additional chalk reserves then Policy MCS 3 will be reviewed.</p>	Estimate of remaining reserves.

### MCS 4: The Supply of Building Stones

6.13 Parts of Wiltshire and Swindon have developed their own unique and locally distinctive character which in many respects depends upon locally available building materials. Policy MCS 4 seeks to support developments that contribute to maintaining a supply of local building stone materials for local uses.

6.14 Theoretically, Wiltshire and Swindon have sufficient permitted reserves to maintain a supply of building stone for hundreds of years. However, many of the characteristics of settlements within the plan area can be attributed to stone that was sourced from what are now dormant mines and quarries. It is important that the Councils, developers, statutory consultees and local communities maintain dialogue on this issue. This will ensure that the best possible understanding of the relationship between local settlements and local building stone resources leads to the most appropriate release of land for extraction of building materials for a particular area.

Possible deviations from policy MCS 4	Councils response	Monitoring indicator
No applications for new quarries / mines or proposals to reopen former mines and quarries for extraction of building stones are received.	Councils will assess the need to review the policy.	Number of applications received for extraction of building stone to contribute to the local built environment

## MCS 5: Collaborative Working in the Upper Thames Valley

- 6.15 The Evidence Base shows that the MPA should not consider some issues without having regard to influences across the authority boundary. This is particularly the case when referring to the shared aggregate mineral resource within the Upper Thames Valley that spans the Wiltshire & Swindon / Gloucestershire boundary and extends into Oxfordshire. Policy MCS 5 seeks to ensure that minerals development in the Upper Thames Valley is subject to a common vision, objectives and policy framework. This may result in the Councils named in the policy preparing a joint Area Action Plan (AAP) to cover minerals development and potential afteruses in the Upper Thames Valley, or adopting a 'Master Plan' SPD reflecting the Councils' shared objectives.
- 6.16 Any such collaboration will involve the local authorities of Wiltshire Council, Swindon Borough Council, Gloucestershire County Council, and Cotswold District Council. If an AAP is prepared then the Councils may need to agree to form a joint committee in order for the document to be formally adopted by all planning authorities. Other key stakeholders will be the developers, relevant landowners, statutory consultees and local communities.

Possible deviations from policy MCS 5	Councils response	Monitoring indicator
An agreement has not been achieved by all Councils / a joint Committee has not been formed.	If an agreement is not made between all Councils to prepare a joint AAP by 2010 then WCC and SBC will investigate the reasons for such an agreement not being resolved. The Councils will continue to work with the respective authorities to ensure a shared set of objectives and policy framework for the Upper Thames Valley. Policy MCS 5 will only be reviewed if it is demonstrated that minerals extraction in the Wiltshire and Swindon parts of the Upper Thames Valley will no longer occur.	Number of relevant Authorities endorsing collaborative working in the Upper Thames Valley in policy terms.  Has a joint committee been formed by 2010?  Has work on a joint AAP or SPD commenced by 2012?



## MCS 6: Safeguarding Mineral Resources, Rail-head Facilities and Mineral Recycling Facilities

6.17 Policy MCS 6 sets out the Councils' approach to safeguarding mineral resources and related facilities from sterilisation by inappropriate land use development. It is essential that the impact of new development on safeguarded mineral resources within the Minerals Safeguarding Areas delineated on the Key Diagram and proposals map are fully taken into account. The Councils are always willing to discuss with developers the possible measures that could be taken to ensure that a non-mineral development will be acceptable within a MSA. Non-mineral developments that cannot be located elsewhere should ensure that viable mineral deposits are removed prior to the commencement of the development.

Possible deviations from policy MCS 6	Councils response	Monitoring indicator
An MSA does not accurately reflect the extent of the mineral resource.	If it is demonstrated that a significant area of an MSA does not contain a viable mineral reserve or if geological surveying demonstrate that the extent of the resource is greater than the area identified by the Councils then Policy MCS 6 will be reviewed.	New information provided by the BGS, landowners or a developer.
The impact of applications within the MSA are not properly taken into account.	The Councils will actively encourage better collaboration between the development management and planning policy teams. Where monitoring indicates that objections made on mineral safeguarding grounds are not used as a reason for refusal of the new development, the Councils' policy officers will discuss the reasons with the case officer. If there are fundamental problems with the application of the policy, then it will be reviewed.	Number of applications for non-mineral development within MSAs, permitted contrary to planning policy objections.



## MCS 7: Protection and Enhancement of the Environment in Wiltshire and Swindon

6.18 Policy MCS7 also seeks to address national policy considerations relating to flood risk and mitigating the impacts of climate change.

6.19 The Councils will be responsible for ensuring that any Site or Preferred Area allocated in the Aggregate Minerals Site Allocations DPD meets the requirements of Policy MCS 7, as will developers when providing information to support their proposals.

Possible deviations from policy MCS 7	Councils response	Monitoring indicator
Minerals development results in increased likelihood of flood risk.	The Council will review the policy.	Number of proposals for minerals development that proceed contrary to the advice of the Environment Agency.
Development does not contribute to buffering the impacts of climate change.	The Council will assess the need to review the policy.	Number of developments that provide additional flood storage capacity where a need has been identified through the Strategic Flood Risk Assessment / Flood Risk Assessment process.



## MCS 8: Living with Minerals Development – Protecting Residential Amenity

6.20 Policy MCS 8 provides an additional steer for development by ensuring that when considering proposals for minerals development, the Councils and developers take into account the views of local communities at the earliest possible opportunity. This will require the cooperation of both the Councils and developers to actively engage with those likely to be affected by a proposed development. This can be achieved through community liaison events and the establishment of Community Liaison Groups.

Possible deviations from policy MCS 8	Councils response	Monitoring indicator
Developers have not discussed proposals with local communities prior to submission of planning application.	The Councils will contact the developers to encourage better communication with local communities. If this does not lead to an increase in effective dialogue between communities and developers then the Councils will review the policy.	Percentage of the total number of planning applications submitted where a developer has not provided an opportunity for local communities to discuss a development proposal: <ul style="list-style-type: none"> <li>a) prior to a development</li> <li>b) Once a planning application has been submitted.</li> </ul>
Community Liaison Groups are not formed or meetings are not held.	The Councils will contact developers and communities firstly to establish whether there will be a benefit in establishing a Community Liaison Group. If there is a perceived benefit, work with developers to organise and encourage regular meetings throughout the life of the development.	Percentage of new developments that are the subject of Community Liaison Group Meetings.



## MCS 9: Strategic Approach to Managing Minerals Transportation

- 6.21 As mineral resources are a fixed and finite commodity it can be a significant challenge to locate minerals development in such a way that they are in close proximity to the HGV route network. This is particularly so in a rural area such as Wiltshire where sustained mineral development over time has resulted in many of the most suitably located sites having already been developed. Policy MCS 9 seeks to ensure that development proposals utilise the most sustainable option for the transportation of minerals. The Aggregate Minerals Site Allocations DPD will also need to be in conformity with this policy.
- 6.22 The delivery of this policy requires effective dialogue between the Councils and minerals developers.

Possible deviations from policy MCS 9	Councils response	Monitoring indicator
Minerals development is consistently located greater than 2km from the HGV route network.	The Councils will review the policy and investigate the reasons behind the deviation from Policy MCS9.	Percentage of minerals development permitted within: <ul style="list-style-type: none"> <li>a) 1km</li> <li>b) 1km – 2km</li> <li>c) 2km – 5km</li> </ul> of the Wiltshire HGV route network.



## MCS 10: Strategic Approach to Restoration and After-use of Mineral Sites

6.23 It is essential that, as minerals extraction is a temporary use of land, mineral developers consider the long term potential of sites. Policy MCS 10 seeks to ensure that the after-use and more specifically the restoration scheme to deliver that after-use is at the forefront of a development proposal. Collaboration between the Councils, developers, local communities and other stakeholders will be critical to ensure that restoration schemes provide an after-use befitting the location and aspirations of local communities.

Possible deviations from policy MCS 10	Councils response	Monitoring indicator
Proposed restoration schemes lead to a potential increased risk of bird-strike.	The Councils will review the policy.	Number of restoration schemes that proceed contrary to the advice of Defence Estates.
Proposed restoration schemes do not deliver a suitable after-use.	The Councils planning teams will liaise internally to determine whether Policy MCS 10 needs reviewing.	Percentage of permitted minerals developments that provide an after-use that is beneficial to the local area and / or contribute to meeting BAP targets in their restoration schemes.

6.24 The table on the following pages sets out a summary of the Councils indicators for monitoring the Vision, Strategic Objectives and policies within the Minerals Core Strategy.



**Table: Monitoring the Minerals Core Strategy**

Policy	Indicator (and Type)	Responsible Bodies	Target	Threshold for Policy Review
The Vision for Minerals Planning in Wiltshire and Swindon to 2026	All indicators within the Minerals Development Framework	As identified below	N/A	N/A
Strategic Objective 1: Managing Mineral Resources	All indicators relating to Policies: MCS1, MCS2, MCS3, MCS4 & MCS6	As identified in relevant indicators below	N/A	N/A
Strategic Objective 2: Economy	All indicators relating to Policies: MCS1, MCS3, MCS4, MCS6 & MCS10		N/A	N/A
Strategic Objective 3: Communities and Local Amenity	All indicators relating to Policies: MCS7, MCS8, MCS10		N/A	N/A
Strategic Objective 4: Environment	All indicators relating to Policies: MCS7, MCS8, MCS9 & MCS10		N/A	N/A
Strategic Objective 5: Collaborative Working	All indicators relating to Policies: MCS5 & MCS10		N/A	N/A
MCS 1: Meeting the Need for Primary Aggregate Minerals	Production of primary land won aggregates. (Core Output Indicator 5a)	WC / SBC / Minerals Industry	1.85 million tonnes per annum or less	3 years production in excess of 1.85 million tonnes per annum
	Provision of an aggregates landbank. (Local Output Indicator 1)	WC / SBC / Minerals Industry	7 years minimum based on average of 3 years past production	Dependant on reserves identified in undeveloped Preferred Areas or Sites
	Remaining resources allocated in Preferred Areas or sites	WC / SBC	Sufficient to meet forecast demand in accordance with National and Regional Policy	When reserves are insufficient to maintain 7 year land bank
	Total resources allocated in Site Allocations DPD	WC / SBC	Sufficient to meet forecast demand in accordance with National and Regional Policy	When reserves are insufficient to maintain 7 year land bank

<b>Policy</b>	<b>Indicator (and Type)</b>	<b>Responsible Bodies</b>	<b>Target</b>	<b>Threshold for Policy Review</b>
<b>MCS 2: Maximising the Use of Secondary and Recycled Aggregates</b>	Production of secondary / recycled aggregates. (Core Output Indicator 5b)	WC / SBC / Minerals industry	Consistent increase in reuse of secondary and recycled aggregates	If over a 3 year period, from the date of adoption of the Minerals Core Strategy, data collection is not improved this policy should be reviewed
	Number of applications for reception, processing and distribution of secondary / recycled aggregates	WC / SBC / Minerals industry	N/A	If over a 3 year period, from the date of adoption of the Minerals Core Strategy, there are no applications, this policy should be reviewed.
	Number of applications for major development that show due consideration has been given towards the reduction of use of primary aggregates in favour of use of secondary and recycled aggregates.	WC / SBC / Developers	100%	If, within a 3 year period from the date of adoption of the Minerals Core Strategy, 50% of relevant applications do not give due consideration to policy MCS2, the Councils will review this policy
<b>MCS 3: The Supply of Cement Raw Materials</b>	Landbank of chalk and clay to serve Westbury cement works (Local Output Indicator)	WC / SBC / Lafarge Cement UK	15 years minimum	If reserves dip below 15 year landbank the Councils will review this policy
	Percentage of chalk extracted at Westbury Chalk Quarry used at Westbury Cement Works.	WC / SBC / Lafarge Cement UK	100%	If, over a 3 year period, chalk is exported from the quarry to a location outside of Westbury Cement Works, the Councils will review this policy

<b>Policy</b>	<b>Indicator (and Type)</b>	<b>Responsible Bodies</b>	<b>Target</b>	<b>Threshold for Policy Review</b>
<b>MCS 4: The Supply of Building Stones</b>	Number of active quarries providing source of local building stone used for enhancing the built environment (Local Output Indicator)	WC / SBC / Mineral Developers	N/A	N/A
	Number of applications received for extraction of building stone to contribute to the local built environment	WC / SBC	N/A	If, within a 3 year period from the date of adoption of the Minerals Core Strategy, no applications have been received, the Councils will consider the need to review this policy
<b>MCS 5: Collaborative Working in the Upper Thames Valley</b>	Number of relevant Authorities endorsing collaborative working in the Upper Thames Valley in policy terms	WC / SBC / GCC / CDC /	All Councils taking forward an agreed approach to minerals development in UTW within 3 years of the adoption of the Minerals Core Strategy.	If after 3 years no agreement has been made WCC and SBC will continue to liaise with the relevant Councils to secure an agreed approach
<b>MCS 6: Safeguarding Mineral Resources, Rail-head Facilities and Mineral Recycling Facilities</b>	Area lost to non mineral developments permitted on safeguarded mineral sites (Local Output Indicator)	Wiltshire Council / Swindon Borough Council	0%	If an area of MSA is developed for non-mineral development contrary to the advice of the Councils' policy officers, the implementation of Policy MCS6 will need to be reviewed
	Number of applications for non-mineral development within MSAs	Wiltshire Council / Swindon Borough Council	N/A	N/A



Policy	Indicator (and Type)	Responsible Bodies	Target	Threshold for Policy Review
	New information provided by the BGS or a developer that will result in a significant change in MSAs	BGS	100%	The extent of the change in mineral resource zone will inform the need to review the MSA
	% of inappropriate non-minerals development proposals in MSAs to which a policy objection is raised.	Wiltshire Council / Swindon Borough Councils	100%	Depending on the scale and circumstances of the development, the Councils' Planning Policy officers will discuss implications with the case officer. When monitoring indicates that objections are not being raised, the reasons why can be investigated and a review triggered.



Policy	Indicator (and Type)	Responsible Bodies	Target	Threshold for Policy Review
MCS 7: Flooding	Number of proposals for minerals development that proceed contrary to the advice of the Environment Agency	WC / SBC / EA	0%	The circumstances that lead to the advice of the EA being ignored will be considered in light of the need to review Policy MCS7
	Number of developments that provide additional flood storage capacity where a need has been identified through the Strategic Flood Risk Assessment / Flood Risk Assessment process.	WC / SBC / EA / Minerals developers	N/A	If, within a period of 3 years from the adoption of the Minerals Core Strategy, no applications are received that will provide additional flood storage capacity, the Councils will assess the need to review Policy MSC7

Policy	Indicator (and Type)	Responsible Bodies	Target	Threshold for Policy Review
<p><b>MCS 8: Living with Minerals Development – Protecting Residential Amenity</b></p>	<p>Number of events where a developer provides opportunity for local communities to discuss a development proposal:</p> <ul style="list-style-type: none"> <li>a) prior to the submission of a planning application</li> <li>b) Once a planning application has been submitted</li> </ul>	<p>WC / SBC / Minerals Developers</p>	<p>At least 1 event per major new development proposal</p>	<p>The Councils will encourage developers to engage with the local communities that may be affected by a development proposal. If no such engagement is undertaken, the Councils will investigate and assess the reasons why not and consider a review of the policy. The threshold for policy review would be triggered if less than 90% of major new development proposals have not offered timely and appropriate opportunities for local community engagement.</p>
<p><b>MCS 9: Strategic Approach to Managing Minerals Transportation</b></p>	<p>Percentage of new developments that are the subject of Community Liaison Group Meetings</p> <p>Percentage of minerals development permitted within:</p> <ul style="list-style-type: none"> <li>c) 1km</li> <li>d) 1km – 2km</li> <li>e) 2km – 5km</li> </ul> <p>of the Wiltshire HGV route network (Significant Effects Indicator)</p>	<p>WC / SBC / Minerals Developers</p>	<p>At least 1 meeting per major new development proposal</p> <p>90% of new developments within 2km of HGV route network.</p>	<p>The Councils will encourage developers to engage with the local communities that may be affected by a development proposal. If meetings are not being held the Councils will assess the need to review the policy.</p> <p>If less than 90% of proposals are more than 2km from HGV route network, the Councils will assess the need to review the policy.</p>



Policy	Indicator (and Type)	Responsible Bodies	Target	Threshold for Policy Review
MCS 10: Strategic Approach to Restoration and After-use of Mineral Sites	Percentage of permitted minerals developments that provide an after-use that is beneficial to the local area and / or contribute to meeting BAP targets in their restoration schemes	WC / SBC / Minerals developers	100%	Where schemes do not contribute to BAP targets they must deliver a suitable after-use that is beneficial to the local area. If no beneficial after-use is created, the Council will assess the need to review the policy.
	Number of restoration schemes that proceed contrary to the advice of Defence Estates	WC / SBC / Defence Estates / Minerals developers	0%	If developments lead to an increased risk of bird strike, the Councils will review the policy

WC Wiltshire Council  
 SBC Swindon Borough Council  
 GCC Gloucestershire County Council  
 CDC Cotswold District Council  
 NE Natural England

## Appendix 1. Glossary of Terms

- AAP Area Action Plan** – A Development Plan Document (DPD) that seeks to plan a distinct area as likely to experience ‘significant change’ as a result of development pressure. If the need to prepare a Minerals AAP is determined, revisions will be made to the Minerals and Waste Development Scheme (MWDS).
- Aftercare** – An agreed programme of work designed to bring a restored mineral or waste site to a satisfactory standard for agriculture, amenity or nature conservation use; normally imposed in the form of a planning condition once a site has been granted permission to operate.
- After-use** – The use to which a mineral or waste site is put to on completion of restoration and any aftercare provisions. Unless the proposed after-use is to agriculture or nature conservation, planning permission will be required to develop more formal uses of land (e.g. change of use of land to create a leisure facility).
- Aggregate** – Sand, gravel, crushed rock and other bulk materials which are suitable for use in the construction industry as concrete, mortar, finishes or roadstone, or for use as a constructional fill or railway ballast.
- Alternative Aggregates** – Aggregates or aggregate derived material (including secondary and recycled aggregates) utilised to meet need as opposed to the use of primary resources.
- AMR Annual Monitoring Report** – A report that principally describes how a Local Planning Authority is performing in terms of meeting the targets and aspirations for LDD preparation as set out in its three year project plan (the MWDS / LDS). If, as a result of monitoring performance, the Authority's MWDS / LDS requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.
- AONB Area of Outstanding Natural Beauty** – A landscape area of high natural beauty within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.
- Area of Search** – An extensive area of land believed to contain significant, but generally unproven mineral resources within which the Mineral Planning Authority would have no objection in principle to mineral working, subject to satisfactory proposals to protect the range of interests of acknowledged importance within and adjoining the area (see also “Preferred Areas”).
- Community Plan** – The Local Government Act 2000 requires local authorities to prepare a community strategy. “A Sustainable Community Strategy for Wiltshire 2007–2016”, produced by the Wiltshire Strategic Board, sets the broad vision for the future of Wiltshire and proposals for delivering that vision.
- Core Strategy Development Plan Document** – The most important Development Plan Documents to be produced, the Councils will produce both minerals and waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the plan area.
- DCLG Department of Communities & Local Government** – The Government department responsible for planning and local government.
- Development Plan** – The Government is committed to ensuring that planning decisions on proposals for development or the change of use of land should not be arbitrary. The statutory development plan will continue to be the starting point in the consideration of planning applications (Section 38(6) of the Planning and Compulsory Purchase Act 2004). The development plan for Wiltshire and Swindon consists of:
- (i) the Regional Spatial Strategy prepared by the South West Regional Assembly (“the Regional Planning Body”); and
  - (ii) Development Plan Documents prepared by Swindon Borough, and Wiltshire Council.
- DPD Development Plan Documents** – spatial planning documents that are subject to independent examination. They will have ‘development plan’ status.
- GOSW Government Office for the South West** – The Government’s regional office. The Councils will liaise with GOSW as a first point of contact to discuss the scope and content of Local Development Documents and procedural matters.
- Landbank** – A stock of permitted reserves (active or dormant) for the winning and working of minerals generally expressed in ‘years worth of supply’.





- LDF Local Development Framework** – comprises a portfolio of LDDs that will provide the framework for delivering the spatial planning strategy for the area. District / Unitary Authorities will prepare LDF's for their area.
- LDD Local Development Document** – forms part of the Local Development Framework and can either be a Development Plan Document (DPD) or a Supplementary Planning Document (SPD). Wiltshire Council, and Swindon Borough Council are responsible for producing a Minerals and Waste Development Framework containing Minerals and Waste LDDs.
- LDS Local Development Scheme** – sets out a 3 year programme for the preparation of LDDs for Local authorities. Wiltshire Council (and Swindon Borough) has prepared a Minerals and Waste Development Scheme.
- LSP Local Strategic Partnership** – Non-statutory, non-executive body bringing together representatives of the public, private and voluntary sectors. The LSP is responsible for preparing the Community Strategy.
- MPA Mineral Planning Authority** – The Local Planning Authority responsible for overseeing all aspects of mineral operations.
- MPG Minerals Planning Guidance notes** – have been produced by successive Governments for many years. They are now being systematically replaced by more refined statements of national policy – Minerals Policy Statements.
- MPS Minerals Policy Statement** – these documents, produced by the Government, replace the old series of Minerals Planning Guidance Notes.
- MRZ Mineral Resource Zones** – Broad areas of search within Wiltshire and Swindon that in principle should be used as the basis for identifying future sites for sand and gravel extraction in Wiltshire and Swindon.
- MWDF Minerals and Waste Development Framework** – The equivalent of the Local Development Framework dealing specifically with policies for minerals and waste development.
- MWDS Minerals and Waste Development Scheme** – A 3 year project plan sets out the preparation milestones of the Minerals and Waste Development Framework. The procedures for approving monitoring and reviewing the MWDS involves dialogue with the Secretary of State
- Permitted Reserves** – Mineral reserves for which planning permission has been granted. The MPA will not release details of reserves for individual quarries or quarry operators to ensure 'commercial confidentiality'.
- Planning Aid** – A voluntary service offering independent professional advice and help on planning matters which aims to give people the confidence to help themselves in a planning context and to become involved in wider planning issues.
- Planning and Compulsory Purchase Act 2004** – (commenced September 2004) ushered in and implemented sweeping reforms to the Town and Country Planning system.
- PINS Planning Inspectorate** – The Government agency responsible for scheduling independent examinations. The Planning Inspectors who sit on independent examinations are employed by PINS.
- PPG Planning Policy Guidance note** – Like MPGs, PPGs have been produced by successive Governments. They aim to inform the planning system by providing guidance and policies on planning issues. These documents are now being systematically replaced by more succinct statements of national policy – Planning Policy Statements.
- PPS Planning Policy Statement** – these documents, produced by the Government, replace the old series of Planning Policy Guidance Notes.
- Proposals Map** – A separate Local Development Document which illustrates on an Ordnance Survey base map all policies and proposals contained in Minerals and Waste Development Plan Documents and 'saved policies' (where applicable). It must be revised each time a new Development Plan Document is approved for adoption.
- Preferred Areas** – Areas of land with reasonable evidence for the existence of commercially extractable minerals, which are largely unaffected by substantial planning constraints. Preferred Area boundaries do not necessarily represent acceptable extraction boundaries. They represent areas within which there is a presumption in favour of extraction, subject to detailed criteria including,



where appropriate, details of buffer zones, advance planting and landscaping and other matters.

**RAD Rail Aggregate Depot** – Facility to which minerals are transported by rail, prior to distribution to local markets.

**Recycled Aggregate** – Aggregates produced from recycled construction and demolition wastes such as crushed concrete, road planings, etc.

**RSS Regional Spatial Strategy** – The RSS for the South West is being prepared by the South West Regional Assembly and will replace the Regional Planning Guidance for the South West. It will have statutory ‘development plan’ status.

**SA Sustainability Appraisal** – Local Planning Authorities are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of Sustainability Appraisal is similar to Strategic Environmental Assessment but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with Government policy, the Councils are producing a Sustainability Appraisal that incorporates a Strategic Environmental Assessment of its Minerals and Waste LDDs.

**SCS Sustainable Community Strategy for Wiltshire: 2007–2016** – The Local Government Act 2000 required local authorities to prepare a community strategy. Wiltshire County Council prepared its first Community Strategy in 2003. Since then, additional priorities have been identified thus warranting a wholesale review of policies and proposals. The new Sustainable Community Strategy - “Working together to create stronger and more sustainable communities”, produced by the Wiltshire Strategic Board in September 2007, sets the broad vision for the future of the County and proposals for delivering that vision.

**Saved Plan & Saved Policies** – Under the Planning and Compulsory Purchase Act 2004 the Wiltshire and Swindon Minerals and Waste Local Plans have been ‘saved’ for a period of three years (either from the date of adoption or September 2004 as appropriate).

**Secondary Aggregate** – Aggregates derived from by-products of the extractive industry, e.g. china / ball clay waste, colliery spoil, blast furnace slag, pulverised fuel ash, etc.

**SEA Strategic Environmental Assessment** – Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of local development documents (DPDs and, where appropriate SPDs) and other programmes (e.g. the Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.

**SMART** A technique to ensure policy objectives are Specific, Measurable, Achievable, Realistic & Time-bound.

**SPD Supplementary Planning Document** – Whilst not having ‘development plan’ status, SPDs can form an important part of the local development framework of an area. They can be used to expand policy or provide further detail to policies in development plan documents. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.

**Stakeholder** – Anyone who is interested in or affected by planning proposals that are being considered.

**Wiltshire COMPACT** – A partnership agreement between statutory agencies and membership organisations from the voluntary and community sector. It sets out a number of principles within which the members of the COMPACT agree to work.

## Appendix 2. Relationship between Minerals Core Strategy Policies and Saved Policies of the Minerals Local Plan

<b>Minerals Local Plan Policy</b>	<b>To be Replaced by Core Strategy Policy Number / other DPD</b>
3	MCS1 (B)
5	MCS6 (in part) / DC Policies DPD (residual)
6	MCS9
7	DC Policies DPD
9	MCS6
10	DC Policies DPD
11	DC Policies DPD
12	DC Policies DPD
13	DC Policies DPD
15	MCS7 (in part by) DC Policies DPD (residual by)
16	DC Policies DPD
17	DC Policies DPD
18	DC Policies DPD
19	MCS7
20	MCS7
21	MCS7
25	MCS7
28	MCS7
29	MCS10
33	DC Policies DPD
35	Aggregate Minerals Site Allocations DPD
37	DC Policies DPD
38	MCS1
39	MCS1
40	DC Policies DPD
41	DC Policies DPD
43	MCS9
44	DC Policies DPD
45	MCS10
47	MCS10
48	MCS3
49	Aggregate Minerals Site Allocations DPD
50	DC Policies DPD
51	DC Policies DPD
Annex 1	Aggregate Minerals Site Allocations DPD



# Notes



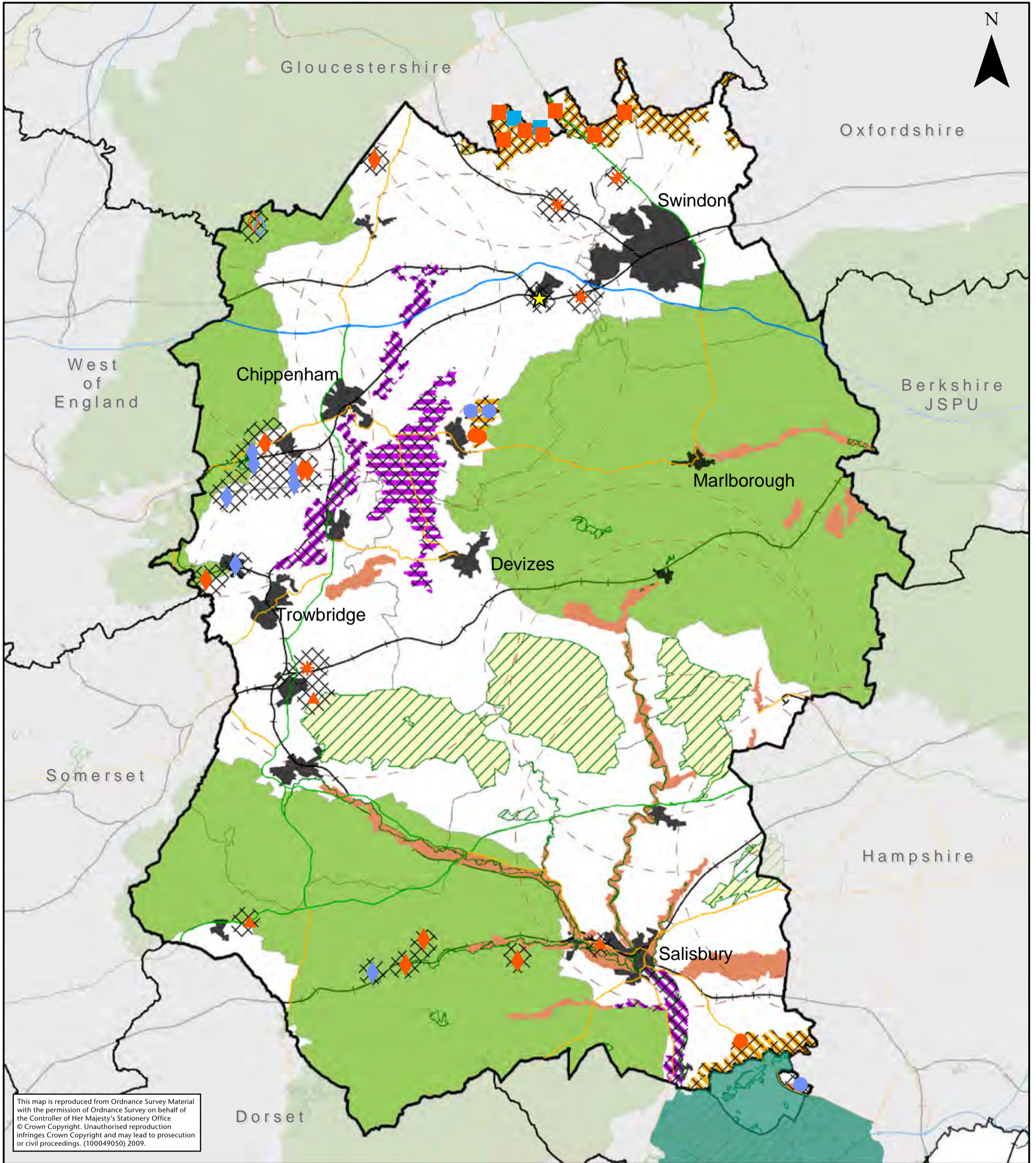




## Appendix 3. Minerals Key Diagram

• Diagram in Pocket •

# Minerals Core Strategy Key Diagram



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## Key

### Existing Minerals Sites (MCS 2 & MCS 6)

- Rail Aggregate Depot (Crushed Limestone)
- Building stone, Active
- Building Stone, Dormant
- Stone(agg), Dormant
- Crushed Rock, Active

- Chalk, Active
- Clay, Active
- Sand and Gravel, Active
- Sharp sand and gravel, Dormant
- Soft Sand, Active
- Soft Sand, Dormant

### Mineral Resource Zones (MCS 1)

- Bristol Avon
- East of Calne
- Salisbury Avon
- South East of Salisbury
- South and West of Calne
- Upper Thames Valley

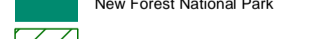
### Other Naturally Occuring Resources



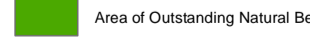
### Airfield Safeguarding (MCS 10)



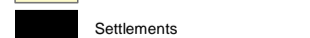
### Mineral Safeguarding Area (MCS 6)



### New Forest National Park



### Special Areas of Conservation



### Area of Outstanding Natural Beauty



### Special Protection Areas



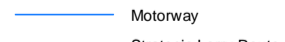
### Settlements



### Plan Area

### Wiltshire HGV Route Network (MCS 9)

### Motorway



### Strategic Lorry Route



### Local Lorry Route



### Railways





Minerals and Waste Policy

Spatial Planning

Economy and Enterprise

County Hall

Bythesea Road

Trowbridge

Wiltshire

BA14 8JN



# Wiltshire and Swindon Waste Core Strategy

2006 - 2026

Development Plan Document

Adopted July 2009

## Swindon Borough Council

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# **Wiltshire & Swindon**

## **Waste Core Strategy**

### **Development Plan Document**

**July 2009**

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ISBN 978-0-86080-538-0



# Contents

	Page
1. Introduction	1
2. Key Characteristics of Wiltshire and Swindon	3
3. Waste Management in Wiltshire and Swindon: Issues and Challenges	11
4. Vision and Strategic Objectives	14
5. Strategies, Activities and Actions	18
6. Implementation, Monitoring and Review	28
Appendix 1 Glossary of Terms	35
Appendix 2 Development Control DPD Policy Areas	40
Appendix 3 Waste Local Plan (2005) Saved Policies	42
Appendix 4 Key Diagram	44



## Executive Summary

The Waste Core Strategy for Wiltshire and Swindon sets out the strategic planning policy framework for waste management over the next 20 years. The Waste Core Strategy forms one element of the Wiltshire and Swindon Minerals and Waste Development Framework. In this sense, the Core Strategy should be read in conjunction with national and regional policy as well as local policies –including the emerging Minerals and Waste Development Control Policies Development Plan Document (DPD) and the Waste Site Allocations DPD.

The Strategy considers the key characteristics of Wiltshire and Swindon such as population trends, economic performance, landscape importance and cultural heritage. It identifies that approximately 68.6% of the Plan area is designated for its landscape and ecological importance, a key consideration within the Waste Core Strategy.

The Strategy gives a summary of the current characteristics of waste management activities in Wiltshire and Swindon. Important issues are identified such as the lack of waste management facilities in the Salisbury area and that non-hazardous landfill sites are concentrated in the north of the Plan area. In addition, it is recognised that the management of waste is not easily reconciled based on geo-political boundaries. Relationships with neighbouring authorities both within and outside the Region (e.g. Oxfordshire, Berkshire and Hampshire) will need to be explored and developed to ensure that waste is managed in a sustainable manner. The section also includes an analysis of the projected capacity gap for each waste stream; this indicates the Strategy will need to deliver an additional:

- 54,000 tonnes per annum of Treatment capacity for Municipal waste management for Wiltshire and Swindon;
- Three Household Recycling Centres, a Material Recovery Facility and a Composting Facility for the management of Wiltshire's Municipal waste;
- Suitable Municipal waste management facilities in Swindon to achieve the target of 50% recycling and to meet the objectives of the Municipal Strategy;
- 915,870 cubic metres of void space capacity for the management of Industrial and Commercial waste;
- 250,000 tonnes per annum of Treatment capacity for Industrial and Commercial waste management for Wiltshire and Swindon;
- 150,000 tonnes per annum of recycling capacity for Industrial and Commercial waste management for Wiltshire and Swindon;
- 950,000 cubic metres of void space capacity for the management of inert waste; and
- 90,000 tonnes per annum of transfer capacity for the management of inert waste in Wiltshire and Swindon.

The key waste planning issues facing Wiltshire and Swindon are then identified. The Regional Spatial Strategy (RSS) for the South West identifies four Strategically Significant Cities and Towns (SSCTs) in the Plan area; Swindon, Chippenham, Trowbridge and Salisbury. The SSCTs represent the areas that will see the most substantial growth within the County and Borough over the next 20 years. The first key issue that the Strategy addresses is how new facilities will be delivered to meet the associated projected growth in waste arisings. Two other key issues are identified. The first relates to identifying future site locations, rationalising the framework of waste management sites and the need for new facilities against the environmental importance of Wiltshire and Swindon. The second relates to the approach to waste management in Wiltshire and Swindon.



The contextual information relating to the Plan area leads to the Vision for waste planning for the next 20 years. This has been formulated through consultation with stakeholders and the review of other plans and strategies particularly the Sustainable Community Strategies for Wiltshire and Swindon. In order to achieve the Vision it is considered necessary to include strategic objectives within the Strategy. The role of Strategic Objectives is to begin to articulate what steps are necessary to take to achieve the Vision and to address the identified issues for the Plan area. Four Strategic objectives have been identified;

- **Involving the Community;**
- **The Need for Waste Management Facilities;**
- **The Environment; and**
- **The Waste Hierarchy.**

The final element of the Strategy contains the detailed policies that address the issues that have been raised. There are six policies that set out the strategic direction and context for waste planning in Wiltshire and Swindon over the Plan period:

- **WCS1:** The Need for Additional Waste Management Capacity and Self Sufficiency;
- **WCS2:** Future Waste Site Locations;
- **WCS3:** Preferred Locations of Waste Management Facilities by Type and the Provision of Flexibility;
- **WCS4:** Safeguarding Waste Management Sites;
- **WCS5:** The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management; and
- **WCS6:** Waste Reduction and Auditing

In addition, a seventh policy (**WCS7:** Waste DPD Implementation, Monitoring and Review) sets out the Councils' commitment to delivering a 'plan, monitor and manage' approach to bringing forward and implementing sustainable waste management facilities in a timely and appropriate manner.

The Core Strategy concludes with a statement on an essential part of the framework, the monitoring and implementation of the policies. A number of monitoring indicators for each policy are identified. The role of these indicators is to monitor the effectiveness of policies and offer a mechanism for review should the need arise.



# 1. Introduction

## The Geographic Extent of the Plan Area

- 1.1 The **Wiltshire and Swindon Waste Core Strategy** provides a strategic policy framework for the administrative areas of Wiltshire Council and Swindon Borough Council (as illustrated in **Figure 1**). The Plan area is different to that expressed in the former Waste Local Plan by virtue of the fact that as of 1st April 2006 a small area of south Wiltshire<sup>1</sup> now forms part of the New Forest National Park. The National Park authority have full planning powers but have elected to work with Hampshire County Council, Southampton City Council and Portsmouth City Council on matters relating to minerals and waste. This joint planning arrangement is set out in detail within the recently adopted Hampshire<sup>2</sup> Minerals & Waste Core Strategy (adopted July 2007).
- 1.2 In accordance with the Regional Spatial Strategy for the South West (RSS) and the provisions of section 62(2) of the Environment Act 2005, all Minerals and Waste Local Development Documents (LDDs) produced by Wiltshire and Swindon must pay due regard to the National Park's purpose. This requirement goes beyond simply mapping potential impacts. Co-operation on matters relating to minerals and waste development proposals will need to involve collaborative working arrangements with the National Park Authority, Hampshire County Council and Dorset County Council and opportunities for such interaction will be pursued by the Councils.
- 1.3 In addition to considering the wider interests of the New Forest National Park, the Waste Core Strategy also recognises that the sustainable management of waste requires closer working with neighbouring Waste Planning Authorities (both within and potentially outside the South-West Region), the waste industry and regulators.

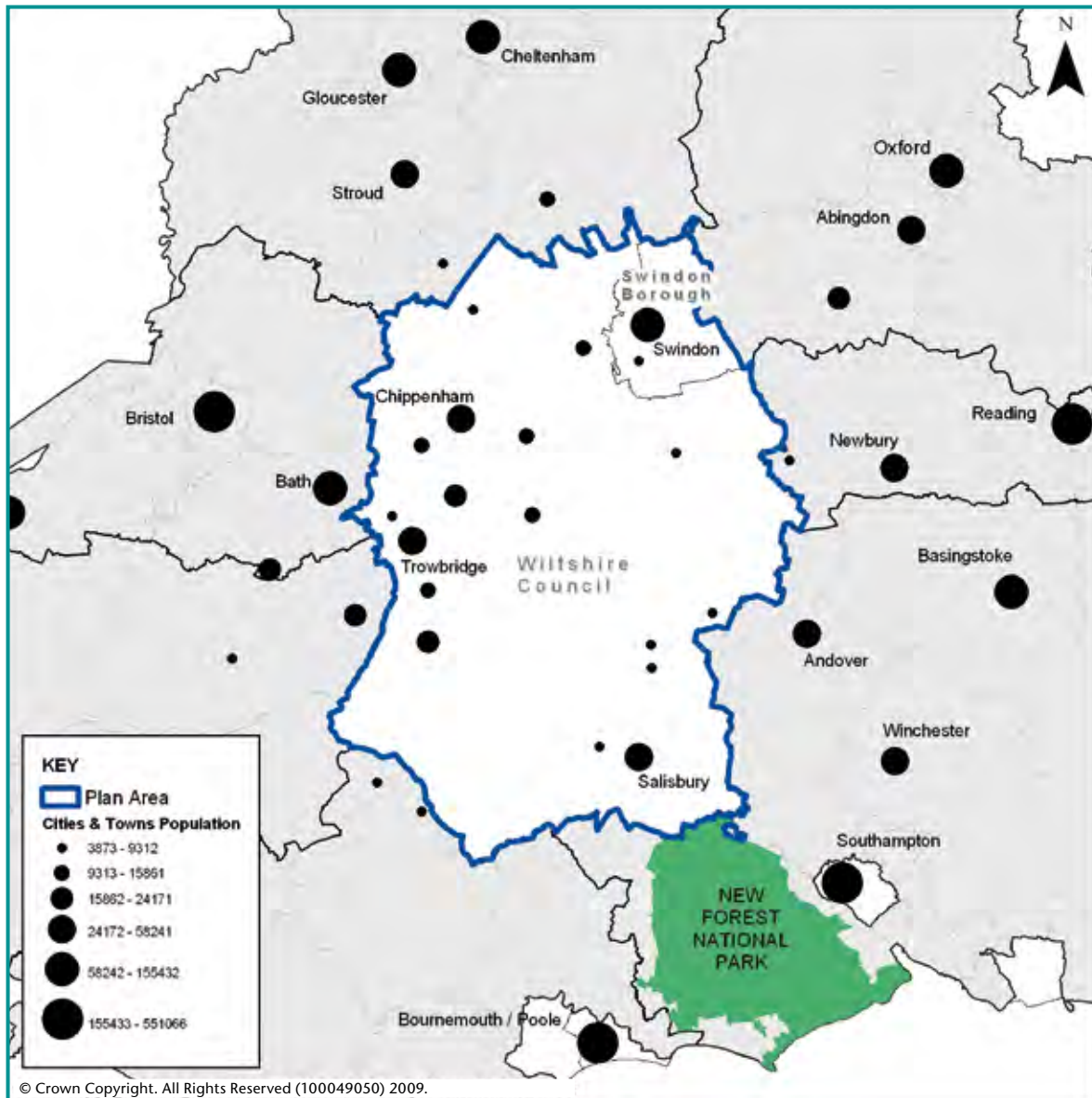


1: Land comprising parts of the Parishes of Landford, Redlynch and Whiteparish have been subsumed into the administrative boundary of the New Forest National Park

2: Hampshire, Portsmouth, Southampton & New Forest National Park Minerals & Waste Core Strategy.



**Figure 1. Map Illustrating the Administrative Areas of Wiltshire Council and Swindon Borough Council**



## Links to the Councils' Evidence Base

- 1.4 All aspects of the Councils' Minerals and Waste Development Framework have to be founded on robust and credible evidence. To accompany this Strategy and all other documents in the Framework, the Councils have prepared a detailed Evidence Base document - ([www.wiltshire.gov.uk/environmentandplanning/planning/planningpolicy/mineralsandwastedevelopmentplan](http://www.wiltshire.gov.uk/environmentandplanning/planning/planningpolicy/mineralsandwastedevelopmentplan)).
- 1.5 The Councils will keep its Evidence Base up-to-date through constant monitoring and review. A glossary of terms used in this Report is included in **Appendix 1**.




## 2. Key Characteristics of Wiltshire and Swindon

- 2.1 The County of Wiltshire and Borough of Swindon (the 'Plan area') cover an area of 3,455 square kilometres, and have a population of around 630,600 (2006). The area is predominantly rural in character, with the majority of settlements being market towns. The main urban settlements are Swindon (population 162,000), Salisbury (population 44,000), Trowbridge (population 36,000) and Chippenham (population 33,500). Wiltshire and Swindon have seen significant population growth in recent decades, rising by 26% in the period 1971 – 2001; higher than both the regional and national level figures. The population across the County and Borough is expected to rise by approximately 13.6% over the Plan period 2006 – 2026, but this growth will be distributed unevenly. Swindon, Salisbury, Trowbridge and Chippenham will be the focus for growth, having been identified as Strategically Significant Cities and Towns (SSCTs) in the RSS for the South West.
- 2.2 The locations of the SSCTs and subsequently the distribution of the predicted growth, is a key consideration of the Waste Core Strategy as this is not expected to occur in an even manner across the Plan area. Swindon, Chippenham, Trowbridge and Salisbury are situated close to the boundaries of the Plan area, increasing the relationships with neighbouring local authorities in terms of waste management. The Waste Core Strategy will need to be flexible in its approach in order to manage the possible differential growth patterns of the SSCTs and the movement of waste within and outside the Plan area.
- 2.3 In terms of economic performance, Swindon has been growing at a higher rate than both the regional and national average (GVA, 1995 – 2004), whilst Wiltshire's growth has been lower than both the regional and national figure. The manufacturing sector makes the greatest contribution to economic output in Wiltshire and Swindon; closely followed by wholesale and retail trade; and real estate, renting and business activity sectors. Wiltshire and Swindon's unemployment levels are both lower than the national average; with earnings also slightly lower than the England average, but higher than the South West regional figure. Wiltshire can be considered a relatively desirable place to live, with average house prices of £240,000 being higher than the South West (£217,000) and England and Wales (£211,000), although average house prices in Swindon are significantly lower at £166,000.
- 2.4 The environment of Wiltshire and Swindon is both naturally and historically rich and diverse, with over two thirds (68.6%) of the Plan area designated for its international, national and local environmental importance. This includes the three Areas of Outstanding Natural Beauty of the Cranborne Chase and West Wiltshire Downs, North Wessex Downs and Cotswolds, covering 43% of the Plan area; 12 European protected sites; over 130 Sites of Special Scientific Interest; and the World Heritage site of Stonehenge and Avebury. Additionally, the New Forest National Park is located adjacent to the southern boundary of Wiltshire and is of national and international\* importance.
- 2.5 Economic and population growth have been the main drivers in the increase of waste arisings in Wiltshire and Swindon. The level of future growth anticipated for the Plan area, primarily in the SSCTs of Swindon, Salisbury, Trowbridge and Chippenham, will inevitably lead to further increases in waste arisings over the Plan period to 2026. The fact that historically 30%<sup>3</sup> of the household and, industrial and commercial

<sup>3</sup> Wiltshire and Swindon Evidence Base Document (Environment Agency, 2005).

\* Footnote: The New Forest is designated as being of national significance. However, the area also contains a number of internationally important ecological designations.



wastes managed in Wiltshire and Swindon was imported from across the boundary indicates that the growth of places elsewhere, such as Bath/Bristol, Bournemouth/Poole and settlements in the South East, will impact upon the number of waste management facilities needed within Wiltshire and Swindon over the life of this Plan. The environmental value of a significant proportion of Wiltshire and Swindon means that the future waste management facilities required to deal with the increase in waste arisings will need to be planned with great care.

## ***Key Characteristics of Waste Management in Wiltshire and Swindon***

### ***Municipal***

- 2.6 The Councils' waste disposal contractor until 2016 is Hills Waste Solutions Ltd. Hills Waste Solutions Ltd operate a wide network and type of waste facilities within the County and Borough. The major landfill facilities in the area are located at Chapel Farm (Blunsdon) near Swindon and at Compton Bassett, Calne. These two facilities provide the majority of landfill voidspace for municipal waste. An extension to the Compton Bassett landfill was permitted in 2007 that will provide additional voidspace capacity up to 2025. Hills Waste Solutions Ltd also operate a hazardous waste landfill at Parkgate Farm, Purton that has recently been permitted and will also receive some non hazardous waste including municipal. It is considered that with these permissions there is sufficient voidspace capacity for the disposal of municipal waste over the plan period.
- 2.7 Hills Waste Solutions Ltd also operate a range of recycling facilities in Wiltshire in order to meet local recycling targets and the County and Boroughs LATS<sup>4</sup> targets. There is a Materials Recovery Facility located at Compton Bassett and 10 Household Recycling Centres distributed across Wiltshire. There are four Waste Transfer Stations for the management of municipal waste in Wiltshire.
- 2.8 In Swindon all recycled waste is initially handled at the Borough's Household Recycling Centre (HRC) at Waterside Park. There are also around 40 bring sites. From July 2007 the Borough Council have introduced a Borough-wide weekly kerbside recycling collection, and from November 2007, 65,000 homes now receive a fortnightly wheelie-bin collection service. Households in the Borough also receive a fortnightly collection of plastic bottles and fortnightly collections of garden waste. This is expected to greatly increase recycling rates in the Borough.

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4: Landfill Allowance Trading Scheme



## ***Industrial and Commercial***

- 2.9 A number of Landfill sites located in the Plan area receive Industrial and Commercial (I&C) waste. These are located in the north at Studley Grange near Wootton Bassett and Sands Farm, near Calne, and limited amounts at Compton Bassett and Chapel Farm landfill sites. There are limited facilities that offer treatment capacity for I&C waste in the Plan area with only one facility offering 40,000 tonnes per annum. In addition there are a large number of small skip hire services across the in the local area for the management of I&C waste.

## ***Inert***

- 2.10 There are a number of landfill sites in the Plan area that receive inert waste, the majority of which for restoration projects associated with mineral extraction. In the north of the area there are four landfill sites currently receiving inert waste. There are three sites located in west Wiltshire area with one landfill site receiving inert waste in south Wiltshire.
- 2.11 The County and Borough has limited capacity for the recycling and transfer of inert waste. There is one site located in the north and two sites in west of Wiltshire that recycle inert waste. In addition, there are two transfer sites in the Plan area for the management of inert waste.

## ***Hazardous***

- 2.12 There are two sites located in the Plan area that are permitted for the reception and disposal of hazardous waste. One site is a recently permitted landfill site located at Parkgate Farm, near Purton - owned and operated by Hills Waste Solutions Ltd. The site is located adjacent to the other facility, Purton Landfill which is also operated by Hills Waste Solution Ltd and is nearing completion. Purton Landfill has provided capacity for hazardous waste landfill on a regional level and it is anticipated that Parkgate Farm landfill will serve a similar role. There are currently no sites in the Plan area for the treatment of hazardous waste. The Key Diagram (**Appendix 4**) illustrates the locations of all current waste management facilities in the Plan area.

## ***The Need for New Waste Management Sites***

### ***Municipal Waste***

#### ***Wiltshire***

- 2.13 The Joint Municipal Waste Management Strategy (JMWMS) for Wiltshire was formally adopted in February 2006 and it currently covers the four District Councils - North Wiltshire, West Wiltshire, Kennet and Salisbury. The document outlines how the local authorities will meet their LATS targets until 2021. The JMWMS currently stipulates that a number of new facilities will be required in order to meet these targets. A contract has been signed with the operators of the Lakeside Energy from Waste Facility in Slough to receive 50,000 tonnes per annum of south Wiltshire's municipal waste. There has also been an application submitted to build a Mechanical Biological Treatment (MBT) facility at Westbury to recover approximately 50,000 tonnes per annum of western Wiltshire's waste, this is currently being considered by Wiltshire Council's Development Control Department.

- 2.14 Should the MBT plant be permitted it is estimated that, when viewed in combination with existing waste management arrangements (including the Slough contract), it will offer sufficient capacity to meet Wiltshire's LATS targets until 2021 as displayed in **Table 1**. It has been calculated that additional recovery capacity may be required post this round of LATS and a joint project is currently underway with Swindon Borough Council to identify, plan and procure a recovery facility in the Plan area for joint use. However this process is at an early stage.
- 2.15 The JMWMS also outlines that additional recycling facilities will be required to meet the proposed 50% recycling rate target. It is estimated that three Household Recycling Centres (HRCs), one Materials Recycling Facility (MRF) and one composting facility will be required to achieve this target and the Waste Site Allocations Development Plan Document (DPD) will be responsible for providing these sites. As outlined above, there is sufficient capacity for municipal landfill currently permitted for the Plan period for Wiltshire and Swindon.
- 2.16 Due to the clear statements of capacity requirements set out in the JMWMS it is not considered necessary for the Waste Core Strategy to include specific strategic sites for municipal waste, as forecast capacity has already been secured and further facilities seeking planning permission have been proposed. The potential for additional treatment capacity post 2021 will be examined in a subsequent review of the Waste Core Strategy.

**Table 1. Current Forecasts for Municipal Waste Management in Wiltshire**

Waste Growth	Year	MSW Tonnes to be Managed	Recycling Rate %	Lakeside Contract	Total to Landfill	Bio Tonnage to Landfill	LATS Allocation (Bio Tonnes)	Treatment Capacity Required to Meet LATS (Bio Tonnes per Annum)
1.10%	2006/07	262,601	38.08	0	158,506	111,647	127,203	0
-1.00%	2007/08	259,936	42.43	0	146,585	103,078	118,124	0
3.00%	2008/09	267,734	45.1	37,500	107,512	76,790	106,776	0
3.00%	2009/10	275,766	46.6	50,000	95,613	68,921	93,158	0
3.00%	2010/11	284,039	47	50,000	97,700	70,526	82,789	0
3.00%	2011/12	292,561	47.5	50,000	100,669	72,711	72,419	292
2.00%	2012/13	298,412	48	50,000	102,190	73,876	62,050	11,825
1.00%	2013/14	301,396	48.5	50,000	102,205	73,975	59,388	14,587
1.00%	2014/15	304,410	49	50,000	102,205	74,065	56,727	17,338
1.00%	2015/16	307,454	49.5	50,000	102,190	74,147	54,065	20,081
1.00%	2016/17	310,529	50	50,000	102,159	74,219	51,403	22,816
1.00%	2017/18	313,634	50	50,000	103,681	75,301	48,742	26,559
1.00%	2018/19	316,770	50	50,000	105,217	76,394	46,080	30,314
1.00%	2019/20	319,938	50	50,000	106,770	77,498	43,418	34,080

### **Swindon**

- 2.17 The Swindon Municipal Waste Management Strategy (SMWMS) was adopted in December 2006. The SMWMS outlines that Swindon aim to recycle 50.2% of municipal waste by 2009/10. The strategy also states that recovery capacity will also be required in order to meet Swindon's LATS targets. It is estimated that 10,000 tonnes per annum of additional capacity will be required by 2015 and 20,000 tonnes per annum by 2020.



2.18 The Waste Site Allocations DPD will be responsible for delivering sufficient sites to meet Swindon's longer-term municipal waste needs. As mentioned in paragraph 2.15, a joint study is underway with Wiltshire Council to examine a joint procurement of a recovery facility. This situation will be examined in a subsequent review of the Waste Core Strategy. **Table 2** below illustrates the current forecasts for Municipal Waste Management in Swindon.

**Table 2. Current Forecasts for Municipal Waste Management in Swindon**

Waste Growth	Year	MSW Tonnes to be Managed	Recycling Rate %	Total to Landfill	Bio Tonnage to Landfill	LATS Allocation (Bio Tonnes)	Treatment Capacity Required to Meet LATS (Bio Tonnes per Annum)
2.24%	2006/07	93,947	32%	60,134	44,934	56,592	0
2.24%	2007/08	95,826	39%	55,826	41,425	51,892	0
2.24%	2008/09	97,743	46%	52,743	37,908	46,018	0
2.24%	2009/10	99,697	50%	49,697	36,133	38,968	0
2.24%	2010/11	101,691	53%	46,691	34,918	34,630	288
2.24%	2011/12	103,725	60%	40,725	31,004	30,293	711
2.24%	2012/13	105,800	66%	35,800	27,593	25,955	1,638
2.24%	2013/14	107,916	65%	37,916	29,031	24,842	4,189
2.24%	2014/15	11,0074	63%	40,074	30,499	23,729	6,770
2.24%	2015/16	112,275	62%	42,275	32,006	22,625	9,381
2.24%	2016/17	114,521	61%	44,521	33,523	21,502	12,021
2.24%	2017/18	116,811	60%	46,811	35,081	20,389	14,692
2.24%	2018/19	119,148	59%	49,148	36,669	19,275	17,394
2.24%	2019/20	121,531	57%	51,531	38,290	18,162	20,128

### **Industrial and Commercial Waste**

2.19 Industrial and Commercial (I&C) waste forms the largest quantity of all waste that is produced in Wiltshire and Swindon. Wastes generated from the Industrial sector and the Commercial sector have differing characteristics. Industrial waste arises from factories and activities such as manufacturing. Commercial waste includes waste produced from business establishments such as stores, markets, office buildings, restaurants and shopping centres. The predicted growth in Wiltshire and Swindon over the next 20 years is likely to cause a substantial increase in the amount of I&C waste produced, as more employment land is developed. It is essential that sufficient sites are provided in order to manage the projected increase in waste arisings including recycling and residual waste disposal facilities.

2.20 The data available to enable forecasting for the amount of future I&C waste is provided by the sub-regional apportionments within the RSS. The data relates to an overall figure that Wiltshire and Swindon will need to deliver. A number of national initiatives such as the Pre-Treatment Regulations\* and increasing landfill tax are leading to a change in how waste is managed over the life of the Waste Core Strategy and there may be a requirement for additional facilities to sort and process waste. Therefore annual monitoring of the Core Strategy will be essential in addressing such needs.

2.21 These challenges make predicting where and specifically how much capacity and in what form is needed in certain areas within the County and Borough very difficult.

\*The Pre-Treatment Regulations, October 2007



The Councils approach to providing sufficient capacity over the next 20 years will be to identify a flexible framework of sites through the Waste Sites Allocations DPD, to meet the strategic objectives of locating sites as close to the growth areas (i.e. the identified SSCTs) as possible and meeting the sub-regional apportionments. This will include areas of search such as industrial estates and employment allocations where planning applications will be considered within their boundaries. It will be important to identify sites close to the planned growth areas, as this is the likely location of additional economic development within the County and Borough. Specific sites may also be identified should there be suitable sites available.

2.22 **Table 3** below displays the estimated number of sites required in the Waste Site Allocations DPD to provide sufficient capacity for the management of I&C waste in line with the sub-regional apportionments set out by the RSS for Wiltshire and Swindon. The South West Regional Waste Strategy indicative capacities for new facilities have been used to estimate the number of sites required. The Evidence Base Part B: Waste – Chapter 3 contains full details on I&C waste forecasting.

**Table 3. Illustrating the Capacity Gap for I&C Waste that the Site Allocations DPD will need to Provide**

Waste Management Technique	Total Capacity Required in Plan Period (Worst Case Scenario)	Existing Capacity of Operational sites	Shortfall Capacity to be Provided in Site Allocations DPD	Estimated Number of Additional Sites Required
Landfill m <sup>3</sup> *	6,318,670	5,402,800	915,870	2
Recovery (t.p.a)	290,000	40,000	250,000	5
Recycling (t.p.a)	330,000	180,000	150,000	8
<b>Total</b>				<b>16</b>

\* The figure for Landfill relates to total capacity required over entire plan period and not m3 per annum.

### ***Inert Waste***

2.23 The management of inert waste has differing characteristics from that of other waste streams. Inert fill is often used as part of mineral restoration projects that, by virtue of their scale, are often exempt from landfill tax. This makes planning for inert waste difficult, as sites cannot simply be allocated in a pro-active manner. In the case of restoration projects, the need for inert fill results from an end-state position – i.e. a mined out void. It is essential to provide clear links between the Minerals and Waste Site Allocations DPDs on this issue in order to provide sufficient capacity for inert landfill.

2.24 The sub-regional apportionments for inert waste set out within the South West Regional Waste Strategy (2004) illustrate that additional landfill capacity will be required for the management of inert waste within the Plan area. **Table 4** below indicates that there are sufficient inert waste recycling facilities in the local area to meet the sub-regional apportionments over the Plan period. It is estimated that four additional transfer facilities will be required for the management of inert waste.



**Table 4. Illustrating the Capacity Gap for Inert Waste that the Site Allocations DPD will need to Provide**


Waste Management Technique	Total Capacity Required in Plan Period (Worst Case Scenario)	Existing Capacity of Operational sites	Shortfall Capacity to be Provided in Site Allocations DPD	Estimated Number of Additional Sites Required
Landfill m <sup>3</sup> *	4,150,000	3,200,000	950,000	3
Recycling (t.p.a)	20,000	20,500	0	0
Transfer (t.p.a)	110,000	20,000	90,000	4

\* The figure for Landfill relates to total capacity required over entire plan period and not m3 per annum.

### ***Hazardous Waste***

- 2.25 Although there are no specific (i.e. by Waste Planning Authority) apportionments or landfill reduction requirements set for wastes classed as hazardous. However, there are specific waste management and land-use planning issues centred on the ongoing provision of capacity to manage and dispose of such wastes. Landfill sites for hazardous waste are limited as they need to meet a much stricter set of criteria due to the nature of the waste. Geology forms an important factor for hazardous landfill sites as substantial depths of clay are required to contain the waste and any subsequent gas / leachate formed through decomposition. Due to these issues, hazardous landfill sites are generally considered as nationally and regionally important as indicated by the RSS (Policy W3).
- 2.26 Whilst the general emphasis for waste management is to reduce reliance upon landfill, many hazardous wastes are not suitable for further re-use or recycling and therefore require safe disposal.
- 2.27 Significant quantities of hazardous waste managed in Wiltshire and Swindon arise from construction and demolition projects. Wiltshire and Swindon are both areas forecast to experience additional population, employment and housing growth during the period to 2026 and it is probable that this will generate additional construction and demolition wastes, which will potentially result in an increase in hazardous waste generated in the Plan area.
- 2.28 The RSS states that it is not considered appropriate for each waste planning authority to identify specific sites for the management and treatment of hazardous waste in the same way that Councils are expected to identify sites for other waste streams. Instead, it advises that approximately 40,000 tonnes of stabilised hazardous wastes will need to be landfilled across the south west region every year and provision will need to be made for the disposal of up to 80,000 tonnes of general hazardous wastes in the south west each year. Planning Permission has been granted at Parkgate Farm, Purton to landfill 50,000 of hazardous waste per annum until 2025 and this will provide substantial capacity for the South West Region. The RSS advises that the region is broadly self sufficient in hazardous waste treatment capacity and has facilities for the transfer, treatment and recycling of these wastes.





2.29 Where hazardous wastes can be re-used, recycled or otherwise recovered and new capacity is required, it is recognised that facilities in Wiltshire and Swindon may need to play a role in contributing to an adequate network of facilities to accommodate management of these wastes. For example, HRCs could continue to be used for the 'take-back' of Waste Electrical and Electronic Equipment (WEEE) hazardous waste such as TVs and PC monitors. Any such new capacity will need to be in accordance with the strategy and policies of the Waste DPDs.

### ***Agricultural Wastes***

2.30 An implication of the recent regulatory changes will be the need for new and additional facilities for the management of agricultural wastes. As more detailed information is made available, the Councils will seek to identify a clearer role that the Waste DPDs can play in assisting with the management of agricultural wastes.

2.31 Such developments are likely to vary greatly in size as this new aspect of the waste industry establishes itself. However, as with the management of any other waste stream, the potential for impacts upon local communities and the surrounding environment will be a key issue and the Councils will require any such developments to be suitably located and demonstrated as being in accordance with the Strategy and policies of Waste DPDs.

### ***Waste Water Treatment***

2.32 The substantial forecast increase in population growth and housing set out in the RSS will lead to an increased demand for waste-water treatment. However, at this stage there is limited data available for forecasting where and how many facilities will be required. A water cycle study conducted by Swindon Borough Council and the Environment Agency has indicated that a new waste water treatment plant will be required in the Swindon area in order to meet the growth projections in the RSS, this will be addressed through the Minerals and Waste Development Framework (MWDF) and the Swindon Borough Council Core Strategy. The Councils will work closely with water companies in order to identify, appraise and provide sufficient facilities when they are required over the Plan area.



### 3. Waste Management in Wiltshire and Swindon: Issues and Challenges

- 3.1 The development of the Evidence Base that underpins the Minerals and Waste Development Framework revealed a number of key issues that the Waste Core Strategy must address. The key 'drivers of change' relating to the future of waste management in Wiltshire and Swindon that the Waste Core Strategy will address are outlined below:

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***Key Issue 1. Substantial Population Growth in Wiltshire and Swindon and the Need for Additional Waste Management Capacity to Serve the SSCTs and Rural Areas***

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- 3.2 Wiltshire and Swindon will see substantial population growth over the next 20 years. The RSS for the South West identifies Swindon, Chippenham, Trowbridge and Salisbury as being Strategically Significant Cities or Towns (SSCTs). Although these nodes of growth will be the main focus of housing and economic development within the Plan area, their relative distribution and scale is likely to lead to an imbalance in overall rates of growth across Wiltshire and Swindon, with Swindon expected to make provision for 34,200 dwellings to 2026. In addition, all the SSCTs are generally located on the periphery of the Plan area. This spatial pattern of development is likely to create functional relationships between SSCTs in other parts of the sub-region based upon factors such as existing transport corridors (e.g. the A36, A361, A350, A303 and M4).
- 3.3 The projected population growth will lead to pressure on resources and a need to plan for additional waste management capacity to serve the SSCTs. This is the major driver of change within the Plan area, and providing sufficient waste management facilities to accommodate the projected waste arisings is a key challenge facing Wiltshire and Swindon and the policy framework of the Waste Core Strategy and other LDDs.
- 3.4 The approach taken in terms of how the need for additional sites will be addressed must be considered in the Waste Core Strategy. This will be closely linked to the population growth of Wiltshire and Swindon and monitored throughout the Plan period.
- 3.5 A challenging aspect that the Waste Core Strategy must address is the RSS assumption that waste authorities should be 'broadly self sufficient'. How this will be achieved in the Plan period must be carefully considered if it is to be meaningfully delivered at the local level. The evidence available to the Councils suggests that Wiltshire and Swindon accommodate a high level of imported waste streams – in 2005, 30% of household and industrial and commercial waste managed in the Plan area was imported and this trend is likely to continue. The Waste Core Strategy must address this issue through a combination of policy intervention, rigorous monitoring and collaborative working with waste collection / disposal authorities, the Regional Planning Body and the Environment Agency.



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## ***Key Issue 2. Identifying Future Site Locations, Rationalising the Framework of Waste Management Sites and the Environmental Importance of Wiltshire and Swindon***

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- 3.6 The Wiltshire and Swindon Key Characteristics section identified that the environment of Wiltshire and Swindon is both naturally and historically rich and diverse, with over two thirds (68.6%) of the Plan area designated for its international, national and local environmental importance.
- 3.7 The decisions made in terms of locating future waste management facilities must have regard to these environmental designations. Due to the rich and diverse environment of Wiltshire and Swindon suitable site locations are likely to be limited and hence difficult decisions will have to be taken in terms of where sites will be located. This is particularly true of south Wiltshire where there are limited waste management facilities. The RSS identifies that future waste sites should be located as close as practicable to (i.e. within 16 km) of the identified SSCTs in Wiltshire and Swindon. The RSS also outlines that there should be a network of local sites to supply for local need; therefore, sufficient sites should be identified in rural locations. This is not easy to deliver, often the most practical options for locating facilities are limited due to constraints such as landscape or ecological designations or a lack of suitable infrastructure. The approach to be taken to identify sites outside of the 16 km radius area of search around the SSCTs is a key issue for the Waste Core Strategy, especially where the need for such facilities arises in areas of environmental designations such as AONBs or in the immediate vicinity of the New Forest National Park. The geology/hydrogeology of the Plan area will also influence where potential sites will be suitable. The quality and quantity of groundwater is a particular issue given the extent of aquifers within the County and Borough. The Councils will work closely with the Environment Agency (EA) when identifying, considering and allocating future waste management sites and will observe the guidance provided in the EA's Regulatory Guidance Note 3.
- 3.8 The Waste Core Strategy must introduce an element of flexibility in order to deliver sufficient waste management facilities to meet the sub-regional apportionments and to react to changing circumstances over the Plan period, such as developing new technologies e.g. Mechanical Biological Treatment (MBT).
- 3.9 The Councils consider that it is important that those waste management sites that can be identified, or are already operational, should be protected from inappropriate developments and pressures that may prejudice either allocated or existing waste management facilities. The approach to safeguarding sites is a challenge that the Waste Core Strategy must address.

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## ***Key Issue 3. The Approach to Waste Management in Wiltshire and Swindon***

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- 3.10 The approach to waste management in Wiltshire and Swindon is another issue that must be resolved. The Waste Core Strategy must outline how waste will be managed



in line with the principles of sustainability. Reducing the amount of waste produced in Wiltshire and Swindon and driving waste up the management hierarchy are important issues. The approach consumers and producers take to address these challenging tasks are key considerations for the Waste Core Strategy throughout the Plan period.

- 3.11 The Wiltshire Community Strategy has an objective for Wiltshire to minimise waste and to increase recycling and composting rates. Swindon Borough's 50 Promises (Swindon 2010) include a pledge to recycle, compost or treat more than 50% of household waste by 2010. The Waste Core Strategy will need to play a key role in trying to achieve these targets. The Councils consider that to achieve these objectives, waste must be driven up the waste hierarchy in order to meet recycling and LATS targets. Recycling and treatment facilities will need to be delivered to manage the forecast increase in waste arisings over the plan period efficiently.
- 3.12 The approach for municipal waste management is set out by the Joint Municipal Waste Management Strategy (2006) for Wiltshire and Swindon Borough's Municipal Waste Management Strategy 'Managing Swindon's Waste for Future Generations'. The Waste Core Strategy will need to have regard to the principles of these strategies.

### ***The Key Diagram***

- 3.13 The Wiltshire and Swindon Key Diagram (set out in **Appendix 4**) illustrates the key waste planning issues and characteristics of Wiltshire and Swindon that have influenced the planning framework of the Waste Core Strategy. The Key Diagram illustrates existing waste management sites, environmentally important areas, key settlements, the RSS 16km radius area of search around the SSCTs, employment areas and important transport routes.





## 4. Vision and Strategic Objectives

- 4.1 The Vision for Wiltshire and Swindon forms the direction of travel for waste management over the next 20 years. The previous section outlined the key issues and themes that the core strategy must address. Substantial population growth in Wiltshire and Swindon will require sufficient sites to be delivered in order to manage the projected increase in overall waste arisings. Environmental protection, whilst delivering sufficient new waste facilities is essential due to the landscape and biodiversity importance of Wiltshire and Swindon. The approach to how waste will be managed over the next 20 years will be crucially important to the success of the Waste Core Strategy and hence forms the basis of the key theme within the Vision.
- 4.2 The Councils 'Vision' for Wiltshire and Swindon outlined below encompasses the objectives of the Community Strategies for the area. 'A Sustainable Community Strategy for Wiltshire' acknowledges the requirement for waste minimisation and to increase recycling and composting rates. The Swindon Community Strategy 'Our Swindon ... Our Community ... Our Future' contains a promise to 'recycle or compost 50% of household waste by 2010'. The Vision aims to reduce the amount of waste produced in Wiltshire and Swindon and to increase recycling and composting rates over the Plan period. The Vision has also been heavily shaped by Wiltshire and Swindon's stakeholder involvement and the iterative process of Sustainability Appraisal.

### **The Vision for Waste Planning in Wiltshire and Swindon to 2026**

**By 2026**, increased waste minimisation, recycling and composting will be delivered by driving waste up the management hierarchy and creating a sustainable, flexible and functional framework of facilities to meet the needs of the municipal waste management strategies and the sub-regional apportionments. This framework of facilities will serve the SSCTs of Swindon, Trowbridge, Chippenham and Salisbury as well as outlying rural areas where gaps in the strategic network need to be plugged to serve local need.

Additional waste management capacity will be delivered through a process of actively involving communities and collaborative working with the Regional Planning Body, landowners, the minerals and waste industries and regulators.

The development of a sustainable waste management framework to serve the needs of Wiltshire and Swindon must ensure that the naturally and historically rich and sensitive environment of the Plan area is protected and enhanced for future generations to enjoy.

#### **Vision Drivers**

- Objectives contained in Wiltshire and Swindon's Community Strategies.
- Comments from Issues and Options and Preferred Options Stages.
- The South West Regional Spatial Strategy.
- Planning Policy Statement 10 – Sustainable Waste Management.
- Environmental Protection.
- Population Growth.



- 4.3 To deliver the Vision, a set of Strategic Objectives have been developed to articulate the Councils approach to addressing strategic waste management issues in Wiltshire and Swindon. The Councils identified that four strategic objectives were necessary in order to address the key issues in the Plan area and to expand upon the Vision. These are:

### ***Involving the Community***

- 4.4 It is recognised that community involvement is essential to delivering a suitable framework of waste management facilities. The objectives outline that the Councils will offer clear guidance on waste planning policy and consult stakeholders in an agreed approach, as set out in the Councils' adopted Statements of Community Involvement (SCIs). A collaborative working approach is a key aspect for achieving this objective. Community involvement and collaborative working will be achieved through consultation exercises in the form of meetings, forums and written representations. This has, and will continue to play a key role in evidence gathering and the decision making process in Wiltshire and Swindon.

### ***The Need for Waste Management Facilities***

- 4.5 The objective aims to ensure that there are sufficient waste management sites that offer flexibility to deal with changing circumstances to manage the forecast increase in waste arisings set out in the sub-regional apportionments. The objective also identifies the SSCTs of Swindon, Chippenham, Trowbridge and Salisbury as being the key growth areas in the Plan area as outlined in the RSS. In line with Policy W2 of the RSS, the objective requires waste to be managed as close as practicable (i.e. within 16 km) of the SSCTs. PPS10 outlines that waste should be disposed of at the nearest appropriate facility. The Councils consider that this offers a good approach to all other waste management techniques. The procurement of new waste management facilities may contribute to the local economy in the Plan area, offering employment, financial income, renewable energy and the potential for combined heat and power.

### ***The Environment***

- 4.6 As identified in the key issues section this is a significant aspect of the development framework. The objective outlines that the protection and enhancement of the natural environment is essential in terms of landscape character, biodiversity, geological interest, the water environment, cultural heritage and mitigating and adapting to the effects of climate change. The Waste Core Strategy provides the strategic policy direction for the sustainable management of waste. In order to balance the need for new facilities with the objective of protecting and enhancing the environment of Wiltshire and Swindon, the Councils are committed to the principles of reducing the impacts associated with the management and movement of waste. Encouraging and promoting the sustainable transport of waste and minimising cross-boundary movement of waste are essential to meeting this objective. By identifying and promoting through the Site Allocations DPD a framework of waste management facilities across Wiltshire and Swindon, the Councils are committed to minimising 'waste mileage' and proposals for new development will be encouraged where they identify the most sustainable and realistic mode(s) of transport including the utilisation of the most appropriate route(s) for transporting material. These principles of sustainable transport are founded on the Councils' Evidence Base (Part A: Spatial Context, Chapter 6) and the assessment of other plans and programmes (e.g. the Councils' Local Transport Plans). Further detailed policy guidance will be developed in



additional DPDs and will support the proposals set out in this Strategy.

- 4.7 The protection of human health and maintaining separate neighbouring communities also form key objectives. The final part of the strategic objective relates to the sustainable construction in the built environment (including the construction of waste management facilities).
- 4.8 Developers must ensure that opportunities for renewable energy are maximised within new developments and that where possible recycled or re-used materials are used for the construction of waste management facilities. It is important to note that some of the areas identified above will be addressed within the Development Control Policies DPD. Although this is treated as a separate DPD, the Strategic Objectives contained in the Core Strategy form the objectives for the whole development framework. **Appendix 2** lists the policy areas that will be addressed in the Development Control Policies DPD.

### ***The Waste Hierarchy***

- 4.9 The objective encourages waste to be driven up the waste hierarchy in line with PPS10. The overall aim is to reduce the amount of waste being disposed of at landfill / landraise sites and to increase recycling and the re-use of material. The objective also encourages new and innovative technologies to come forward that may offer the most sustainable approach to waste management.

## **Strategic Objectives for Wiltshire and Swindon**

### **1. Involving the Community**

Provide clear guidance to the community of Wiltshire and Swindon on waste planning policy issues and proposals through the pursuit of a collaborative public awareness-raising approach to help work towards waste elimination, waste reduction and re-use, in accordance with the requirements of the respective adopted SCI's for Wiltshire and Swindon.

### **2. The Need for Waste Management Facilities**

Ensure that there is a sufficient and flexible network of safeguarded waste management facilities that make adequate provision for waste requiring management in Wiltshire and Swindon in accordance with the apportionments set out in the South West Regional Spatial Strategy. The primary focus for locating sites should be as close as practicable (within 16 km) to the SSCTs of Swindon, Chippenham, Trowbridge and Salisbury which form the key growth areas. Waste will be managed at the nearest appropriate facility and opportunities for co-locating waste management uses will be encouraged where appropriate. Sustainable waste facilities that contribute to the economic growth of the Plan area will be encouraged.

### **3. The Environment**

Protect and enhance the diverse and highly valued natural and historical environment of Wiltshire and Swindon, incorporating the landscape character, biodiversity and geological interests and cultural heritage. Ensure the protection of the water environment whilst minimising and mitigating flood risk. Contribute to reducing and adapting to the impacts of climate change. Minimise the cross boundary impacts of waste management upon features of



the natural and cultural environment. Options for sustainable transportation should be encouraged in order to reduce the impacts of transporting waste through Wiltshire and Swindon. Protect human health from adverse impacts. Maintaining the separate identities of neighbouring communities. The sustainable construction of waste management facilities will be encouraged wherever possible.

#### **4. The Waste Hierarchy**

To ensure the best use will be made of the waste produced in Wiltshire and Swindon by driving waste up the management hierarchy. This is to be delivered by aiming to achieve waste elimination and reduction, maximising re-use, recycling and composting, and energy recovery, strictly in that order of priority, so as to actively promote a reduction in the amount of waste going to landfill. New innovative waste management techniques will be encouraged wherever possible.

#### Strategic Objective Drivers

- Objectives contained in Wiltshire and Swindon's Community Strategies.
- Comments from Issues and Options and Preferred Options Stages.
- The South West Regional Spatial Strategy.
- Planning Policy Statement 10 – Sustainable Waste Management.







## 5. Strategies, Activities and Actions

- 5.1 The following section will address the 3 key issues that have been identified through the preparation of the Core Strategy. The key issues are:
- ***Substantial population growth in Wiltshire and Swindon and the need for additional waste management capacity to serve the SSCTs and rural areas;***
  - ***Identifying future site locations, rationalising the framework of waste management sites and the environmental importance of Wiltshire and Swindon; and***
  - ***The approach to waste management in Wiltshire and Swindon.***
- 5.2 Specific, strategic policies have been set out in order to address these issues. Key policy drivers and clear links to the evidence base have been displayed, to demonstrate how other documents and evidence have influenced the formulation of the strategic policies.

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### ***Key Issue 1. Substantial Population Growth in Wiltshire and Swindon and the Need for Additional Waste Management Capacity to Serve the SSCTs and Rural Areas***

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- 5.3 The first key issue to be addressed by the Waste Core Strategy is how the projected substantial population growth within Wiltshire and Swindon will be catered for in terms of waste management solutions. The need for additional capacity / facilities and the challenge of aiming to be net self-sufficient will need to be explored in order to address this issue. The Councils consider that being self-sufficient means that there is sufficient waste management capacity in the Plan area to manage Wiltshire and Swindon's waste arisings. However, it is not considered that this will stop cross boundary movement of waste due to the very nature of the industry and that the management of waste within the Plan area boundary may not always be the most sustainable option.
- 5.4 The Councils Evidence Base suggests that the forecast increase in population and the projected growth of the SSCTs in Wiltshire and Swindon is likely to lead to higher waste arisings, which in turn will lead to an increased need for additional waste management capacity / facilities. The RSS places a requirement on Waste Planning Authorities in the South West Region to make provision for sites to meet their sub-regional waste management apportionments. The strategy for meeting the requirements of the RSS apportionments is based upon developing a flexible framework of strategic facilities as close as practicable to the named SSCTs and then filling any additional capacity gaps with local scale facilities to serve the smaller 'Market Towns' and villages as need arises. In this context, sites and facilities for new waste management development will be identified that encourage the utilisation of sustainable transport and minimise social and environmental impacts.
- 5.5 The flexibility required to maintain an adequate framework of strategic and local facilities will be measured through the process of monitoring (e.g. the Annual Monitoring Report (AMR)) to determine when capacity will need to be released.



Collaborative working with our Waste Disposal / Collection partners and the Environment Agency will also be essential, particularly in terms of accessing up-to-date data and ensuring the requirements of the municipal waste management strategies are delivered in a timely manner. The Evidence Base will also be continually monitored and updated to reflect the most up-to-date information and data on waste arisings and management capacity. The Councils approach to addressing the need for additional sites and aiming for net self-sufficiency is outlined below in Policy WCS1.

### **WCS1: The Need for Additional Waste Management Capacity and Self Sufficiency**

Over the period to 2026, Wiltshire and Swindon will address the issue of delivering sufficient sites to meet the needs of the municipal waste management strategies and sub-regional apportionments by providing and safeguarding a network of Site Allocations. The framework of sites will manage the forecast increase in waste arisings associated with the planned growth in the Strategically Significant Cities and Towns (SSCTs) of Swindon, Chippenham, Trowbridge and Salisbury. Rural locations within Wiltshire and Swindon will also be provided with a network of local scale sites to serve local needs where capacity gaps arise. Need will be met locally whilst balancing the importation and exportation of waste within the principles of sustainable development and in accordance with the principles of sustainable transport.

#### **Policy Drivers**

- Comments from Issues and Options and the Previous Preferred Options Stage.
- Population, Housing and Economic Growth identified in the draft South West Regional Spatial Strategy.
- Planning Policy Statement 10 – Sustainable Waste Management
- Planning Policy Guidance Note 13 – Transport
- Local Transport Plans produced by Wiltshire and Swindon
- Wiltshire and Swindon Minerals and Waste Development Framework  
– Evidence Base: Part A: Spatial Context: Chapter 6, Transport.

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### ***Key Issue 2. Identifying Future Site Locations, Rationalising the Framework of Waste Management Sites and the Environmental Importance of Wiltshire and Swindon***

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#### ***Where will the New Waste Management Sites be Located?***

5.6 The Councils distinguish between strategic and local scale sites. Strategic waste management facilities are large and / or more specialist facilities that will operate in a wider strategic manner by virtue of spatial scale, high tonnage of waste managed, specialist nature of the waste managed and/ or a wider catchment area served. They are generally considered to include:

- Strategic materials recovery facilities (MRFs)
- Strategic composting facilities
- Energy from waste facilities (EfW)
- Mechanical biological treatment facilities (MBT)
- Landfill / landraise facilities



- 5.7 It will be expected that strategic facilities would serve either large areas within, or the entire Plan area. Additionally, they may also serve areas of Wiltshire and Swindon and surrounding local authorities in a more sub-regional context. Such sites will have characteristics that will prevent them from being accommodated on small and/ or sensitive sites and locations - the choice of location will therefore be guided by the physical characteristics of the Plan area and the principles set out in Annex E of PPS10.
- 5.8 Where these specialist or strategic sites cannot adequately meet smaller-scale local needs, it will be more appropriate for similar waste management operations to be undertaken at a smaller, more localised scale. These facilities are just as essential, helping to provide local solutions for collecting, sorting, bulking, transferring and treating wastes as well as complementing the County, Borough and Regional level solutions provided by strategic waste management facilities.
- 5.9 Local waste management facilities will be expected to handle waste sourced from a limited geographical catchment, such as the equivalent of a District area, parts of a District or a local urban area. They are generally considered to include:
- Local recycling facilities, e.g. businesses collecting, storing, sorting and bulking particular waste materials prior to their transfer to waste processing companies;
  - Local scale materials recovery facilities collecting, storing, sorting and bulking a wide range of waste materials prior to transfer;
  - Waste transfer stations where waste is deposited, stored and then transferred in larger loads to a waste recovery or disposal facility;
  - Scrap yards and inert waste and aggregates recycling facilities serving the needs of a particular area of a district;
  - Local scale composting e.g. on farms or small waste management sites receiving inputs from limited sources, e.g. one or two HRCs in that area, or local building and business contracts; and
  - Household Recycling Centres.
- 5.10 Small neighbourhood recycling facilities such as the 'Bring Facilities' often found at supermarkets are not covered within the scope of this document as they do not normally require planning permission. However, in terms of offering local choice, such facilities will assist the overall Strategy in terms of driving waste up the management hierarchy.
- 5.11 Strategic facilities will be located to principally serve the SSCTs, Swindon, Chippenham, Trowbridge and Salisbury and thereby offer additional capacity to manage waste arising from these areas and their associated catchment. In this sense they will practically serve large areas of the County and the Borough.
- 5.12 The key issues section outlines that the RSS states that the SSCTs will receive the highest amount of population growth within the Plan area (particularly in Swindon). It will be important for waste management facilities to be located as close as practicable to these specific growth areas as this is also likely to be the main source of additional waste arisings. Exactly where the forecast growth will occur within and around the SSCTs is still largely unknown due mainly to the fact that a significant amount of work on allocating strategic housing and employment sites has yet to be completed for Wiltshire and Swindon. Therefore it is important to build flexibility into the Waste Core Strategy to accommodate the projected growth. This issue will be reviewed in subsequent updates of the Councils' evidence base and any review of the Waste Core Strategy as specific growth areas are identified, planned and implemented through the Councils' wider LDF work.



- 5.13 Policy WCS2 sets out the Councils' strategic approach for directing where the focus for new waste management development will be located over the life of the Plan. In addition, it seeks to encourage developers to adopt the principles of sustainable transport when framing proposals for new development at the 'strategic' and 'local' scale: as well as providing essential measures to protect the environmental importance of Wiltshire and Swindon. In line with the principles of legislation and national policy statements, the policy outlines that only local-scale sites will be located within the three Areas of Outstanding Natural Beauty (AONB) in the Plan area and in the immediate vicinity of the New Forest National Park. The Councils recognise that there are also 12 Natura 2000 sites of European conservation importance in the Plan area and 3\* in the New Forest National Park that are protected by European legislation in the form of the Habitats Directive (92/43/EEC). Due to the strategic level of protection for the Natura 2000 sites and protected species it is not necessary to have a policy within the Waste Core Strategy. The Habitats Directive introduced the requirement to undertake a Habitats Regulations Assessment (HRA) on proposed plans in order to establish the likely significant impacts. This has been conducted on the Waste Core Strategy and additional assessments will be carried out as new DPDs are produced.
- 5.14 The Councils approach for locating future waste management sites is outlined below in Policy WCS2.

### **WCS2: Future Waste Site Locations**

Strategic waste site allocations will be located as close as practicable (within 16km) to the SSCTs of Swindon, Chippenham, Trowbridge and Salisbury as identified in the Regional Spatial Strategy for the South West. Waste sites situated outside of these areas will be local-scale allocations to serve the demonstrable needs of the local area only. Sites located in the immediate vicinity of the New Forest National Park or within the three Areas of Outstanding Natural Beauty (AONB) of Cranborne Chase and West Wiltshire Downs, North Wessex Downs and Cotswolds will only be for local-scale waste management facilities. In the interests of achieving the objectives of sustainable development, priority will be given to proposals for new waste management development that demonstrate a commitment to utilising the most appropriate haulage routes within and around the Plan area and implement sustainable modes and methods for transporting waste materials.

### **Policy Drivers**

- Comments from Issues and Options and the Preferred Options Stages.
- Consultation during the Wiltshire Waste Forums.
- The South West Regional Spatial Strategy
- Planning Policy Statement 10 – Planning for Sustainable Waste Management
- Planning Policy Statement 7 – Sustainable Development in Rural Areas
- Planning Policy Statement 9 – Biodiversity and Geological Conservation
- Planning Policy Guidance Note 13 – Transport
- Local Transport Plans produced by Wiltshire and Swindon
- Wiltshire and Swindon Minerals and Waste Development Framework – Evidence base: Part A: Spatial Context: Chapter 6, Transport.
- The Environment Act 1995, Section 62(2).

\* Footnote: The New Forest Special Area of Conservation (SAC); the New Forest Special Protection Area; and the New Forest Ramsar (as outlined in the Councils' Evidence Base: Part A, Chapter 9).



- 5.15 The Councils recognise the importance of identifying where each type of waste management facility should be located. The following policy WCS3 sets out preferred locations for each type of waste management facility. It also identifies the estimated capacities that will need to be delivered, as indicated by the Evidence Base.
- 5.16 When identifying future sites, the Councils will adopt the sequential approach set out in Policy W2 of the RSS. However, a more flexible approach may need to be applied due to the nature of the Plan area. Firstly there are a number of large market towns that may require a strategic facility to manage waste arisings: this may lead to the most suitable location being on the periphery of the 16km radius search area around a SSCT. Secondly, it is important to note that particularly in the north of the County the 16km radius search areas for the SSCTs of Swindon, Chippenham and Trowbridge overlap, and that it may be necessary to have one strategic facility to serve more than one SSCT. In such a case, the most suitable location would be between the SSCTs, but would not fit well with the sequential approach that Policy W2 of the RSS applies.
- 5.17 In order to allow for flexibility in terms of precisely which form of facility can be located in a particular location, the policy also outlines an approach for dealing with proposals put forward outside of the preferred locations. In such circumstances, sites that do not fall within preferred locations will be considered on their merits as long as they can be demonstrated by the applicant to be in accordance with all relevant provisions of the Strategy as well as the objectives and policies of other Waste DPDs, the RSS and national policy. It is important to note that such sites must be supported by an independent Sustainability Appraisal / Strategic Environmental Assessment report (SA/SEA) and other relevant assessments in order to justify consideration as exceptions to the Strategy and site selection methodology.

### **WCS3: Preferred Locations of Waste Management Facilities by Type and the Provision of Flexibility**

Over the period to 2026, the Councils will seek to allocate the following types of waste management facilities in the following locations within Wiltshire and Swindon in line with Policies WCS1 and WCS2 to provide for:

#### **Municipal**

- 54,000 tonnes per annum of Treatment capacity for Municipal waste management for Wiltshire and Swindon;
- Three Household Recycling Centres, a Material Recovery Facility and a Composting Facility for the management of Wiltshire's Municipal waste; and
- Suitable municipal waste management facilities in Swindon to achieve the target of 50% recycling by 2010 and to meet the objectives of the Swindon Municipal Waste Strategy.

#### **Industrial and Commercial**

- 915,870 cubic metres of void space capacity for the management of Industrial and Commercial waste;
- 250,000 tonnes per annum of Treatment capacity for Industrial and Commercial waste management for Wiltshire and Swindon; and
- 150,000 tonnes per annum of recycling capacity for Industrial and Commercial waste management for Wiltshire and Swindon.

#### **Inert**

- 950,000 cubic metres of void space capacity for the management of inert waste.
- 90,000 tonnes per annum of transfer capacity for the management of inert waste in Wiltshire and Swindon.



<b>Waste Management Facility</b>	<b>Preferred Location</b>
Non-Hazardous / Hazardous Landfill	Adjacent to Existing Landfill Facilities As Part of the Restoration of Mineral Workings (where appropriate)
Inert landfill	Adjacent to Existing Landfill Facilities
Materials Recovery Facilities Waste Transfer Stations Household Recycling Centres Recycling Facilities Mechanical Biological Treatment Facilities In-Vessel Composting Facilities Anaerobic Digestion Facilities Energy from Waste Facilities	Industrial Land / Employment Allocations  Site Allocations and Current Waste Management Facilities
Hazardous Waste Treatment	Site Allocations and Current Waste Management Facilities Industrial Land
Inert Waste / Aggregate Recycling Facilities	Site Allocations and Current Waste Management Facilities  Mineral Sites
Outdoor Composting Facilities	Site Allocations and Current Waste Management Facilities Land in Agricultural or Forestry Use
Waste Water Treatment	Existing waste water treatment facilities or waste management facilities  New sites on brownfield or greenfield land where the proposal demonstrates that the development cannot feasibly be carried out within the capacity of existing waste water treatment sites and cannot feasibly be carried out at other waste management sites

Sites not contained in the Site Allocations DPD will also be considered in order to provide flexibility if they can be demonstrated by the applicant to be in accordance with all relevant provisions of the Strategy, objectives and policies of Waste Development Plan Documents. Strategic sites must be supported by an independent Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA) report and all other relevant assessments. As part of the SA/SEA report the Councils will expect to see a full consideration of suitable alternative sites, especially of those contained in the Site Allocations DPD.

**Policy Drivers**

- Comments from Issues and Options and the Preferred Options Stages.
- The South West Regional Spatial Strategy.
- Planning Policy Statement 10 –Sustainable Waste Management.



## **Safeguarding**

- 5.18 The Councils consider that it is essential that those waste management sites that can be identified, or are already operational, should be protected from inappropriate developments. The Councils' approach to safeguarding waste management sites is outlined in Policy WCS4. Consultation has shown that the Councils' approach to safeguarding is widely supported. The annual monitoring of safeguarded preferred areas for waste facilities will be important to ensure that land is not restricted from other non waste related uses if it is demonstrable that the site does not offer a realistic opportunity of being developed for waste purposes.

### **WCS4: Safeguarding Waste Management Sites**

The Councils will seek to safeguard the following sites for waste management facilities:

- a. Preferred Areas identified in the Site Allocations DPD;
- b. existing waste facilities; and
- c. other sites where planning permission is granted for waste management facilities.

The Councils will oppose proposals for development within or adjacent to these sites where it is demonstrated that they would prevent or unreasonably restrict the use of that site for waste management purposes.

Where waste management sites are established on industrial estates or business parks or are identified for employment uses in District or Borough Local Plans or Local Development Frameworks, the Councils will only oppose proposals for employment development where they would prevent or unreasonably restrict waste development that has planning permission. Such safeguarding will apply only to the site that has planning permission for waste development, and any land immediately adjacent to the site where safeguarding is clearly necessary.

#### **Policy Drivers**

- Planning Policy Statement 10 – Sustainable Waste Management.
- The South West Regional Spatial Strategy.
- Comments from Issues and Options and the Preferred Options Stages.

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### **Key Issue 3. The Approach to Waste Management in Wiltshire and Swindon**

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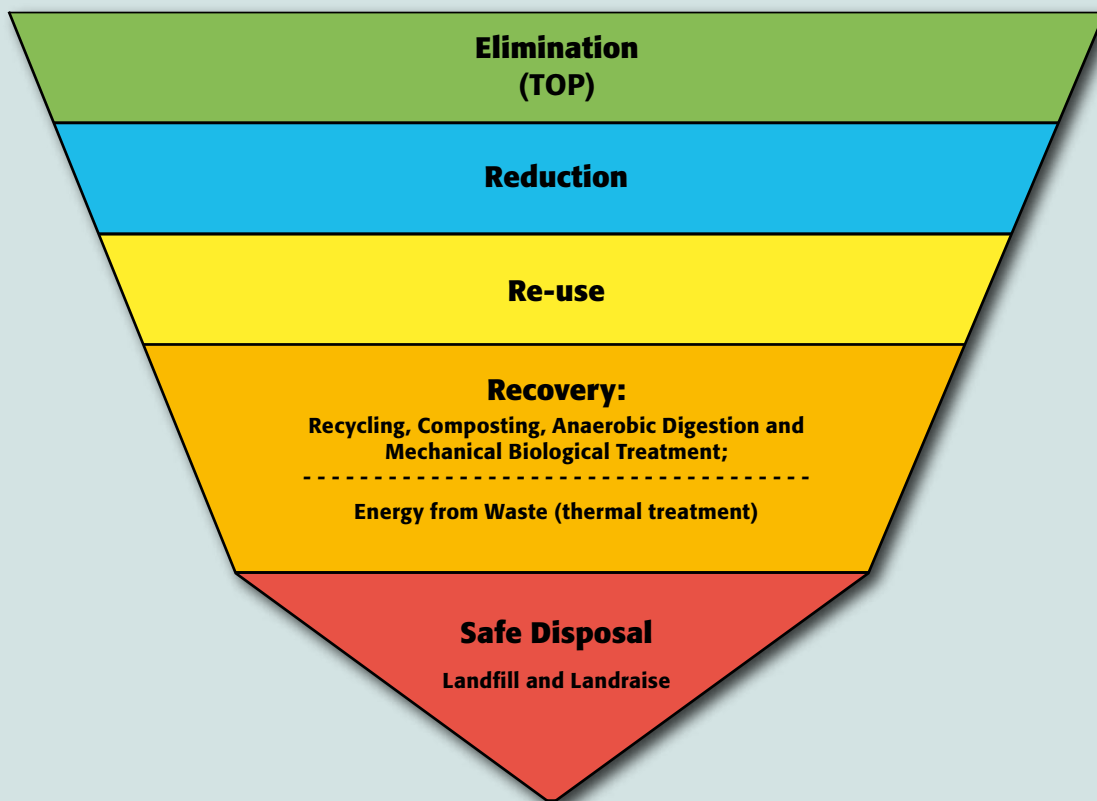
- 5.19 The forecast increase in population and the projected growth of the SSCTs in the Plan area will inevitably lead to a future increase in waste arisings. Waste reduction is therefore a key issue for Wiltshire and Swindon. This will be achieved by driving waste up the waste management hierarchy and encouraging an increase in recycling activity.
- 5.20 The national waste hierarchy clearly considers disposal of waste to landfill as a final option. 'Sustainable Consumption and Production' lies at the heart of the Government's UK Strategy for sustainable development, encouraging policies and plans to be more proactive in helping to reduce the amount of waste at source.



5.21 In previous versions of the Waste Core Strategy, the Councils put forward an option to adopt these principles within a policy for a specific waste hierarchy for Wiltshire and Swindon, with elimination as a top priority and safe disposal at the bottom. This option was strongly influenced and supported by stakeholders through the Waste Forum. The Council's waste hierarchy and sustainable waste management policy is set out in Policy WCS5.

### **WCS5: The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management**

In the interest of sustainable waste management, the Councils will seek to drive waste up the hierarchy by ensuring that developers demonstrate that the most sustainable option for waste management in Wiltshire and Swindon has been promoted. The order of preference is set out below:



#### **Policy Drivers**

- Comments from Issues and Options and the Preferred Options Stages.
- Planning Policy Statement 10 – Sustainable Waste Management.
- The South West Regional Spatial Strategy.
- Joint Wiltshire Municipal Waste Strategy 2006.
- Swindon Municipal Waste Strategy.
- Wiltshire and Swindon Community Strategies.





- 5.22 Waste reduction will be achieved through careful consideration during the process of preparing proposals for development. The Councils will provide support for development proposals that aim to provide for waste produced by the operation / occupation of that development to be reduced and re-used as appropriate. In all circumstances, such support will only be given where proposals comply with the Waste Core Strategy and policies of other relevant Waste DPDs and the provisions of wider Local Development Frameworks in the Plan area.
- 5.23 The process of auditing the waste expected to be generated during the implementation of development proposals represents an important opportunity for the local planning authorities to ensure that the objective of sustainable waste management and resource usage is addressed by applicants for a wide range of developments. Waste auditing for new developments is a decision making process that leads to the preparation of a series of actions designed to reduce the creation of waste during development, to better manage and re-use any such wastes onsite wherever possible and to seek the sustainable management of all waste materials that must be taken off site.
- 5.24 Waste auditing and implementation are applied not only to waste related development but also to other forms of development, including housing, retail, employment and infrastructure. Consequently, it would be the responsibility of all planning authorities to implement this policy where it applies to development under their control. It is not the intention of this policy to discriminate against processes that unavoidably produce waste. Rather, it is intended to ensure that waste issues are addressed before and during the planning design and application stages and that a positive approach is taken by both the developer and the local planning authority in working towards waste elimination / minimisation and sustainable waste management. As well as the environmental benefits accrued through auditing, there will undoubtedly be economic benefits for the developer as costs associated with handling waste and its management will be reduced.
- 5.25 It is accepted that where development proposals fall within the scope of the Environmental Impact Assessment (EIA) Regulations some of the provisions of the waste audit process will be covered as part of the process of producing an Environmental Statement (ES). However, the information required for inclusion in an ES does not extend as far as the provisions of policy WCS6 and, in practice, the waste audit policy would supplement the EIA regulations as legal procedures take precedence over policy. The Council's approach to waste reduction and auditing is outlined in Policy WCS6.



## **WCS6: Waste Reduction and Auditing**

Proposals for developments that meet the criteria below will be required to design and provide facilities for occupiers of the development to recycle / compost waste (bring systems) and / or facilities within individual or groups of properties or premises for the source separation and storage of different types of waste for recycling and / or composting.

- any development providing 10 or more dwelling units;
- any new development of shopping centres or facilities where the total gross floorspace amounts to 500 square metres or more;
- any development of business, industrial, distribution or storage development where the gross floorspace / increase in gross floorspace amounts to 300 square metres or more;
- transport, leisure, recreation, tourist, community, or educational facilities including public car parks and park and ride facilities.

Such provision will be expected to have regard to the existing capacity of facilities already available and to the existing Recycling Plan or Municipal Waste Management Strategy relevant to the area.

Proposals for the developments identified above must also be accompanied by a waste audit, which must include:

- 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 reduce the production of hazardous wastes in the development process;
- d) the steps to be taken to minimise the use of raw materials in the development process;
- e) the steps to be taken to reduce the use of hazardous materials in the development process;
- f) the steps to be taken to minimise the pollution potential of unavoidable waste;
- g) the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner;
- h) the steps to be taken to ensure maximum waste recovery (e.g. recycling and composting) once the development is completed/occupied; and
- i) proposals for the transport of waste created during the development process and subsequent use of the site.

Development proposals outside of the thresholds above will be required to demonstrate that they have had sufficient regard to minimising waste produced as part of the development process and to the waste hierarchy in identifying a chosen management method for wastes that are produced as part of the development process.

### **Policy Drivers**

- Comments from Issues and Options and the Preferred Options Stages.
- Planning Policy Statement 10 – Sustainable Waste Management.
- Department of Trade and Industry (2004). Site Waste Management Plans: Guidance for Construction Contractors and Clients, Voluntary Code of Practice.
- The South West Regional Spatial Strategy.



## 6. Implementation, Monitoring and Review

- 6.1 The Waste Planning Authorities have proposed a set of indicators and targets, which have been derived from national policy advice (the Core Output Indicators) and Wiltshire and Swindon's Annual Monitoring Reports (the local / contextual / significant effects indicators). It is considered important that the indicators used to monitor the effectiveness of the Waste LDDs are consistent with the indicators in the AMRs. Where this has not been possible, new indicators have been added in order to monitor the policies effectively.
- 6.2 Policy WCS7 sets out the Councils' commitment to delivering a 'plan, monitor and manage' approach to both implementing and reviewing proposals for sustainable waste management.

### **WCS7: Waste DPD Implementation, Monitoring and Review**

The Councils will work with surrounding local authorities, the Environment Agency and other regulators, the waste industry, local communities, local environmental groups, the Regional Planning Body, the South West Regional Technical Advisory Body on Waste and Government to plan, monitor and manage waste development in Wiltshire and Swindon through the implementation of socially, economically and environmentally responsible policies and the Annual Monitoring Report process.

- 6.3 The following paragraphs set out the Councils' delivery and implementation plan, and the monitoring framework for the policies of the Waste Core Strategy.

### **WCS1: The Need for Additional Waste Management Capacity and Self Sufficiency**

- 6.4 The policy outlines that the future need for waste management facilities will be delivered through providing sufficient capacity to meet the requirements of the municipal waste management strategies and the RSS sub-regional apportionments. However the future requirements are indicative forecasts which may in the future prove to be inaccurate. The Councils will closely monitor the waste arisings for all waste streams, to establish whether the actual figures reflect the projected forecasts.
- 6.5 Should the projected figures be too low, then the Councils may need to review the Core Strategy in order to deliver more sites to meet future needs. Should the forecasts be too high, then the Councils will need to regulate the release of capacity through monitoring in order to stop any over provision of waste sites.



<b>Deviation from Policy WCS1</b>	<b>Councils Response</b>	<b>Monitoring Indicator</b>
The municipal waste management strategy forecasts and the RSS sub-regional apportionments are too <b>low</b> .	The Councils may need to revise the Core Strategy in order to provide additional waste management facilities.	Annual waste management arisings.
The municipal waste management strategy forecasts and the RSS sub-regional apportionments are too <b>high</b> .	The Councils will need to regulate the capacity that is released through monitoring planning applications in line with any updated figures.	Annual waste management arisings.
RSS guidance on being self sufficient changes.	The councils may need to review this policy should the RSS guidance on each authority being self sufficient change. For example a particular regional issue may develop that requires waste to be imported from one authority to another for management or disposal.	Waste import and export figures.

## **WCS2: Future Waste Site Locations**

6.6 Policy WCS2 outlines the strategy for where the Councils will need to locate future waste sites. The policy outlines that strategic sites will need to be located within 16 km of the SSCT identified in the RSS. The policy also provides rural areas and AONBs with local scale sites. This approach is based upon the guidance provided within the RSS to provide the SSCTs with sufficient waste sites. The approach taken in the RSS may be subject to change and the Councils may need to review the policy to reflect such a change.

6.7 The predicted growth within the Plan area is unlikely to occur in an even manner. Therefore some facilities may need to be provided more quickly in some areas than others. The Councils will need to monitor the release of capacity carefully in order to ensure that the required capacity is located in the correct areas at the right time. The Councils will need to identify sufficient sites close to the growth areas within the Site Allocations DPD.

<b>Deviation from Policy WCS2</b>	<b>Councils Response</b>	<b>Monitoring Indicator</b>
The RSS approach to allocating sites changes.	The Councils may need to review this policy should the RSS guidance change.	Review any changes made in the RSS guidance.
The growth of the SSCTs does not occur in an even manner.	The Councils will need to monitor the release of capacity in line with actual growth and the need for new waste facilities in the area.	Annual waste management arisings.



### WCS3: Preferred Locations of Waste Management Facilities by Type and the Provision of Flexibility

- 6.8 The policy sets out the capacity for each waste stream that will need to be delivered over the Plan period. It also illustrates where the councils consider each type of waste management facility could be located. The future requirement for waste facilities to manage municipal waste arisings have been calculated from the Councils municipal waste strategies. Municipal waste management strategies are reviewed regularly, which may lead to the forecasts of future requirements changing. This can also be said for I&C waste and CD&E waste streams, where future requirements have been calculated using projections in the RSS and the South West Regional Waste Strategy (2004) and may be subject to change as the documents are reviewed.
- 6.9 The Councils may need to review the Waste Core Strategy in order to reflect any updated figures that may arise from the revision of the municipal waste management strategies, the RSS and the South West Regional Waste Strategy (2004).

Deviation from Policy WCS3	Councils Response	Monitoring Indicator
The projected future requirements change in line with the revision of the Municipal waste management strategies, RSS and the South West Regional Waste Strategy.	The Councils may need to revise the Core Strategy in order to reflect any changes to projected waste arisings in the Municipal waste management strategies, the RSS and the South West Regional Waste Strategy.	Annual waste management arisings and updating projections in line with any reviewed documents.

### WCS4: Safeguarding Waste Management Sites

- 6.10 Policy WCS4 illustrates the Councils policy on safeguarding waste management facilities in the Plan area. The policy aims to safeguard operational facilities and potential facilities included in the Site Allocations DPD from being developed for other uses. A number of issues may occur that will require the policy to be reviewed. The safeguarded sites may be subject to inappropriate, non-waste related developments that are given planning permission by the Development Control departments at the Councils.
- 6.11 The Councils will also need to monitor future requirements closely in order to ensure that there is not an over provision of safeguarded sites that may lead to sites remaining undeveloped.

Deviation from Policy WCS4	Councils Response	Monitoring Indicator
The Councils are not consulted on applications that fall on safeguarded waste sites.	In the event that the Councils are not consulted on applications on safeguarded waste sites, the Councils will actively encourage better collaboration between the various planning teams at the Councils, through the development of guidance notes.	Number of applications for non-waste development on safeguarded waste sites.



<p>The objections raised by the Council to developments proposed on safeguarded waste sites do not prevent the site being compromised by the presence of inappropriate development.</p>	<p>If the objections made by the Council to inappropriate developments on safeguarded waste sites, the Councils will discuss the reasons for this with the relevant planning team.</p>	<p>Number of objections raised by the council to inappropriate non-waste development on safeguarded sites.</p>
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## **WCS5: The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management**

- 6.12 Policy WCS5 outlines the Councils waste hierarchy and its approach to sustainable waste management. The policy encourages waste management to be driven up the waste hierarchy, in order to increase waste minimisation and recycling. The policy aims to ensure that waste is managed at the highest point possible on the hierarchy.
- 6.13 The Councils will need to monitor planning applications to ensure that the policy is being used effectively and permissions are not being granted for waste management proposals that could have achieved a higher standing within the waste hierarchy. An example of this would be the permission of a landfill / landraise facility when the waste could have been recycled, so a new recycling facility would have been more sustainable.
- 6.14 The hierarchy also reflects national and regional guidance on the sustainable management of waste. This guidance may be subject to change as it is reviewed or replaced by new documents requiring the Councils to revise the policy.

<b>Deviation from Policy WCS5</b>	<b>Councils Response</b>	<b>Monitoring Indicator</b>
<p>Permissions are being given for management types at the bottom of the waste hierarchy, when it is possible to manage the waste higher in the hierarchy in a more sustainable manner.</p>	<p>The Councils may need to revise the policy if waste is not being driven up the waste hierarchy.</p>	<p>Annual waste management arisings for each waste facility type.</p>
<p>The national and regional guidance on sustainable waste management and the waste hierarchy is changed.</p>	<p>The Councils may need to revise the policy if national and regional guidance changes.</p>	<p>Review national and regional guidance if it is replaced.</p>



## WCS6: Waste Reduction and Auditing

- 6.15 Policy WCS6 encourages the reduction and re-use of waste as part of the construction and the operation of new housing and employment developments. Waste management plans and audits are required if the development is over the stated threshold. These plans must include the measures taken to minimise waste and re-use any materials already on site during the construction of the development. Provisions to allow for the recycling and the segregation of waste as part of the design is also required once the development is operational.
- 6.16 The Councils' will monitor the amount of waste audits submitted against the total number of relevant planning applications in order to ensure that the policy is working efficiently.

Deviation from Policy WCS6	Councils Response	Monitoring Indicator
The policy is not being implemented by the Development Control departments at Wiltshire and Swindon.	In the event that the Councils are not consulted on waste audits or they are not being requested for relevant planning applications, the Councils will actively encourage collaboration between the Councils and the development control departments at Wiltshire and Swindon.	The number of waste audits submitted against the number of relevant planning applications.



## Monitoring Indicators

Policy	Indicator	Responsible Agency	Target	Threshold for Investigation
The Vision for Waste Planning in Wiltshire and Swindon to 2026.	All Indicators within the Waste Development Framework.	WC / SBC / EA	N/A	N/A
Strategic Objectives for Wiltshire and Swindon.	All Indicators within the Waste Development Framework.	WC/ SBC / EA	N/A	N/A
WCS1: The Need for Additional Waste Management Capacity and Self Sufficiency.	<p>Waste Arisings for:</p> <ul style="list-style-type: none"> <li>a) Municipal;</li> <li>b) Industrial and Commercial;</li> <li>c) Construction and Demolition;</li> <li>d) Hazardous.</li> </ul> <p>Capacity of new waste management facilities permitted (by type):</p> <ul style="list-style-type: none"> <li>a) Recycling and Composting</li> <li>b) Recovery</li> <li>c) Landfill</li> </ul> <p>Percentage of waste imported and exported for management</p> <ul style="list-style-type: none"> <li>a) Non-Hazardous</li> <li>b) Hazardous</li> <li>c) Inert</li> </ul>	WC / SBC / EA	N/A	N/A
WCS2: Future Site Locations.	<p>Percentage of strategic site applications within the SSCT 16 km radius area of search.</p> <p>Percentage of strategic site applications within AONB or in the immediate vicinity of the New Forest National Park.</p>	WC / SBC	100%	80%
		WC / SBC	0%	5%

Continued overleaf





Policy	Indicator	Responsible Agency	Target	Threshold for Investigation
WCS3: Preferred Locations of Waste Management Facilities by Type and Flexibility	Percentage of waste management facilities permitted outside of the preferred locations for each facility.	WC / SBC	0%	20%
	Percentage of sites permitted for waste management not contained in the Site Allocations DPD.	WC / SBC	0%	20%
WCS4: Safeguarding Waste Management Sites	Percentage of non waste developments permitted for safeguarded waste sites.	WC / SBC	0%	20%
	Percentage of objections to other planning applications affecting waste developments or allocations.	WC / SBC	0%	20%
WCS5: The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management	Amount of waste recovered (including the recycling and composting of household waste).	WC / SBC / EA	30%	N/A
	Percentage of approved proposals that maximise the recovery of resources from waste, as percentage of total proposals received.	WC / SBC / EA	100%	60%
	Mega Watts of energy generated as part of waste management.	WC / SBC	10 MW of installed energy generation capacity by 2010	8 MW by 2010
WCS6: Waste Reduction and Auditing	Percentage of major new developments making provision for waste segregation and recycling.	WC / SBC	100%	80%
	Percentage of approved developments that carry out waste audits as required and maximise the recovery of resources from waste.	WC / SBC	100%	80%

Abbreviations: WC - Wiltshire Council SBC - Swindon Borough Council EA - Environmental Agency



## Appendix 1. Glossary of Terms

- AAP AREA ACTION PLAN** – A Development Plan Document that seeks to plan a distinct area identified as likely to experience ‘significant change’ as a result of development pressure. If Wiltshire Council and Swindon Borough Council determines the need to produce an AAP it will ensure reference is made within revisions to the authority’s Local Development Schemes.
- AMR ANNUAL MONITORING REPORT** – A report that principally describes how a Local Planning Authority is performing in terms of meeting the targets and aspirations for Local Development Document preparation as set out in its three-year project plan (the Local Development Scheme). If, as a result of monitoring performance, the Authority’s Scheme requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.
- AONB AREA OF OUTSTANDING NATURAL BEAUTY** – A landscape area of high natural beauty which has special status, and within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.
- BIODEGRADABLE** – Materials which can be chemically broken down by naturally occurring micro-organisms into simpler compounds. In the context of this document it refers principally to waste containing organic material which can decompose giving rise to gas and leachate and other by-products.
- CIVIC AMENITY SITE** – See Household Recycling Centres.
- CLG COMMUNITIES AND LOCAL GOVERNMENT** – Government department for planning and local government.
- CLINICAL WASTE** – Derived largely from hospitals, medical and other related practices and defined as blood, tissue and other bodily fluids and excretions from humans and animals; drugs and medical equipment; and any other waste which, unless rendered safe, may prove hazardous or infectious to persons coming into contact with it.
- COMMERCIAL WASTE** – Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding municipal and industrial waste.
- COMMUNITY STRATEGY** – The Local Government Act 2000 requires local authorities to prepare a community strategy. “A County Fit for our Children A Strategy for Wiltshire 2004-2014” was produced by the Wiltshire Strategic Board in October 2003. It sets out the broad vision for the future of the County and proposals for delivering that vision.
- COMPOSTING** – A biological process which takes place in the presence of oxygen (aerobic) in which organic wastes, such as garden and kitchen waste are converted into a stable granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.
- CONSTRUCTION/DEMOLITION WASTE** – Includes waste arising from the construction, repair, maintenance and demolition of building and structures.
- CONTROLLED WASTE** – Comprised of household, industrial, commercial, hazardous (special), clinical and sewage waste which require a waste management license for treatment, transfer and disposal. The main exempted categories comprise mine, quarry and farm wastes. The government is currently consulting on the extension of controls to farm wastes. However, materials used for agricultural improvement, such as manure and slurry, will not become controlled. Radioactive and explosive wastes are controlled by other legislation and procedures.
- CORE STRATEGY DEVELOPMENT PLAN DOCUMENT** – This will be one of the most important Development Plan Documents to be produced. Wiltshire Council and Swindon Borough Council have produced both Minerals and Waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the Plan area.
- DEFRA DEPARTMENT FOR THE ENVIRONMENT, FOOD AND RURAL AFFAIRS** – Government department with national responsibility for sustainable waste management.
- DEVELOPMENT PLAN (THE)** – The Government is committed to ensuring that planning decisions on proposals for development or the change of use of land should not be arbitrary. The statutory development plan will continue to be the starting point in the consideration of planning applications (Section 38(6) of the Planning and Compulsory Purchase Act 2004). The development plan consists of:
- (i) the Regional Spatial Strategy prepared by the South West Regional Assembly (“the Regional Planning Body”); and



- (ii) Development Plan Documents prepared by the district Councils, unitary authorities, National Park authorities (where applicable) and the County Councils.

**DPD DEVELOPMENT PLAN DOCUMENTS** – DPDs are spatial planning documents that are subject to independent examination. They will have ‘development plan’ status (please see the explanation of ‘the development plan’).

**EC DIRECTIVE** – a European Community legal instruction, which is binding on all Member States, but must be implemented through legislation of national governments within a prescribes timescale.

- EIP Examination in Public** – All Development Plan Documents are subject to an EIP. The purpose of the examination is to consider whether the Development Plan Document is sound. The Secretary of State will appoint an inspector to conduct the examination. In assessing whether the Development Plan Document is sound, the inspector will consider any representations which have been duly made.

**ENERGY RECOVERY** – includes a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values – this energy can be recovered through (for instance) incineration with electricity generation, gasification, pyrolysis or refuse derived fuel.

**ENVIRONMENT AGENCY** – Established in April 1996, combining the functions of former local waste regulation authorities, the National Rivers Authority and Her Majesty’s Inspectorate of Pollution. Intended to promote a more integrated approach to waste management and consistency in waste regulation. The Agency also conducts national surveys of waste arising and waste facilities.

- GOSW GOVERNMENT OFFICE FOR THE SOUTH WEST** – The Government’s regional office. Local Planning Authorities will use this office as a first point of contact for discussing the scope and content of Local Development Documents and procedural matters.

**GREEN BELT** – Areas of land defined in Structure Plans and District Wide Local Plans that are rural in character and adjacent to urban areas, where permanent and strict planning controls apply in order to; check the unrestricted sprawl of built up areas; safeguard the surrounding countryside from further encroachment; prevent neighbouring towns from merging into one another; preserve the special character of historic towns and assist urban regeneration.

**GREENFIELD SITE** – a site previously unaffected by built development.

**HAZARDOUS WASTE** – Waste which by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact if improperly handled, treated or disposed of, as controlled in the EC Directives on Hazardous Waste and defined by Special Waste Regulations 1996 (as amended) (schedule 2).

**HOUSEHOLD WASTE** – As a major component of the municipal waste stream, household waste includes waste from household collection rounds, bulky waste collection, hazardous household waste collection, garden waste collection, civic amenity site waste, and wastes collected through council recycling schemes.

- HRCs HOUSEHOLD RECYCLING CENTRES** – Sites to which the public can bring domestic waste, such as bottles, textiles, cans and paper for free disposal. HRCs may also accept bulky household waste and green waste. Where possible, the collected waste is recycled after sorting.

**INCINERATION** – The controlled burning of waste, either to reduce its volume, or its toxicity. Energy recovery from incineration can be achieved by utilising the calorific value of paper, plastic, etc to produce heat or power. Current flue-gas emission standards are very high. Ash residues still tend to be disposed of to landfill.

**INDUSTRIAL WASTE** – Waste from any factory and from any premises occupied by an industry (excluding mines and quarries).

**INERT WASTE** – waste which, when deposited into a waste disposal site, does not undergo any significant physical, chemical or biological transformations and which complies with the criteria set out in Annex 111 of the EC Directive on the Landfill of Waste.

**INTEGRATED WASTE MANAGEMENT** – involves a number of key elements, including: recognising each step in the waste management process as part of a whole; involving all key players in the decision-making process; and utilising a mixture of waste management options within the locally determined sustainable waste management system.

- IV IN-VESSEL COMPOSTING** – In-vessel composting takes place in specially designed vessels that controls moisture, temperature and aeration of the composting process allowing rapid decomposition of biodegradable waste.



- LANDFILL** – The deposit of waste onto and into land in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose.
- LANDFILL TAX** – A tax introduced in 1996 by HM Custom and Excise on waste deposited in licensed landfill sites, with the aim of encouraging more sustainable waste management methods and generating funds for local environmental projects. A revision to the landfill tax credit scheme in 2003 introduces the option of giving tax credits explicitly to biodiversity projects.
- LAND USE PLANNING** – the Town and Country Planning system regulates the development and use of land in the public interest, and has an important role to play in achieving sustainable waste management.
- LATS LANDFILL ALLOWANCE TRADING SCHEME** – Process of apportionment, by Waste Disposal Authority area, of the tonnage of bio-degradable municipal waste that may be disposed of to landfill to meet EU Landfill Directive targets. Annual targets have been set for 2005 and 2020. Tonnages reduce significantly year on year. There are limited powers to trade surplus allowances between Waste Disposal Authorities.
- LDD LOCAL DEVELOPMENT DOCUMENT** – A LDD will form part of the Local Development Framework and can either be a Development Plan Document (DPD) or a Supplementary Planning Document (SPD). Wiltshire Council is responsible for producing a Minerals and Waste Development Framework containing Minerals and Waste Local Development Documents.
- LDF LOCAL DEVELOPMENT FRAMEWORK** – The LDF comprises a portfolio of local development documents that will provide the framework for delivering the spatial planning strategy for the area. District and Unitary Authorities will prepare LDFs for their area.
- LDS LOCAL DEVELOPMENT SCHEME** – The LDS sets out a three year programme for the preparation of LDDs. As a unitary Planning Authority, Wiltshire Council have prepared separate but complimentary Development Schemes, setting out a timetable for preparation of all planning policy documents including Minerals Development Documents and Waste Development Documents. Schemes must be submitted to the Secretary of State for approval and monitored annually through the AMR system.
- LICENSED SITE** – a waste disposal or processing facility which is licensed under the Environmental Protection Act for that function.
- LTP LOCAL TRANSPORT PLAN** – A statutory plan detailing the future transport approach to a Plan area.
- MRF MATERIALS RECOVERY /RECYCLING FACILITY** – A site where recyclable waste, usually collected via kerbside collections or from Household Recycling Centres, is mechanically or manually separated, baled and stored prior to reprocessing.
- MUNICIPAL WASTE** – Includes all wastes collected by the Waste Collection Authorities, or their agents, such as all household waste, street litter, municipal parks and gardens waste, and some commercial and industrial wastes.
- MWDS MINERALS AND WASTE DEVELOPMENT SCHEME** – Essentially the same as the Local Development Schemes produced by the District and Unitary Authorities this three year project plan sets out the preparation milestones of the Minerals and Waste Development Framework. Again, the procedures for approving monitoring and reviewing the MWDS involves dialogue with the Secretary of State.
- NEW FOREST HERITAGE AREA** – An area partly within Wiltshire noted for its high quality countryside, wildlife and landscape interest. Since 1994, it has had the same planning status as a National Park.
- NON INERT WASTE** – Organic waste that decomposes after disposal to land. May include household, industrial, commercial and special waste.
- ODPM OFFICE OF THE DEPUTY PRIME MINISTER** – The Government department responsible for planning and local government.
- PCPA PLANNING AND COMPULSORY PURCHASE ACT 2004.**
- PINS PLANNING INSPECTORATE** – The Government agency responsible for scheduling independent examinations. The planning Inspectors who sit on independent examinations are employed by PINS.
- PPGs PLANNING POLICY GUIDANCE NOTES** – Government policy statements on a variety of issues that are material considerations in determining planning applications.
- PPS PLANNING POLICY STATEMENT** – Guidance documents which set out national planning policy. They are being reviewed and updated and are replacing PPGs.



**PROPOSALS MAP** – A separate Local Development Document which illustrates on an Ordnance Survey base map all the policies and proposals contained in Minerals and Waste Development Plan Documents and ‘saved policies’ (where applicable). It must be revised each time a new Development Plan Document is approved for adoption.

**RESTORATION** – The methods by which the land is returned to a condition suitable for an agreed after-use following the completion of tipping operations.

**RECOVERY** – The process of extracting a product of value from waste materials, including recycling, composting and energy recovery.

**RECYCLED AGGREGATES** – Aggregates produced from recycled construction waste such as crushed concrete, road planning’s etc.

**RECYCLING** – Involves the reprocessing of wastes, either into the same product or a different one. Many non-hazardous industrial wastes such as paper, glass, cardboard, plastics and scrap metal can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

**REDUCTION** – achieving as much waste reduction as possible is a priority action. Reduction can be accomplished within a manufacturing process involving the review of production processes to optimise utilisation of raw (and secondary) materials and recirculation processes. It can be cost effective, both in terms of lower disposal costs, reduced demand from raw materials and energy costs. It can be carried out by householders through actions such as home composting, re-using products and buying goods with reduced packaging.

**RPG REGIONAL PLANNING GUIDANCE** – Produced by the Government Office for the South West (GOSW) on behalf of the Secretary of State. Until it is replaced by the new Regional Spatial Strategy (RSS) it provides a regional strategy within which Local Plans, Local Development Documents and the Local Transport Plan should be prepared.

**REGIONAL SELF-SUFFICIENCY** – dealing with wastes within the region or country where they arise.

**RSS REGIONAL SPATIAL STRATEGY** – This document is being prepared by the South West Regional Assembly and will replace the Regional Planning Guidance for the South West. It will have statutory development plan status.

**RE-USE** – The reuse of materials in their original form, without any processing other than cleaning. Can be practised by the commercial sector with the use of products designed to be used a number of times, such as re-useable packaging. Householders can purchase products that use refillable containers, or re-use plastic bags. The processes contribute to sustainable development and can save raw materials, energy and transport costs.

**SA SUSTAINABILITY APPRAISAL** – Local Planning Authorities are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of Sustainability Appraisal is similar to Strategic Environmental Assessment but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with Government policy, Wiltshire Council and Swindon Borough Council are producing a Sustainability Appraisal that incorporates a Strategic Environmental Assessment of its Minerals and Waste Local Development Documents.

**SAC SPECIAL AREAS OF CONSERVATION** – designation made under the Habitats Directive to ensure the restoration or maintenance of certain natural habitats and species some of which may be listed as ‘priority’ for protection at a favourable conservation status.

**SAVED PLAN & SAVED POLICIES** – Under the Planning and Compulsory Purchase Act 2004 the Wiltshire and Swindon Minerals and Waste Local Plans have been ‘saved’ for a period of three years (either from the date of adoption or September 2004 as appropriate).

**SAMs SCHEDULED ANCIENT MONUMENT** – Nationally important archaeological remains that have special protection from development under the 1979 Ancient Monuments and Archaeological Areas Act. Some SAMs are also World Heritage Sites.

**SCI STATEMENT OF COMMUNITY INVOLVEMENT** – sets out the Council’s vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all Local development Documents and in decisions on planning applications.

**SCOPING** – The process of deciding the scope and level of detail of the SEA. This also includes defining the environmental / sustainability effects and alternatives that need to be considered, the assessment methods to be used, the structure and contents of the Environmental / Sustainability Report.



- SEA STRATEGIC ENVIRONMENTAL ASSESSMENT** – Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of local development documents (DPDs and, where appropriate SPDs) and other programmes (e.g. the Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.
- SLA SPECIAL LANDSCAPE AREA** – Attractive areas of countryside that are of significant local value and are broadly defined in the Wiltshire Structure Plan and precisely defined in the adopted Local Plans.
- SMART** A technique to ensure policy objectives are **Specific, Measurable, Achievable, Realistic & Time-bound**.
- SPA SPECIAL PROTECTION AREA** – designations made under the EC Directive 79/409 on bird conservation (The Birds Directive), the aim of which is to conserve the best examples of the habitats of certain threatened species of bird the most important of which are included as priority species.
- SPD SUPPLEMENTARY PLANNING DOCUMENT** – Whilst not having ‘development plan’ status, SPDs can form an important part of the local development framework of an area. They can be used to expand policy or provide further detail to policies in development plan documents. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.
- STAKEHOLDER** – Anyone who is interested in, or may be affected by the planning proposals that are being considered.
- SUSTAINABLE WASTE MANAGEMENT** – means using material resources efficiently, to cut down on the amount of waste we produce. And where waste is generated, dealing with it in a way that actively contributes to economic, social and environmental goals of sustainable development.
- SWRA SOUTH WEST REGIONAL ASSEMBLY** – Body responsible for regional planning and waste strategy matters in the South West.
- SUSTAINABLE DEVELOPMENT** – development which is sustainable in that which meets the needs of the present without comprising the ability of future generations to meet their own needs.
- VOID SPACE** – The remaining capacity in active or committed landfill or landraise sites.
- WASTE** – Is the wide ranging term encompassing most unwanted materials and is defined by the Environmental Protection Act 1990. Waste includes any scrap metal, effluent or unwanted surplus substance or article that requires to be disposed of because it is broken, worn out, contaminated or otherwise spoiled. Explosives and radioactive wastes are excluded.
- WASTE ARISING** – the amount of waste generated in a given locality over a given period of time.
- WDD WASTE DEVELOPMENT DOCUMENT** – The replacement to the existing Waste Local Plan as well as constituting other ‘non-development plan’ documents like Statements of Community Involvement.
- WASTE HIERARCHY** – suggests that the most effective environmental solution may often be to reduce the amount of waste generated – reduction. Where further reduction is not practicable, products and materials can sometimes be used again, either for the same or a different purpose – re-use. Failing that, value should be recovered from waste, through recycling, composting or energy recovery from waste. Only if none of the above offer an appropriate solution should waste be disposed.
- WASTE MANAGEMENT LICENCE** – licenses are required by anyone who proposes to deposit, recover or dispose of controlled waste. The licensing system is separate from, but complementary to, the land use planning system. The purpose of a licence and the conditions attached to it is to ensure that the waste operation that it authorises is carried out in a way that protects the environment and human health.
- WASTE MINIMISATION** – Reducing the volume of waste that is produced.
- WEEE WASTE ELECTRICAL & ELECTRONIC EQUIPMENT** – The Waste Electrical and Electronic Equipment Directive (WEEE Directive) aims to minimise the impact of electrical and electronic goods on the environment, by increasing re-use and recycling and reducing the amount of WEEE going to landfill.

## Appendix 2. Development Control DPD Policy Areas

Policy Area	Description
<p><b>WDC1</b>  <b>Key Criteria for Ensuring Sustainable Waste Management Development</b></p>	<p>Provides a link between the Waste Core Strategy and the Waste Development Control Policies DPD. The policy outlines the key criteria for ensuring that sustainable waste management is delivered. These being the extent to which impacts relating to the following subjects can be minimised:</p> <ul style="list-style-type: none"> <li>• Environmental and Cumulative impacts;</li> <li>• Transporting waste;</li> <li>• Flood risk and the water environment;</li> <li>• Biodiversity, geodiversity and cultural heritage;</li> <li>• Landscape; and;</li> <li>• The extent to which appropriate restoration can be delivered.</li> </ul>
<p><b>WDC2</b>  <b>Managing the Impact of Waste Management Development</b></p>	<p>Protect the following subjects from impacts of waste management development:</p> <ul style="list-style-type: none"> <li>• amenity;</li> <li>• visual aspects;</li> <li>• noise and light emissions;</li> <li>• vibration;</li> <li>• air emissions and climate change;</li> <li>• contaminated land; and</li> <li>• agricultural land.</li> </ul>
<p><b>WDC3</b>  <b>The Water Environment</b></p>	<p>Protect the water environment in terms of both quantity and quality.</p>
<p><b>WDC4</b>  <b>Protection of Recreational Assets</b></p>	<p>Safeguard public rights of way on or adjacent to development sites and protect against significant adverse impacts upon tourism or recreational facilities.</p>
<p><b>WDC5</b>  <b>Canals and Railways</b></p>	<p>Protect the following from any significant adverse impacts:</p> <ul style="list-style-type: none"> <li>• The Kennet and Avon Canal;</li> <li>• The Wiltshire and Berkshire Canal; and</li> <li>• All railway routes in Wiltshire and Swindon</li> </ul>
<p><b>WDC6</b>  <b>Airfield Safeguarding Areas</b></p>	<p>The following Airfield Safeguarding Areas, will be protected from any unacceptable risk of bird strike:</p> <ul style="list-style-type: none"> <li>• Boscombe Down;</li> <li>• Colerne;</li> <li>• Fairford;</li> <li>• Hullavington Barracks;</li> <li>• Keevil Airfield;</li> <li>• RAF Lyneham;</li> <li>• Middle Wallop;</li> <li>• Netheravon;</li> </ul>



	<ul style="list-style-type: none"> <li>• South Cerney; and</li> <li>• Upavon (Trenchard Lines).</li> </ul>
<b>WDC7 Conserving Landscape Character</b>	Protect designated landscapes such as the New Forest and AONBs from adverse impacts.
<b>WDC8 Biodiversity and Geological Interest</b>	<p>Protection of areas of biodiversity and geological interests such as the following:</p> <ul style="list-style-type: none"> <li>• Sites of Special Scientific Interest;</li> <li>• Ancient Woodland;</li> <li>• National Nature Reserves;</li> <li>• County Wildlife Sites;</li> <li>• Regionally Important Geological and Geomorphological Sites; and</li> <li>• Local Nature Reserves.</li> </ul>
<b>WDC9 Cultural Heritage</b>	<p>Protect the following designated sites of archaeological or cultural heritage importance and their settings:</p> <ul style="list-style-type: none"> <li>• Stonehenge World Heritage Site and Avebury;</li> <li>• Scheduled Ancient Monuments;</li> <li>• Registered Battlefields;</li> <li>• Listed buildings;</li> <li>• Conservation Areas;</li> <li>• Locally important archaeological remains; and</li> <li>• Historic parks and gardens.</li> </ul>
<b>WDC10 The Restoration of Waste Management Sites</b>	<p>A policy to cover proposals for temporary waste management development in Wiltshire and Swindon and provide appropriate restoration and reinstatement of that site as part of the cessation of waste management activities. After uses that achieve the following will be encouraged:</p> <ul style="list-style-type: none"> <li>• Will provide benefit to the local community and/or;</li> <li>• Will provide benefit to the local economy where appropriate and/or;</li> <li>• Will enhance biodiversity interest, landscape quality, cultural heritage and other environmental or community assets.</li> </ul>
<b>WDC11 Sustainable Transportation of Waste</b>	Protecting the highway network from adverse impacts and encouraging the sustainable transportation of waste.
<b>WDC12 Renewable Energy</b>	Maximise the opportunities for renewable energy production both for electricity and heat generation as part of waste management developments.
<b>WDC13 Landfill Development</b>	Requires developers to make provision for the pre-treatment of waste to be disposed where applicable and to make management provision for leachate and landfill gas generation.



## Appendix 3. Saved Waste Local Plan (2005) Policies

The Councils submitted their requested Waste Local Plan policies to be saved to the Government Office for the South West (GOSW) in September 2007. A table of the requested saved policies is outlined below. The table outlines which policies will be replaced by policies contained in the Waste Core Strategy and the according policy number that will be responsible for doing so.

<b>Saved Waste Local Plan Policy</b>	<b>Policy Replaced by the Waste Core Strategy?</b>	<b>Waste Core Strategy Policy Number that Replaces the Saved WLP Policy</b>
1. Sustainable Waste Management and BPEO	✓	WCS1, WCS2, WCS3, WCS4, WCS5, WCS6, WCS7
2. The Need for Waste Development and Regional Self Sufficiency	✓	WCS1
3. Strategic Waste Management Facilities	✓	WCS2, WCS3
4. Local Waste Management Facilities	✓	WCS2, WCS3
5. Safeguarding Preferred Areas and Waste Sites	✓	WCS4
6. Environmental Protection, Human Health, and Amenity and Transport	X	Development Control Policies DPD
10. Waste Audits	✓	WCS6
11. Materials Recovery and Recycling Facilities	✓	WCS2, WCS3
12. Inert Waste Recovery / Recycling Facilities	✓	WCS2, WCS3
13. scrapyards	✓	WCS2, WCS3
14. Provision for Recycling in New and Refurbished Developments	✓	WCS6
15. Indoor Composting	✓	WCS2, WCS3
16. Outdoor Composting	✓	WCS2, WCS3
17. Waste to Energy Recovery Facilities	✓	WCS2, WCS3
19. Extensions to Existing Landfill Sites	✓	WCS2, WCS3
20. New Landfill Sites	✓	WCS2, WCS3
21. Landraise Facilities	✓	WCS2, WCS3
22. Incineration without energy Recovery	✓	WCS2, WCS3
23. Hazardous and Clinical Waste Treatment Facilities	✓	WCS2, WCS3
24. Development of Waste Water Treatment Facilities	✓	WCS2, WCS3
Annex 1. Proposals Maps and Insert Plans (Site Allocations)	X	Adopted Proposals Map and Site Allocations DPD



# Notes

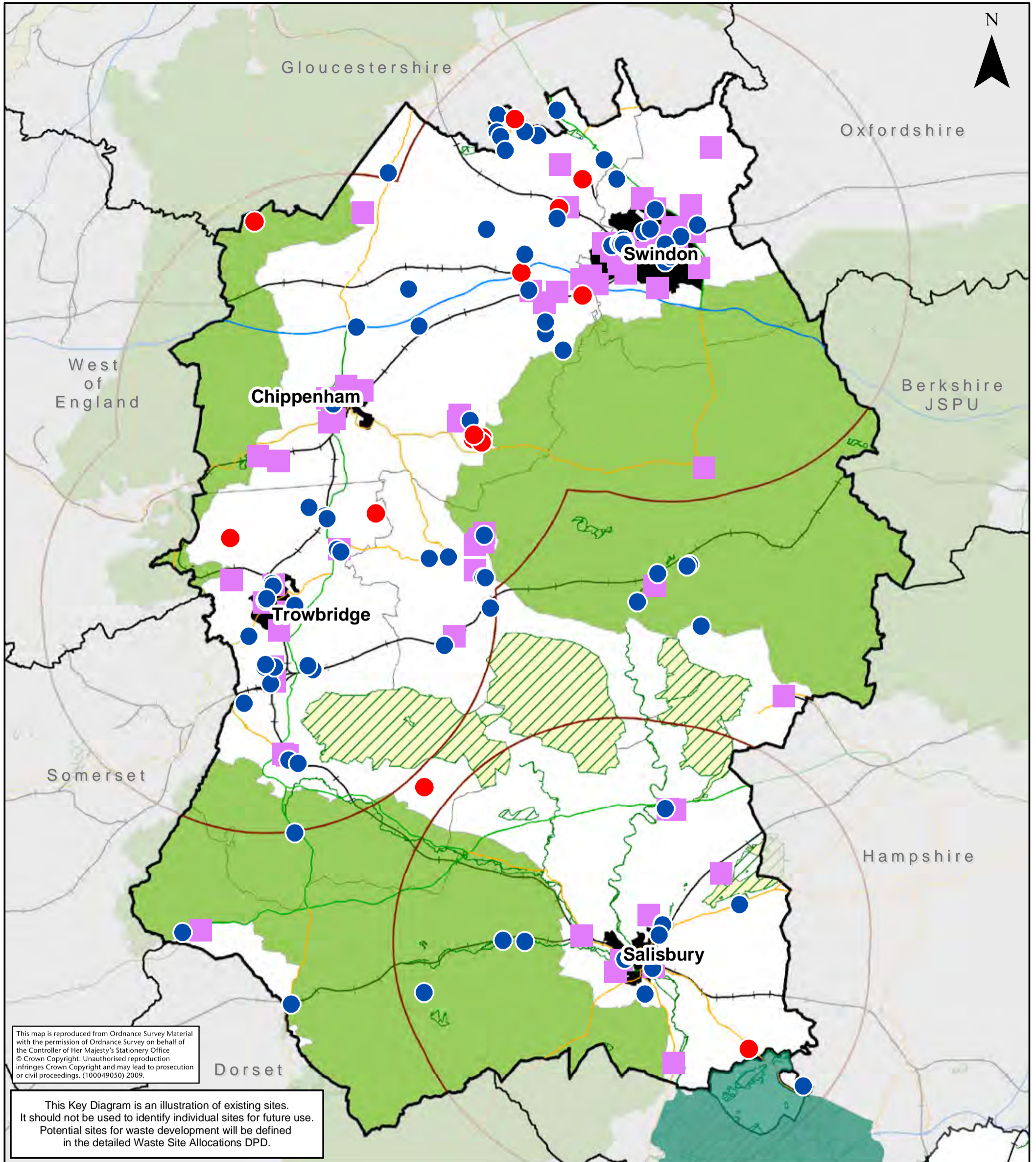


## Appendix 4. Wiltshire and Swindon's Waste Core Strategy Key Diagram

• Diagram in Pocket •



# Waste Core Strategy Key Diagram



Key					
<span style="color: red;">●</span>	Existing Strategic Waste Site (WCS 2, WCS 3 & WCS 4)		New Forest National Park		Railways
<span style="color: blue;">●</span>	Existing Local Waste Site (WCS 2, WCS 3 & WCS 4)		Special Areas of Conservation		Strategically Significant City or Town
<span style="color: purple;">■</span>	Employment Land (WCS 3)		Area of Outstanding Natural Beauty (WCS 2)		Special Protection Areas
	RSS SSCT 16km Radius Area of Search (WCS 1 & WCS 2)		Motorway		Strategic Lorry Route
	Plan Area		Local Lorry Route		Railways
			<b>Wiltshire HGV Route Network</b>		

Minerals and Waste Policy

Spatial Planning

Economy and Enterprise

County Hall

Bythesea Road

Trowbridge

Wiltshire

BA14 8JN

Wiltshire and Swindon

Waste Development Control Policies

Development Plan Document

Adopted September 2009

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<b>Executive Summary</b> .....	<b>iii</b>
<b>1 Introduction</b> .....	<b>1</b>
<b>2 The Development Control Process</b> .....	<b>3</b>
<b>3 Managing the Impacts of Waste Management Development</b> .....	<b>9</b>
<b>4 Environmental Protection</b> .....	<b>13</b>
<b>5 Sustainable Transportation of Waste</b> .....	<b>29</b>
<b>6 Renewable Energy</b> .....	<b>33</b>
<b>7 Landfill Development</b> .....	<b>35</b>
<b>8 Implementation, Monitoring and Review</b> .....	<b>39</b>
<b>Appendix 1. Glossary of Terms</b> .....	<b>49</b>
<b>Appendix 2. Requirements of Ecological Surveys</b> .....	<b>59</b>
<b>Appendix 3. Saved Policies of the Wiltshire &amp; Swindon Waste Local Plan (March 2005) to be Replaced by the Policies of the Wiltshire and Swindon Waste Development Control Policies DPD</b> .....	<b>65</b>







## Executive Summary

The Waste Development Control Policies Development Plan Document (DPD) for Wiltshire and Swindon sets out the policies of Wiltshire Council and Swindon Borough Council (the Councils) on managing waste management development over the next 20 years. The Waste Development Control Policies DPD forms one element of the Wiltshire and Swindon Minerals and Waste Development Framework. In this sense, the Development Control Policies DPD should be read in conjunction with national and regional policy as well as local policies – including the Minerals and Waste Core Strategy DPDs and the Waste Site Allocations DPD.

The document outlines the key criteria that will be used to assess whether a planning application should be permitted. The first policy (WDC1) is broad in nature and bridges the gap between the Waste Core Strategy DPD and the Development Control Policies DPD. This approach enables progression of more detailed policies on individual subjects or issues later on in the document.

The document examines the impacts that can be generated from waste management developments - issues such as amenity, visual aspects, noise and light emissions, vibration, transport, air emissions and climate change, the water environment, contaminated land and agricultural land. Policy WDC2 addresses the need to reduce impacts associated with these issues.

The Development Control Policies DPD then considers the key criteria in more detail with specific policies covering the areas outlined above. These offer more guidance to applicants and development control planners. A list of these additional policies is shown below:

- Policy WDC3: Water Environment
- Policy WDC4: Protection of Recreational Assets
- Policy WDC5: Canals and Railways
- Policy WDC6: Airfield Safeguarded Areas
- Policy WDC7: Conserving Landscape Character
- Policy WDC8: Biodiversity and Geological Interest
- Policy WDC9: Cultural Heritage
- Policy WDC10: Restoration of Waste Management Sites
- Policy WDC11: Sustainable Transportation of Waste
- Policy WDC12: Renewable Energy
- Policy WDC13: Landfill Development

In addition, the final section of the document outlines how the Councils intend to implement and monitor the policies contained in the Development Control Policies DPD in line with Policy WCS7 of the Waste Core Strategy DPD. WCS7 sets out the Councils commitment to delivering a 'plan, monitor and manage' approach to bring forward and implement sustainable waste management. A number of monitoring indicators are identified for each policy. The role of these indicators is to monitor the effectiveness of the policies and offer a mechanism for review should the need arise.





# 1 Introduction

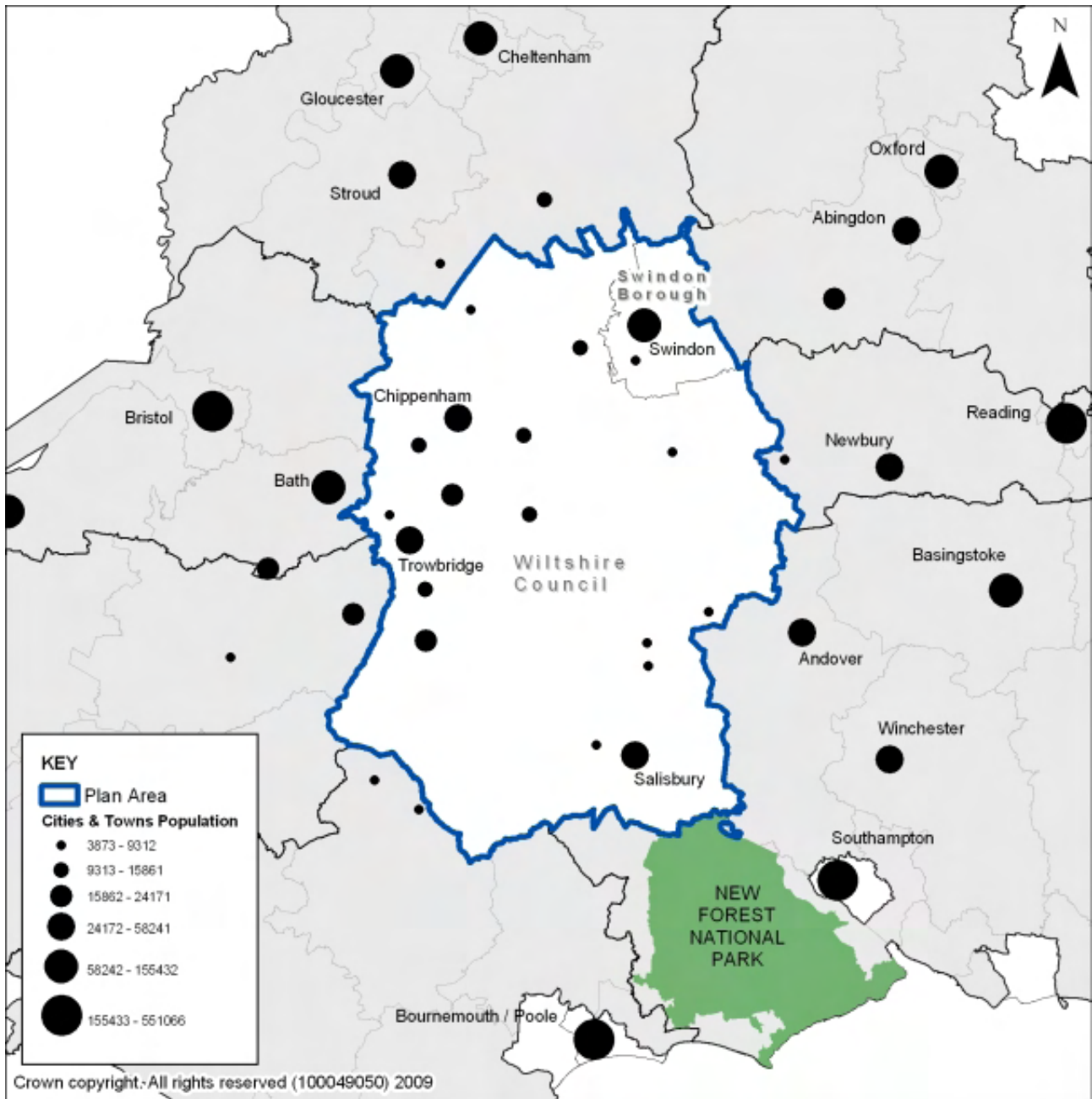
- 1.1** This document sets out the councils' detailed land use policies for determining planning applications for waste management development within the 'Plan' area of Wiltshire and Swindon (see **Figure 1.1**). The principle aim of the policies within this document is to ensure that sites are operated and managed to high standards with minimum impacts to local communities and the environment.
- 1.2** This document has been prepared by Wiltshire Council and Swindon Borough Council (the Councils) as part of the 'Wiltshire and Swindon Waste Development Framework' (MWDF). As such, it should be read in conjunction with the Wiltshire and Swindon Waste Core Strategy DPD.
- 1.3** In the interests of brevity the Councils have prepared a separate Evidence Base (available on the Wiltshire Council website). This has been produced to underpin the Minerals and Waste Development Framework, and allows a substantial amount of information previously contained within the Minerals and Waste DPDs to be removed, making them more user friendly. A glossary of terms is included in **Appendix 1**.

## Relationship with the Waste Core Strategy

- 1.4** The purpose of the Waste Core Strategy is to establish a strategic policy framework that determines the nature and spatial extent of waste management development in Wiltshire and Swindon to 2026. The Waste Core Strategy sets out the locational criteria that will be used to direct where waste management facilities should be located and provides clear guidance on the distinction between 'strategic' and 'local' scale developments. In addition, it is important to stress that the Waste Core Strategy also sets out a number of principles for the management of waste in Wiltshire and Swindon. One such principle that will be used in the process of determining planning applications is the 'Wiltshire and Swindon Waste Hierarchy' (Policy WCS5). The Waste Core Strategy also guides the content of subsequent Waste DPDs and requires this Development Control Policies DPD to contribute to the delivery of the 'Vision and Strategic Objectives' through the provision of more detailed, criteria based policies that will be used to manage the associated impacts of future waste management development.
- 1.5** Elements of the Waste Core Strategy's strategic objectives, relating to each chapter of this DPD, are set out emboldened and within quote marks at the beginning of each chapter.



# Figure 1.1 Map Illustrating the administrative areas of Wiltshire Council and Swindon Borough Council





## 2 The Development Control Process

### Who does what?

**2.1** Wiltshire Council and Swindon Borough Council as unitary authorities deal with all planning applications made for land within their respective boundaries, including those for waste management purposes

### Planning applications – information required, planning conditions and planning agreements

**2.2** In order to fully consider proposals for waste development, the Councils must have sufficient information upon which to base their development control decisions, and will require submission of a full planning application for any such development.

**2.3** Pre-application consultation with the Councils is therefore essential in terms of establishing what supporting information is likely to be required and as such is strongly encouraged as an important element of applying for permission for waste development, particularly where the need for Environmental Impact Assessment (EIA) may be a factor for consideration (see overleaf). Such liaison will also help ensure that planning applications are processed efficiently and effectively. The process of consultation on planning applications is set out by the Councils within their respective Statements of Community Involvement (SCIs).

**2.4** In line with good practice, the Councils would strongly encourage developers to consult with the local community at the earliest stage on their proposals. Further advice is provided in the general guidance notes accompanying the application forms for waste development.

**2.5** Due to the nature of waste development, permissions may be subject to a number of planning conditions designed to avoid nuisance and adverse impacts throughout, and in some cases beyond, the life of the development. Such conditions must be:

- necessary
- relevant to planning
- directly related to the proposed development
- enforceable
- precise
- reasonable in all other aspects.

**2.6** The use of planning conditions is a common approach towards ensuring a development is acceptable and can therefore be permitted. However, it may be necessary for the Councils and developer to enter into a planning agreement that will ensure that wider environmental impacts, including those that extend beyond the development site, can be resolved.



**2.7** A planning agreement can be used to make sure that a development proposal is in accordance with national, regional or local planning policy. This may, for example, involve a developer providing a financial contribution towards the provision of additional infrastructure, improvements to infrastructure, or to the protection of biodiversity. The Councils must ensure that planning agreements are:

- necessary
- relevant to planning
- directly related to the proposed development
- fairly and reasonably related in scale and kind to the proposed development
- reasonable in all other aspects.

**2.8** Planning Agreements are also often referred to as ‘Planning Obligations’ or ‘Section 106 Agreements’.

### **Environmental Impact Assessment**

**2.9** Environmental Impact Assessment (EIA) is undertaken by developers as a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects of proposed development.

**2.10** The EIA process, including the method for determining whether an EIA is required for a particular development proposal, is set out in legislation and detailed national guidance<sup>(1)</sup>. The outcome of an EIA is an Environmental Statement (ES) submitted concurrently with a planning application.

**2.11** Planning applications falling within the scope of the EIA Regulations will not be determined until a satisfactory ES has been submitted and its information taken into consideration. Developers should request a screening opinion from the planning authority, if they are in doubt as to whether an application will need to be supported by an EIA.

**2.12** Where an EIA is required developers are encouraged to ask the Councils for an opinion as to the scope and level of detail that should be covered, prior to submitting any application for planning permission. In such cases, and to ensure that all relevant environmental issues are identified and addressed, the Councils will consult other relevant conservation and information-holding bodies (including the Environment Agency (EA)) before an opinion is given.

### **Habitats Regulations Assessment/Appropriate Assessment**

**2.13** A Habitats Regulation Assessment (HRA), often referred to as Appropriate Assessment (AA) of spatial development plans is a requirement of the Habitats Directive (92/43/EEC) as transposed in UK legislation by the Habitats Regulations (2007). The primary aim of a HRA is to ensure that a development proposal, on its own or in combination with other developments, will not compromise the integrity of European designated areas, collectively known as Natura 2000 sites. There are three stages to HRA and AA:

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1 Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999; and Circular 02/99 ‘Environmental Impact Assessment’



- Stage 1: Screening
- Stage 2: Appropriate Assessment
- Stage 3: Assessment where no alternatives and adverse impacts remain.

**2.14** A HRA has been undertaken as part of the production of the Minerals and Waste Development Framework. This covers Stage 1 – Screening, and Stage 2 – AA on Natura 2000 sites for impacts associated with general waste management. The HRA conducted does not undertake AA on specific sites proposed for future waste management developments. Where required, specific AAs will be undertaken on the Site Allocations DPD. Planning applications on sites that are not contained within the DPD or are for different waste uses than those allocated, will be required to undertake and submit an AA where it is deemed necessary.

**2.15** Draft guidance for AA ‘Planning for the Protection of European Sites: Appropriate Assessment’ (DCLG, 2006) offers advice to regional and local planning authorities on undertaking AA. The final guidance is expected to be published in 2008 and planning applications that require AA will be required to follow the guidance.

### **Relationship with pollution control matters**

**2.16** Pollution control matters cover a range of issues that are of interest to the Councils and other regulatory agencies (in particular the Environment Agency (EA)), and it is important that the roles of each are not confused. Decisions on land use planning matters are the responsibility of the Councils, not the EA. The Councils should, however, take the EA’s advice into account when developing their policies and taking decisions.

**2.17** The EA, as Waste Regulatory Authority (WRA), is concerned with controlling the pollution aspects of waste facilities through Environmental Permitting (EP). The EA is required to consult the Councils when new permit applications are being considered for approval.

**2.18** Where a permit is sought for a waste management use on land for which planning permission is required, planning approval has to be obtained before the EA can grant a permit. This is also the case if the waste management facility is to be regulated through the Local Air Pollution Control (LAPC) regime. The role of the Councils and the EA in the regulation and enforcement of waste management are therefore separate, but complementary. The EA also controls the aftercare of waste sites to prevent pollution.

**2.19** The Councils will continue to work closely with the EA, and with other bodies responsible for pollution control, to ensure that best use is made of their expertise and information, and to avoid unnecessary duplication between the planning and pollution control systems. However, it is important to be aware that both a planning permission and an EP could legitimately address some of the same issues, although for different reasons.

### **Site Waste Management Plans and Waste Audits**

**2.20** The requirement for all developments costing over £300,000 to produce Site Waste Management Plans (SWMP) was introduced by the Site Waste Management Regulations in April 2008. There will be two types of SWMP depending on the cost of the project.

- A project costing between £300 - £500k will follow a basic template
- Anything over £500k will require a much greater level of detail.





- 2.21** The purpose of a SWMP is to ensure that building materials are managed efficiently; waste is disposed of legally; and that material recycling, reuse and recovery is maximised.
- 2.22** The developer is expected to ensure that a SWMP is written and updated throughout the project on a daily basis. The SWMP regulations are self regulated and both local authorities and the Environment Agency can request to view any SWMP and have the power to enforce the relevant regulations via fixed penalty notices or prosecution.
- 2.23** Policy WCS6 - Waste Reduction and Auditing in the Waste Core Strategy compliments the requirements of the SWMP regulations, but is markedly different. Policy WCS6 requires developers to submit a waste audit /management plan as part of a planning application if the development is within the policy thresholds. This requires materials to be re-used wherever possible and that appropriate facilities are incorporated into the design of new development to manage waste arisings sustainably during the construction phase and once the development is operational.

### **Monitoring, enforcement and liaison**

- 2.24** The Councils will ensure that the land-use implications of all waste development are carefully monitored and carried out in accordance with the provisions of a valid planning permission, including compliance with associated conditions and any planning agreements. Land-use implications of waste development can include, among others, the movement of waste to, from and within a site; the provision of suitable screening measures; the erection of ancillary buildings and structures; and the final restoration and afteruse of the site.
- 2.25** Where complaints from the public arise concerning land use aspects of waste developments they will be dealt with in accordance with relevant policy and guidance on enforcement, including any adopted by the Councils<sup>(2)</sup>. Monitoring and dealing with complaints helps to highlight where breaches of planning controls have, or may occur, and usually leads to problems being resolved quickly and effectively.
- 2.26** The Councils will seek to rectify breaches of planning permissions and/or agreements through negotiation with the operator or landowner. Where this fails the Councils have the powers to implement formal enforcement action to halt any unauthorised development and direct appropriate remedial works. It is therefore in the interests of the waste operator to work strictly in accordance with the planning permission and attached conditions and/or planning agreements. This will help to ensure that formal enforcement action will not often be necessary and that the relationship between the waste operator and the local community is not compromised.
- 2.27** Wherever waste management facilities are located they are likely to create concern and anxiety in the neighbouring local community. Through their shared location, the operators of any waste management facility will form a part of the local community, and as such are encouraged to develop links with that community. A recognised approach

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2 Wiltshire Council is in the process of producing specific Planning Enforcement Policy Guidance and Swindon Borough Council adopted an amended version of the Cabinet Office's Enforcement Concordat at the end of 2001.



to creating such links is through community liaison committees, and where planning permission for waste development is granted, the Councils encourage waste operators to establish such committees.

- 2.28** Community liaison committees act as useful forums to ensure that the local community is kept up-to-date on the progress of the site and the compliance of the operations with the conditions attached to the planning permission. They also allow for constructive discussion about concerns or problems and to assist in their resolution to the satisfaction of both the local community and the waste operator.





## 3 Managing the Impacts of Waste Management Development

### *Links to the Strategic Objectives contained in the Waste Core Strategy*

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#### **Strategic Objective 2 – The Need for Waste Management Facilities**

***“Ensure that there is a sufficient and flexible network of safeguarded waste management facilities that make adequate provision for waste requiring management in Wiltshire and Swindon....”***

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#### **Strategic Objective 3 – The Environment**

***“Protect and enhance the diverse and highly valued natural and historical environment of Wiltshire and Swindon, incorporating the landscape character, biodiversity and geological interests and cultural heritage. Ensure the protection of the water environment whilst minimising and mitigating flood risk. Contribute to reducing and adapting to the impacts of climate change. Minimise the cross boundary impacts of waste management upon features of the natural and cultural environment. Options for sustainable transportation should be encouraged in order to reduce the impacts of transporting waste through Wiltshire and Swindon. Protect human health from adverse impacts. Maintaining the separate identities of neighbouring communities. The sustainable construction of waste management facilities will be encouraged wherever possible.”***

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- 3.1** The policies within this topic set out the broad criteria to be used to ensure the achievement of sustainable waste development and seek to manage the various operational impacts associated with waste management development. Policy WDC1 sets out the broad criteria upon which planning applications for waste management development will be determined; ensuring proposals reflect the requirement to contribute to the achievement of sustainable development<sup>(3)</sup>.
- 3.2** The adverse environmental impacts associated with waste management development can be significant if not adequately controlled. Proposals must consider the extent to which adverse environmental impacts are in the first instance avoided, followed by the adequacy of mitigation, and finally compensatory, measures.
- 3.3** The avoidance of impacts refers to the need to prevent impacts happening in the first place. It is acknowledged that this will be difficult due to the scale of waste management development. If required, mitigation measures should be fully scoped and incorporated into development proposals in order to reduce any adverse impacts to the point they

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3 The requirement to contribute to the achievement of sustainable development is set out in Section 39 of the Planning and Compulsory Purchase Act 2004.



no longer have significant effect. Finally, if significant adverse impacts are still likely after the application of avoidance and mitigation measures, compensation will be sought. Compensatory measures could include on-site or off-site off-setting of the adverse environmental impacts, such as: habitat creation, rights of way enhancement, and improvements to the local road network. Such matters will be formalised through planning agreements.

- 3.4** Waste management development must ensure that the impacts of transporting waste are avoided or sufficiently mitigated. This relates to the safety and capacity of the highway network. The use of the Wiltshire HGV network will be sought where possible and alternative forms of transport encouraged helping to reduce carbon emissions in line with policy WDC11 Sustainable Transportation of Waste.
- 3.5** Developments must demonstrate that flood risk and impacts upon the water environment are avoided or sufficiently mitigated. Impacts on the water environment includes both surface and groundwater and hence, where appropriate, enhancements to the water environment will be sought.
- 3.6** Proposals should consider the wider context of possible adverse impacts, and the possible cumulative and synergistic effects with other development within the vicinity of the area. Any built structures and ancillary buildings associated with the waste management development should be designed to keep their visual impact to a minimum through the appropriate use of scale and form. Landscape Character Assessments should be used wherever possible to aid and explain the assessment of visual/landscape impact.



## The Councils Policy on the key criteria for ensuring sustainable waste management development in Wiltshire and Swindon

### WDC1: KEY CRITERIA FOR ENSURING SUSTAINABLE WASTE MANAGEMENT DEVELOPMENT

Proposals for waste management development must contribute to the delivery of sustainable development in Wiltshire and Swindon by ensuring that the social, economic and environmental benefits of waste management development are maximised and adverse impacts - including cross-boundary and cumulative impacts - are kept to an acceptable minimum. All proposals for waste management development will be assessed using the following key criteria where appropriate:

- The extent to which adverse environmental impacts and cumulative impacts associated with other local development, are avoided, and the adequacy of mitigation and/or compensation for the proposals
- The impact of transporting waste to and from the site is minimised
- The extent to which adverse impacts on the water environment and flood risk are avoided
- The extent to which the development ensures protection and enhancement of local biodiversity, geodiversity and cultural heritage
- The extent to which the impact of any structures and buildings is minimised in terms of the appropriate use of scale and form, informed by the Wiltshire Landscape Character Assessment
- The quality and appropriateness of the restoration, aftercare and after-use proposals (where applicable), considering the contribution that could be made to the UK, South West and/or Wiltshire, Swindon and Cotswold Water Park Biodiversity Action Plan targets.

#### Policy Drivers

- Planning Policy Statement 7 – Sustainable Development in Rural Areas
- Planning Policy Statement 9 – Biodiversity and Geological Conservation
- Planning Policy Statement 10 - Sustainable Waste Management
- Planning Policy Statement 25 – Development and Flood Risk
- Planning Policy Guidance Note 13 - Transport
- Regional Spatial Strategy for the South West
- Comments received from previous consultations





## 4 Environmental Protection

### ***Links to the Strategic Objectives contained in the Waste Core Strategy***

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#### ***Strategic Objective 3 – The Environment***

***“Protect and enhance the diverse and valued natural and historic environment of Wiltshire and Swindon, incorporating the landscape character, biodiversity and geological interests, and cultural heritage. Ensure the protection of the water environment whilst minimising and mitigating flood risk. Contribute to reducing and adapting to the impacts of climate change. Give consideration to the cross boundary impacts of waste management upon features of the natural and cultural environment....”***

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**4.1** National policy in the form of Planning Policy Statement 23: Planning and Pollution Control outlines that the Precautionary Principle should be applied where there are threats of serious or irreversible damage. Lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation. The Precautionary principle should be invoked when:

- there is good reason to believe that harmful effects may occur to human, animal or plant health, or to the environment
- the level of scientific uncertainty about the consequences or likelihood of the risk is such that best available scientific advice cannot assess the risk with sufficient confidence to inform decision-making.

#### **Impacts upon amenity**

**4.2** All waste uses have the potential to impact upon their surrounding environment and it is essential that the Waste DPDs are able to identify, address and control these impacts as part of the process of considering waste planning applications. It will be important to ensure that, where development takes place, impacts are properly controlled both during operation and once the operation has ceased.

**4.3** Waste management facilities have the potential to impact significantly on the setting, character and environment of individual properties, settlements and surrounding land uses, thereby potentially affecting the health and the quality of life for people living and working nearby and the use of land for recreation, e.g. green spaces. It will also be particularly important to ensure that, by introducing waste management development to an area, land does not become spoiled through contamination that may prevent its re-use.





## Visual impacts

**4.4** Often associated with landscape character, but equally extending to all areas that may be affected by proposals for waste management development, is the need to address the visual impact of such development. Impacts can arise from the location of the site, its planned layout, the development of built infrastructure, the design of physical developments such as landfill and screening bunds, the provision of access routes and ancillary features such as lighting and fencing. Unless satisfactorily controlled these factors have the potential to have an impact upon the amenity of surrounding land uses, landscape designations, biodiversity features and the water environment.

## Noise and light

**4.5** Noise can have a significant effect on the environment and the quality of life enjoyed by individuals and communities. Complaints about noise are amongst the most common received in relation to waste management operations. Waste facilities are likely to produce noise from vehicles and heavy machinery, including reversing alarms, as well as from recycling plant, particularly those concerned with the processing of construction and demolition waste. Consequently, the Councils will require proposals for waste management uses to mitigate the impact of noise as well as reduce unavoidable noise at the point of source by influencing the layout of the site and by controls on noise emissions.

**4.6** Similar considerations apply to the control of light pollution. Some waste facilities are located in the open countryside where inappropriate lighting could have a major impact over a wide area. Light pollution is also an issue in urban areas and can affect nocturnal animal species such as bats. The Councils' will use controls at the planning application stage over the positioning, height, alignment, intensity (lux), and period of use (time limits) of lighting to minimise impact.

## Air emissions, greenhouse gases and climate change

**4.7** Waste management facilities can affect local air quality through emissions from chimneys (or stacks), emissions from vehicles, dust and odours. The legislative control of these emissions is often outside the scope of controls exerted by the Councils. However, the issue of air quality is clearly an important material planning consideration. Due to the overlap of control mechanisms the Councils will, through the use of policy, work closely with regulatory partners in the assessment of planning applications and the imposition of conditions on planning permissions or the reasons for refusal in respect of unacceptable proposals.

**4.8** Many aspects of waste management can have an impact upon climate change through the production of greenhouse gas emissions. The need to reduce the distance waste is transported and therefore carbon emissions is a key issue that the core strategy is seeking to address. Landfill sites also produce large quantities of methane gas that can contribute significantly to climate change. New waste management development must make provisions to reduce greenhouse gas emissions and impacts upon climate change.



## Vibration

**4.9** Vibration is often linked with noise generation. Vibrations can originate from vehicles and heavy machinery, as well as from recycling plant, particularly those concerned with construction and demolition waste. Consequently, the Councils will aim to mitigate the impact of vibration through the use of policy to reduce such impacts at the point of source by influencing the layout of the site and the imposition of suitable controls.

## Contaminated land

**4.10** It is possible for waste management activities to contaminate land, for example, through leachate from landfill facilities. This is an important issue that must be addressed. Proposals for waste management activities that would lead to the creation of contaminated land as part of the operation of that development or the restoration or other removal of that development upon completion of operations will not be permitted.

## Agricultural land

**4.11** Agricultural land is classified on a scale of 1 to 5. The “best and most versatile” agricultural land is within grades 1 to 3a. and should not be developed unless opportunities have been assessed for accommodating development on previously developed sites or on land of lower agricultural grade. Lower grade land should be used in preference, unless other sustainability factors such as the environmental value of the land or its accessibility to infrastructure, workforce and markets would outweigh agricultural considerations.

## The Councils' policy on managing the impact of waste management development in Wiltshire and Swindon

### WDC2: MANAGING THE IMPACT OF WASTE MANAGEMENT

Proposals for waste management development in Wiltshire and Swindon will be permitted where it can be demonstrated that the proposal firstly avoids, adequately mitigates against, or compensates for significant adverse impacts relating to:

- amenity
- visual aspects
- noise and light emissions
- vibration
- transportation of waste
- air emissions and climate change
- the water environment
- contaminated land
- the potential loss of best and most versatile agricultural land.

Proposals for waste management development should be accompanied, where necessary, by assessments of the impacts relating to the issues listed above.



## Policy drivers

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 7 – Sustainable Development in Rural Areas
- Planning Policy Statement 9 – Biodiversity and Geological Conservation
- Planning Policy Statement 10 – Sustainable Waste Management
- Regional Spatial Strategy for the South West
- Planning Policy Guidance 13 – Transport (paragraph 45 - 47)

## The water environment

**4.12** Protection and enhancement of the water environment is a particular issue for all waste management developments. The Environment Agency's Position Statement on the Location of Landfills (Regulatory Guidance Note 3) must form part of any site identification criteria so that landfills with a potential for the pollution of groundwater and surface waters are not sited in the sensitive locations which the Position Statement identifies. Both the Councils and the Environment Agency are charged with protecting surface water courses and groundwater from development that might cause derogation of water resources in regard to both quality and quantity. Deterioration of the water resource may be caused, for example, by leachate pollution to groundwater or surface flow to watercourses. Local geology and hydrology therefore need to be taken into account in assessing site suitability. Protection from flood risk is also a key consideration.

**4.13** The Councils have undertaken a Strategic Flood Risk Assessment (SFRA) for the Wiltshire and Swindon Minerals and Waste Development Framework and this will be used to apply the sequential test when identifying sites for future waste management facilities, avoiding sites in areas with a risk of flooding where possible. The EA set out three flood zones:

- **Flood Zone 1:** This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
- **Flood Zone 2:** This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.
- **Flood Zone 3a:** This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year. **Flood Zone 3b:** This zone comprises land where water has to flow or be stored in times of flood (land which would flood with an annual probability of 1 in 20 (5%) or greater in any year or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the LPA and the Environment Agency, including water conveyance routes).

**4.14** Government policy (PPS25) seeks to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. A Flood Risk Assessment is required for development proposals of one hectare or above in Flood Zone 1, and all proposals within areas at risk of flooding as identified by the Strategic



Flood Risk Assessment (SFRA) of the Wiltshire and Swindon Minerals and Waste Development Framework. The results of this assessment will be used to guide the sequential approach.

- 4.15** In determining proposals for waste management development, the Councils will need evidence that water will be used efficiently during the operation of the proposal, to avoid shortages and environmental degradation due to pressure on resources. National planning guidance also requires the protection and enhancement of various habitats, including watercourses and other surface water. Use of sustainable drainage system soakaways such as ponds, reedbeds and landscape features to reduce flood risk and pollution, and increase biodiversity, will be supported. The Environment Agency also advise that a Hydrogeological Risk Assessment (where appropriate) should form part of the assessment of site suitability and this is supported by the Councils.

### **The Councils policy on the water environment in Wiltshire and Swindon**

#### **WDC3: WATER ENVIRONMENT**

Proposals for waste management development will be permitted where it can be demonstrated that provision has been made to protect and where appropriate, enhance the local water environment, including the protection of groundwater resources, watercourses and other surface water bodies in terms of both quality and quantity, and the avoidance of flood risk.

Flood Risk Assessments will be required for waste management development proposals in areas at risk of flooding or likely to cause flooding elsewhere – appropriate to the nature and scale of the development.

Proposals will also be required to include appropriate provisions for the efficient use of water resources on site.

#### **Policy drivers**

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 25 – Development and Flood Risk

#### ***Recreational assets, canals and railways***

- 4.16** The 'Plan' area has many important recreational and cultural assets, some of which are also important as tourist attractions. These include the Kennet and Avon Canal, the Center Parcs Holiday Village in Longleat, the Cotswold Water Park and the Great Western Community Forest. Their amenity and use will need to be safeguarded when planning new development for waste, to ensure that the broader cultural environment is protected. Established public rights of way, plus canal and heritage railway routes are also important recreational assets and need to be safeguarded from the potential adverse impacts associated with waste developments.



**4.17** Some public rights of way, may require temporary diversion for the duration of the development or a permanent diversion where this would be preferable to the reinstatement of the original line. Where waste management development will impact upon a disused canal route, provisions should be made to reinstate the original line of the canal or to secure an alternative route that will be acceptable to the relevant Canal Trust. A waste management development requiring a major diversion or re-alignment to a canal is unlikely to gain planning permission due to the high level of engineering work required.

**4.18** Waste management developments will need to ensure that they do not adversely impact upon historic and operational railway and canal routes used for recreation.

## **The Councils' policy for recreational assets and canals and railways in Wiltshire and Swindon**

### **WDC4: PROTECTION OF RECREATIONAL ASSETS**

Proposals for waste management development will be permitted where it can be demonstrated that controls will be made available to safeguard and where appropriate enhance public rights of way on or adjacent to development sites.

Proposals that would have a significant adverse impact upon tourism or recreational facilities will not be permitted unless mitigation measures are adopted.

### **WDC5: CANALS AND RAILWAYS**

Proposals for waste management development (where appropriate) will be permitted where it can be demonstrated that there would be no significant adverse impact upon the following canal and railway routes:

- The Kennet & Avon Canal
- The Wiltshire & Berkshire Canal
- The Thames & Severn Canal
- The North Wiltshire Canal
- All railway routes in Wiltshire and Swindon.

The historic alignments or any approved alternative alignments of the Wiltshire & Berkshire Canal, the North Wiltshire and Thames & Severn Canal will be safeguarded with the view to their long term re-establishment as navigable waterways.

### **Policy drivers for WDC4 and WDC5**

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management



## **Airfields**

**4.19** Airfields are safeguarded in accordance with the Town and Country Planning (Safeguarding Aerodromes, Technical Sites and military Explosives Storage Areas) Direction 2002 as Airfield Safeguarding Areas (ASAs). The purpose of ASAs is to ensure that any development proposals in proximity to them are properly considered, for example the impacts of built structures (stacks), lighting or the risk of bird strike. ASAs are prepared by the airfield operator of the installation and the Councils will consult with these where waste plans, policies and proposals fall within any ASA.

### **The Councils' policy on Airfield Safeguarded Areas in Wiltshire and Swindon**

#### **WDC6: AIRFIELD SAFEGUARDED AREAS**

Proposals for waste management development within the following Airfield Safeguarded Areas, as identified on the Proposals Map, and any other airfield will be permitted where it can be demonstrated that there would be no unacceptable risk to aircraft safety:

- Boscombe Down
- Colerne
- Fairford
- Hullavington Barracks
- Keevil Airfield
- RAF Lyneham
- Middle Wallop
- Netheravon
- South Cerney
- Upavon (Trenchard Lines).

#### **Policy drivers**

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management

## **Landscape and the countryside**

**4.20** Government policy (PPS10/PPS7) advocates the need to protect landscapes of national importance such as National Parks and Areas of Outstanding Natural Beauty (AONB) – apart from in exceptional circumstances. With 43% of Wiltshire and Swindon designated as AONB, and the New Forest National Park on Wiltshire's boundary, it is important to ensure the impacts of waste management development upon these nationally important landscapes are effectively managed through an appropriate policy framework. Major proposals for waste management development within or adjacent to a landscape of national importance should be subject to the most rigorous examination in accordance with the requirements of PPS7 (paragraph 22). Any built structures and



ancillary buildings associated with waste management development should be designed to keep their visual impact to a minimum, through the appropriate use of scale, form, colour and finish.

- 4.21** Landscape Character Assessments (LCAs) are used to describe and map the character and the form of landscape, and provide information to inform judgements about what aspects of the landscape are important and why. LCAs can help to inform the way in which new waste development can fit within the landscape and assist with the design of restoration proposals. The Wiltshire Landscape Character Assessment has been published covering the whole of Wiltshire and Swindon. Assessments have also been produced for the three AONBs; the former District areas of Kennet, Salisbury, North and West Wiltshire; Swindon Borough; the Army Training Estate on Salisbury Plain and the Cotswold Water Park.
- 4.22** Landscape and Visual Effects Assessments are used to understand how a development will change the local landscape character and the appearance of key views, and to inform the design of an appropriate mitigation strategy.
- 4.23** Rural uses such as canal routes, public open space, public rights of way, bridleways and outdoor recreational facilities all contribute to the landscape setting of an area and are an important consideration for waste management development proposals in line with policy WDC4 and WDC5. The quality and character of the wider countryside should be protected and, where possible, enhanced in accordance with government policy (PPS7).



## The Councils' policy on conserving landscape character in Wiltshire and Swindon

### WDC7: CONSERVING LANDSCAPE CHARACTER

Proposals for waste management development should include an assessment of the adverse impacts upon Wiltshire and Swindon's landscape character and the landscape character of adjacent areas, as deemed appropriate to the scale and nature of the development, and in particular in relation to the following designated areas:

- The New Forest National Park
- The Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty
- The Cotswolds Area of Outstanding Natural Beauty
- The North Wessex Downs Area of Outstanding Natural Beauty.

The assessment should be informed by the Wiltshire Landscape Character Assessment, as a minimum, and where the proposed development falls within or in proximity to an AONB or the New Forest National Park, the relevant Management Plan.

Proposals for waste management development should include appropriate provisions to protect and where possible enhance the quality and character of the countryside and landscape. Proposals in proximity to settlements must safeguard their character, setting and rural amenity through the implementation of mitigation measures that incorporate an acceptable separation distance, landscaping and planting, appropriate to the existing landscape setting.

#### Policy drivers

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management
- Planning Policy Statement 7 – Sustainable Waste Management
- Regional Spatial Strategy for the South West.

### ***Biodiversity and geological conservation***

**4.24** Wiltshire and Swindon is home to a rich source of biodiversity and geodiversity with 12 internationally protected nature conservation sites, over 130 Sites of Special Scientific Interest (SSSIs), 60 regionally important geological and geomorphological sites, around 1,500 county wildlife sites, and 13 local nature reserves.

**4.25** Unless effectively managed, waste management development in Wiltshire and Swindon could potentially result in adverse impacts on features of biodiversity and geological interest both within and adjacent to the 'Plan' area. The Councils consider features of biodiversity and geological interest to comprise:





### Sites and species of international importance

- Special Areas of Conservation (SACs)
- Special Protection Areas (SPAs)
- Ramsar sites
- European Protected Species<sup>(4)</sup>

### Sites and species of national importance

- Sites of Special Scientific Interest
- Species of Principal Importance<sup>(5)</sup>

### Sites and species of regional and local importance

- Regionally Important Geological and Geomorphological Sites
- Local Biodiversity Action Plan habitats and species (including those of the Wiltshire, Swindon and Cotswold Water Park BAPs)<sup>(6)</sup>
- County Wildlife Sites (including Semi Natural Ancient Woodlands).
- Local Nature Reserves.
- The Great Western Community Forest and any area/habitat that could be considered to be essential to connect / support habitats or species such as those listed above.

**4.26** The government's approach to planning policy on biodiversity and geological conservation (PPS9) seeks to maintain and enhance, restore or add to biodiversity and geological interests. A number of areas of biodiversity interest in Wiltshire and Swindon are already afforded significant European and National protection and therefore their inclusion in local level planning policy is not warranted as it would not provide any greater protection than already exists. Any proposal that could potentially impact upon a site protected by the Habitats Directive is legally required to be subject to an Appropriate Assessment, in accordance with the Habitats Regulations 1994 (as amended).

**4.27** However European Protected Species, found outside of a Special Area of Conservation (SAC)/Special Protection Area (SPA), are the responsibility of the competent authority (i.e. in waste planning matters the Waste Planning Authority), and therefore the need for developers to survey for these species should be reflected in local policy. The Countryside and Rights of Way Act, 2000 along with the guidance in Circular 06/2005 (accompanying PPS9) sets out the national policy position on protecting and enhancing biodiversity and geodiversity. The Councils are committed to ensuring that habitats and species both within and outside designated sites are protected. Taking the lead from PPS9, Policy WDC8 identifies the need to promote the conservation of habitats and

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4 European protected species – Circular 06/2005, Annex A, Tables 2 and 3 of lists the species; (Schedule 2 and Schedule 4 of the Conservation (Natural Habitats &c.) Regulations 1994 identifies those species of the habitats directive applicable to the UK).

5 Species of principal importance - Circular 06/2005, paragraphs 84 – 86 and Annex C lists the species and habitats of principal importance.

6 Local BAP Species can be found in the relevant Local Biodiversity Action Plan [note: habitats of principal importance are incorporated into the Wiltshire BAP habitats



species in the widest sense through the implementation of Biodiversity Action Plans and, where produced, Geodiversity Action Plans. In addition, the need to protect 'species of principle importance' (as referenced by PPS9) has been recognised.

- 4.28** The exception to this is where European Protected Species are a feature of European designated sites (SAC or SPA) when Natural England must have the final word on whether the proposal can be allowed to happen. International and national designations are identified on the Proposals Map. Additionally nationally designated SSSIs are also afforded statutory protection.
- 4.29** To ensure that sufficient information is provided for planning officers to efficiently determine a planning application, Policy WDC8 requires waste developers to undertake an assessment of the potential effects of the development on areas of biodiversity and/or geological interest, including those of local importance. The assessment should identify whether a proposal is likely to result in a significant adverse impact (i.e. resulting in unacceptable loss or harm of species or habitat), and set out clearly the options considered for avoiding, mitigating or compensating for the adverse impact.
- 4.30** Not all proposals for waste management development are likely to impact upon biodiversity or geodiversity. Some minor applications for ancillary developments on existing sites, for example, may not present any significant ecological issues and therefore would not necessarily need to be supported with a detailed assessment. However, other applications could relate to small scale development in isolated areas where there is a realistic possibility of an adverse impact upon flora and fauna (noise, disturbance through frequent access to site, etc). It is important that developers engage in early and effective pre-application discussions with the Councils to establish the potential issues associated with a proposed development.
- 4.31** Wiltshire's county ecologist will be able to provide advice on whether a particular proposal will need to be accompanied by an assessment of the impacts on biodiversity and the level of detail an assessment will need to cover. Where an assessment is required it must incorporate an appropriate ecological survey (additional details on the requirements of an ecological assessment are set out in Appendix 2).
- 4.32** Government policy<sup>(7)</sup> affords great importance on the need to ensure that biodiversity can adapt to the impacts of climate change. An assessment of the effect of waste management development upon biodiversity should also consider the likely local changes in the distribution of species and habitats in response to a changing climate.
- 4.33** Based on the outcomes of the biodiversity/geodiversity assessment a sequential approach to managing the predicted impacts of waste management development is required. In the first instance applicants should make every effort to ensure that significant harm to protected species and features is **avoided**; including ensuring the development cannot be reasonably located on any alternative sites that would result in less or no harm. In the absence of alternatives, **mitigation** measures should be designed and implemented in order to reduce the impact to the point where it no longer has significant effects. Finally, as a last resort, **compensation** in the form of a planning agreement should be sought where significant harm cannot be avoided or adequately

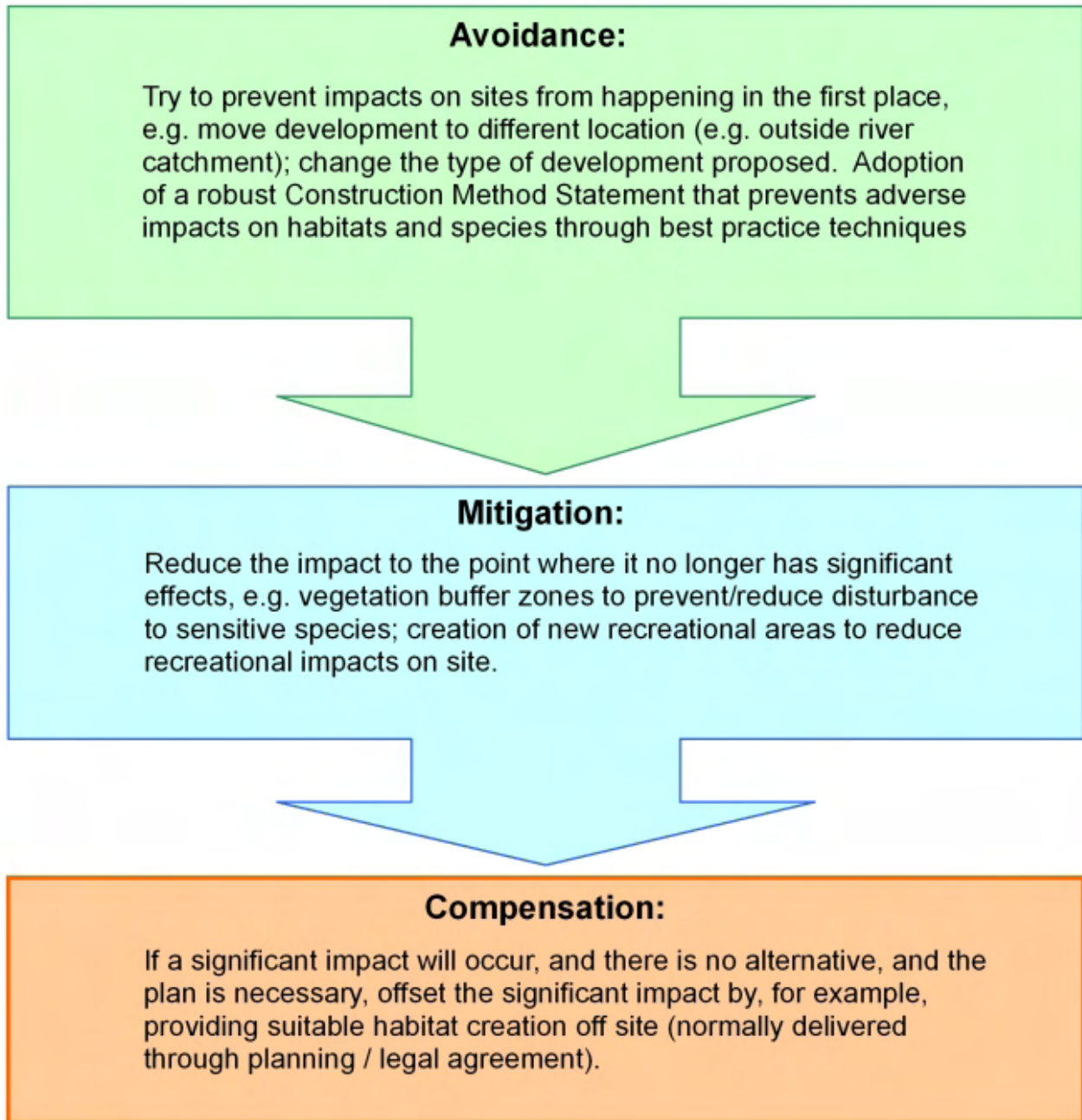
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7 Consultation on PPS: Planning and Climate Change – Supplement to PPS1.



mitigated against. Compensatory measures should result in at least 'like for like' habitat creation either within or in proximity to the proposed development. If significant harm cannot be avoided, mitigated against, or adequately compensated for, planning permission should be refused. This process is outlined in Figure 2.

**Figure 2: Preventing harm to biodiversity and geological conservation interests<sup>(8)</sup>**



**4.34** Where a proposal identifies a need for mitigation and/or compensation, full details of mitigation and/or compensation measures to be implemented should be incorporated into the design of the proposal. Applicants should make provisions for the need for long

8 Adapted from 'Appropriate Assessment of Plans: Discussion Paper,' Scott Wilson *et al*, June 2006.



term aftercare and management of the site. It is therefore imperative that the ecology of the site has been properly assessed at an early stage, so that mitigation or compensation measures can be presented as part of the planning application.

## **The Councils' policy for protecting and enhancing biodiversity and geological interest in Wiltshire and Swindon**

### **WDC8: BIODIVERSITY AND GEOLOGICAL INTEREST**

Proposals for waste management development in Wiltshire and Swindon must be accompanied (where appropriate) by an objective assessment of the potential effects of the development on areas of biodiversity and/or geological interest, taking into account cumulative impacts with other development and the potential impacts of climate change.

The assessment must have particular regard to the need to maintain and / or enhance, sites and species of international and national importance in accordance with the relevant statutory requirements.

The assessment must also consider carefully the need to maintain and / or enhance the following features of local and regional importance:

- Local Biodiversity Action Plan habitats and species
- County Wildlife Sites (including Semi Natural Ancient Woodlands)
- Regionally Important Geological and Geomorphological Sites
- Local Nature Reserves
- The Great Western Community Forest.

Proposals for waste management development will only be permitted where adverse impacts will be:

- a. Avoided
- b. Where an adverse impact cannot be avoided, the impact will be adequately mitigated
- c. Where adverse impacts cannot be avoided or adequately mitigated, compensation measures will, as a last resort, be designed and implemented to ensure the maintenance or enhancement of biodiversity/geodiversity.

### **Policy drivers**

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management
- Planning Policy Statement 9 – Biodiversity and Geological Conservation
- Planning for Biodiversity and Geological Conservation: A Guide to Good Practice.
- Circular 06/2005 Biodiversity and Geological Conservation – Statutory obligations and their impact within the planning system.



## **Cultural heritage**

- 4.35** The diverse historic environment of Wiltshire and Swindon includes many features of national and international importance and therefore warrants significant consideration for applicants preparing and submitting proposals for waste management development. The World Heritage Site of Stonehenge and Avebury comprises Wiltshire's best known historic landscape and monuments, and there are numerous other highly valued examples of evidence from the past including the Roundway Down Battlefield, over 1,500 Scheduled Ancient Monuments, and nearly 20,000 sites of archaeological or historical remains. Additionally, there are more than 250 Conservation Areas and thousands of listed buildings.
- 4.36** If inappropriately designed and managed, waste management development can result in the disturbance and loss of archaeological remains that have been locked away in the soils and underlying strata for hundreds if not thousands of years. National policy outlines a preference for undisturbed archaeological remains to be preserved in situ.
- 4.37** To ensure that the appropriate level of protection, investigation and management is given to archaeological remains within and in proximity to proposed waste management development, planning applications must follow the guidance in Planning Policy Guidance 16 – Archaeology and Planning. The following stages should be followed when submitting a planning application for waste management development where appropriate:
- Consult the Wiltshire Sites and Monuments Records (SMRs) - this should form the basis for pre-application discussions between the Councils and developers;
  - Based on the advice of the relevant archaeological body (e.g. Wiltshire's archaeologist), and the existing or potential archaeological importance of the proposed site, undertake an appropriate initial archaeological investigation (e.g. site inspection, remote sensing, trial trenching) prior to the submission of a planning application; and
  - Where initial investigations indicate archaeological remains are likely to be disturbed, and based on the advice of the relevant Archaeological Body, agree to a scheme of further archaeological investigations to take place prior to or concurrently with the waste management development. Depending on the importance of the findings of the initial archaeological assessment, the Councils may seek non-financial contributions from the developer in the form of a legal agreement, to ensure that archaeological evidence is further investigated, recorded, preserved and managed to an appropriate standard and to an appropriate timescale.
- 4.38** Where initial investigations reveal that the waste management development will result in the loss of archaeological features of significant importance (e.g. of national or international significance), it is unlikely that a proposal will be permitted.
- 4.39** The impacts of waste management development can be evident, not only in terms of the potential disturbance of archaeological remains but also upon the character and setting of many of the surviving examples of our past. In addition to archaeological assessment, proposals should assess the potential adverse impacts on the historic landscape and cultural heritage assets, including listed buildings and conservation areas, taking into account Historic Landscape Characterisation and AONB management plans.



## The Councils' policy for cultural heritage in Wiltshire and Swindon

### WDC9: CULTURAL HERITAGE

In the interest of protecting the rich historic character of Wiltshire and Swindon, proposals for waste management development will be permitted where it can be demonstrated that the following areas of archaeological or cultural heritage importance and their settings can be protected, enhanced and/or preserved.

- Scheduled Ancient Monuments
- Registered Battlefields
- Listed buildings
- Conservation Areas
- Locally important archaeological remains
- Historic parks and gardens.

Proposals affecting sites of known or potential archaeological importance must be accompanied by an appropriate archaeological evaluation. Where the findings of the initial assessment indicates necessary, preservation in situ of nationally important remains may be necessary, or developers will be required to agree to a scheme of further archaeological mitigation prior to commencement of the development or as part of the overall development scheme. In the interests of recording, preserving and the future management of important archaeological features affected by a proposal the Councils may seek contributions from the developer in the form of a planning agreement.

Proposals affecting the setting of the World Heritage Site of Stonehenge and Avebury will not be permitted.

#### Policy drivers

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management

### ***Restoration of waste management sites***

**4.40** What constitutes an appropriate reinstatement of a former waste facility is largely determined by the nature and location of the land in question and its surrounding environment. In the case of landfill operations, and any on-site ancillary developments, such as material recycling plant and equipment, it is always necessary to consider the proposed after-use and the measures that will be needed to achieve the highest possible standards of restoration. Councils can seek this as part of the original planning application or require the submission of a scheme setting out the measures to be taken through the life of the permission, to ensure adequate restoration and after-use of the site.



**4.41** Other facilities, especially those requiring significant built infrastructure such as in vessel composting, anaerobic digestion, mechanical biological treatment and energy from waste facilities, will need to be decommissioned at the end of their operation. This may require demolition of buildings and equipment, and decontamination of sites.

**4.42** The Councils will encourage after-uses that will benefit the local community; the local economy; improve amenity; enhance biodiversity and wildlife habitats, landscape features, the local environment or other sites of geological or scientific interest; or provide woodland areas or other habitats of conservation value that will contribute to national, regional and local Biodiversity Action Plan targets and use that help to reduce and buffer the impacts of climate change. It may be necessary to secure long term after care management where deemed necessary, such as with landfill developments.

### **The Councils' policy for the restoration of waste management sites in Wiltshire and Swindon**

#### **WDC10: RESTORATION OF WASTE MANAGEMENT SITES**

Proposals for waste management development in Wiltshire and Swindon will be permitted where provision has been made for the appropriate restoration and reinstatement of that site as part of the cessation of waste management activities, where this is appropriate to the development.

The submitted scheme for restoration must ensure that land is returned to a quality suitable for supporting a range of beneficial after uses. Proposals for temporary waste management development will be permitted where they achieve an after use that:

- Will provide benefit to the local community including agriculture, and/or;
- Will provide benefit to the local economy where appropriate, and/or;
- Will enhance biodiversity interest, landscape quality, cultural heritage and other environmental or community assets, and/or;
- The restoration helps to achieve the objectives of the South West Nature Map and contributes to national, regional and local BAP targets, and/or;
- Represents a sustainable and appropriate use for the site, and/or;
- Will not cause adverse impacts upon the water environment.

Where appropriate, the long term security and management of the proposed after use will be controlled through the use of a planning agreement. Long term after-care management may also be required where this is deemed appropriate.

#### **Policy drivers**

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management



## 5 Sustainable Transportation of Waste

### *Links to the Strategic Objectives contained in the Waste Core Strategy*

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#### **Strategic Objective 3 – The Environment**

***“...Options for sustainable transportation should be encouraged in order to reduce the impacts of transporting waste through Wiltshire and Swindon...”***

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- 5.1** Waste management facilities are often generators of Heavy Goods Vehicle (HGV) traffic, which can lead to adverse environmental impacts such as noise, air pollution, vibration, dust and a road safety hazard for other vehicles, pedestrians and cyclists. These effects are exacerbated in areas designated for their environmental importance. Additionally, lorries used to transport waste will also produce carbon emissions that are believed to contribute to global warming. The transportation of waste between sites for processing or disposal is therefore an important consideration for managing the impacts of waste management development.
- 5.2** In order to minimise the impacts of HGV traffic associated with waste management development the reduction of transportation distances and the use of rail and water to transport waste should be encouraged wherever possible.
- 5.3** The Wiltshire HGV Route Network sets out the most appropriate routes for HGVs to use, making the distinction between ‘strategic’ and ‘local’ lorry routes. The adverse impacts of waste management transportation, including those upon residential amenity, will be minimised if waste development is located in close proximity to this network. Close proximity is not defined within planning policy but sites will be supported where they offer direct access to, or have good links with the HGV route network or the Primary Route Network (PRN). Sites will not be encouraged where access is required through residential areas, sensitive land uses or via roads which are not considered suitable by the Highway Authority for HGV use. Issues such as the scale of development and the number of HGV movements per day will be important considerations.
- 5.4** A comprehensive Transport Assessment (TA) will need to be submitted with a planning application where a development is likely to have significant transport and related environmental impacts. The TA should identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport impacts of the proposal, and improve accessibility and safety for all travel modes. Where a development will have relatively limited transport implications, a full TA may not be required and a simplified Transport Statement can be produced instead. This will be the case where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts. Where the issue of transport is considered to be of





limited significance, no formal assessment is necessary<sup>(9)</sup>. Pre-application discussions with the Councils will be critical to establish the scope of assessment required when considering the transport impacts of waste management development proposals.

- 5.5** Transport Assessments where required should also consider the impacts of the waste management development upon all modes of travel likely to be affected by the development. Where there are likely to be significant adverse impacts that cannot be avoided or mitigated, legal agreements may be required to protect and where necessary make improvements to the relevant network.
- 5.6** Government policy (PPG13) introduced the concept of voluntary waste site transport plans. Waste site operators are encouraged to establish these plans where there will be significant impacts from the transportation of waste. Waste site transport plans should be produced in consultation with the local community, in order to reduce the impact on nearby residents, thus promoting the sustainable transportation of waste. These plans should deal with matters including routeing, offsite parking, hours of movement, considerate driving, and complaints procedures. The establishment of waste site transport plans should be incorporated into pre-application discussions and/or planning agreements (as detailed in chapter 2); and as part of the mitigation measures outlined in transport assessments accompanying proposals for waste management development. Many impacts can be controlled through use of appropriate conditions attached to a permission. However, developers will be encouraged to consider routeing restrictions controllable by agreement to ensure the potential transport impacts of new waste management development are minimised.
- 5.7** There may be cases where the existing road network is not adequate for the amount of lorry movements associated with a waste management development. This has the potential to cause damage to the road structure and adversely affect residential amenity. Where this is the case, legal agreements will be sought to achieve appropriate road network improvements in order to mitigate the adverse impacts of the increased lorry traffic due to the waste management development and through the use of routing agreements to avoid unacceptable impacts upon existing residential communities caused by vehicles using inadequate routes<sup>(10)</sup>. It may also be possible to limit vehicle sizes in certain circumstances, for example when a waste management development is located in a sensitive area (e.g. AONB) and improving the road network could harm the landscape character of lanes and roads.

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9 Government guidance on this matter is detailed within the document 'Guidance on Transport Assessment' DCLG, DfT, March 2007.

10 Section 59, Highways Act 1980, allows the highway authority to seek costs for maintaining the highway as a result of road damage caused by excessive weight or other extraordinary traffic. Section 278 of the Highways Act allows a highways authority to seek costs from a developer, where the developer would derive a special benefit for necessary modifications to be made to the strategic road network as part of the highways authority's proposed works. Also Section 106, of the Town and Country Planning Act 1990 allows a local planning authority to enter into an agreement with developers for the purpose of restricting or regulating a development.



## The Councils' policy for the sustainable transportation of waste in Wiltshire and Swindon

### WDC11: SUSTAINABLE TRANSPORTATION OF WASTE

Waste management development will be permitted where it is demonstrated that the proposals facilitate sustainable transport by (where they are relevant to the development):

- Minimising transportation distances
- Maximising the use of rail or water to transport waste where practicable
- Minimising the production of carbon emissions
- Ensuring a proposal has direct access or suitable links with the Wiltshire HGV Route Network or Primary Route Network
- Establishing waste site transport plans
- Mitigating or compensating for any adverse impact on the safety, capacity and use of a highway network.

Where appropriate, applications for waste management development will need to be accompanied by a Transport Assessment. The Transport Assessment will need to:

- Consider the impact of the development upon the highway network in the local area
- Consider the potential cross-boundary impacts and cumulative impacts of the development with other local developments
- Identify any mitigation or compensatory works directly related to the development that may need to be funded by the developer in conjunction with the proposal.

### Policy drivers

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management
- Planning Policy Guidance Note 13 – Transport
- Wiltshire & Swindon Local Transport Plans





## 6 Renewable Energy

### ***Links to the Strategic Objectives contained in the Waste Core Strategy***

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#### ***Strategic Objective 3 – The Environment***

***"... Contribute to reducing and adapting to the impacts of climate change... The sustainable construction of waste management facilities will be encouraged wherever possible".***

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- 6.1** Planning Policy Statement 22 (PPS22): Renewable Energy outlines the national guidance on the subject. The key principle of PPS22 is to promote and encourage developments to utilise renewable energy wherever possible and ensure Local Development Documents (LDDs) contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. PPS22 also outlines that small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy and to meeting energy needs locally and nationally.
- 6.2** Where appropriate, new waste management developments will be expected to maximise the opportunity to incorporate renewable energy into the design of the facility for electricity and heat generation. Waste management developments can make contributions to renewable energy targets in a number of ways. New landfill developments, other than for inert waste, will be required to make provisions for any landfill gas generated by the facility, including where appropriate, the recovery of energy from such gas.
- 6.3** The Councils will encourage opportunities for collaborative working with neighbouring authorities and their development frameworks to deliver renewable energy. This may involve integrating combined heat and power (CHP) waste facilities as part of new housing developments or the development of biomass incinerators. The Councils will also encourage the co-location of sensitively designed CHP facilities on industrial areas that can provide renewable energy to serve the surrounding area.
- 6.4** New waste management developments will be required to demonstrate that any buildings associated with the development have had regard to sustainable construction methods. The Councils will also require renewable energy sources to be utilised in new waste management developments wherever possible. This may for example, be in the form of utilising energy generated from landfill gas to operate other buildings on site. The Councils will also encourage other forms of renewable energy production such as solar panels as part of new waste management developments.



## The Councils' policy on renewable energy in Wiltshire and Swindon

### **WDC12: RENEWABLE ENERGY**

Planning applications for waste management proposals in Wiltshire and Swindon must demonstrate to the satisfaction of the Councils that they have had regard, where appropriate, to the following criteria:

- The need to maximise the opportunities for renewable energy production both for electricity and heat generation
- New landfill developments have made provision for the recovery of energy from landfill gas
- New waste management facilities will be required to demonstrate sustainable construction methods including where appropriate the provision of energy from renewable sources.

#### **Policy drivers**

- Planning Policy Statement 22 – Renewable Energy
- Regional Spatial Strategy for the South West



## 7 Landfill Development

### ***Links to the Strategic Objectives contained in the Core Strategy***

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#### ***Strategic Objective 2 – The Need for Waste Management Facilities***

***“Ensure that there is a sufficient network of safeguarded waste management facilities which make adequate provision for waste requiring management in Wiltshire and Swindon in accordance with the apportionments set out in the Regional Spatial Strategy for the South West. The primary focus for locating sites should be within 16 kilometres of the SSCTs of Swindon, Chippenham, Trowbridge and Salisbury. Waste will be managed at the nearest appropriate facility, co-locating waste management uses where appropriate”.***

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- 7.1** The final disposal of waste without the recovery of any value from that waste is generally considered to be the least sustainable option, and as such is positioned at the bottom of the waste hierarchy (see policy WCS5 in the Waste Core Strategy).
- 7.2** Waste disposal will continue to play an important albeit diminishing role in managing residual and un-recyclable waste in the 'Plan' area. Moving away from disposal towards more sustainable waste management methods will undoubtedly be an evolutionary process, requiring time to allow for alternative facilities to be put in place. The Landfill Allowance Trading Scheme (LATS) and increasing taxation on landfill inputs have contributed significantly to the decrease in waste going to landfill.
- 7.3** Comparisons of existing waste management infrastructure in Wiltshire and Swindon with the apportioned future waste management requirements identified by the Joint Municipal Waste Management Strategy (JMWMS) and the South West Regional Assembly indicate that there will be a need for additional landfill capacity for the disposal of industrial and commercial waste and inert wastes in Wiltshire and Swindon for the period up to 2026.
- 7.4** Consequently, the Councils have provided guidance against which proposals for additional disposal capacity can be assessed. Such proposals will have to be shown to be in accordance with the Strategy of the Waste DPDs and to comply with the policies that identify the Councils' approach to sustainable waste management and managing the impacts of development.
- 7.5** Applications for extended or new landfill sites will need to, where appropriate to the waste stream, demonstrate the pre-treatment of any waste to be landfilled, in line with the Landfill Regulations.
- 7.6** Extensions to existing landfill sites or changes to their permitted working arrangements may also be necessary for operational reasons, for example improvements or modifications to cell design or engineering made necessary to comply with best practice



for landfill engineering and site restoration. Such proposals will need to demonstrate that an extension to capacity is necessary for operational reasons and under such circumstances is the only practicable option for the safe engineering of that site.

- 7.7** Planning applications for extended or new landfill sites will need to provide full details of the methods to be used to contain and control landfill gas and leachate, including, where appropriate, details of provisional measures to be taken to facilitate the recovery of energy from any landfill gas generated in line with Policy WDC12. Impacts on the surrounding environment will need to be addressed through the policies in this document. The EA guidance on groundwater protection within RGN3 and GP3 will need to be followed.
- 7.8** Consideration will be given to the relationship between the adjoining landscape and the restoration and final intended afteruse of the restored landform, taking account of pre and post settlement contours, including any requirement for doming to achieve settlement and drainage contours in line with current best waste management practices. Planning applications that fail to demonstrate that the restoration and final afteruse of a proposed landfill site will not have an unacceptable impact upon the adjoining landscape will not be permitted.
- 7.9** Whilst the Councils will aim to identify and allocate suitable sites for the development of future landfill capacity, the development of these sites will depend upon the availability of the land to the waste industry at the time required, two factors that do not always combine.
- 7.10** Landfill is predominantly carried out on sites requiring some form of restoration work prior to that land being put back into a beneficial use, for example worked out mineral sites or on degraded, contaminated or derelict land. However, this restoration need not always be through the use of landfill. An applicant should be able to demonstrate that landfill is an appropriate and necessary means of providing beneficial restoration and afteruse of the site in question and conforms to Policy WDC10.

## **The Councils' policy on landfill development in Wiltshire and Swindon**

### **WDC13: LANDFILL DEVELOPMENTS**

Proposals for new or extended landfill developments will be permitted where the applicant can demonstrate where appropriate:

- There is no suitable waste management option at a higher level in the waste hierarchy
- The development would lead to a demonstrable improvement in the quality of the land
- The proposal is essential for the restoration of the site
- An extension to landfill operations is essential for operational reasons and is the only demonstrable option.



## **Policy drivers**

- Comments from Issue and Options and the Previous Preferred Options Stage
- Planning Policy Statement 10 – Sustainable Waste Management
- Wiltshire and Swindon Waste Core Strategy Policy WCS5
- Planning Policy Statement 22 – Renewable Energy
- Regional Spatial Strategy for the South West





## 8 Implementation, Monitoring and Review

- 8.1** The Councils have proposed a set of indicators and targets, which have been derived from national policy advice (the Core Output Indicators), the Wiltshire and Swindon's Annual Monitoring Reports (the local/contextual/significant effects indicators) and the SA/SEA undertaken on the Waste Development Control Policies DPD. Where there are no such indicators the Councils have formulated an indicator that is suitable for monitoring the relevant policy. These will be monitored in line with policy WCS7: Waste DPD Implementation, Monitoring and Review contained in the Waste Core Strategy DPD.
- 8.2** The following paragraphs set out the Councils delivery and implementation plan, and the monitoring framework for the policies of the Waste Development Control Policies DPD. The indicators are mainly measured as a percentage in order to offer an indication of the performance of the policies from all the applications that will be received.

### ***WDC1: Key Criteria for Ensuring Sustainable Waste Management Development***

- 8.3** Policy WDC1 provides the Key Criteria for determining planning applications. The specific areas covered in the policy are covered in more detail in subsequent policies. Therefore all of the indicators for each policy in the document (Table 1) are relevant to this policy.

### ***WDC2: Managing the Impact of Waste Management Development***

- 8.4** Policy WDC2 covers the issue of managing the impacts of waste management development, which includes impacts on amenity, visual aspects, noise and light emissions, vibration, transport, air emissions and climate change, the water environment, contaminated land and agricultural land. Due to the broad scope of the policy the following indicator has been set to monitor this policy. The indicator relates to the percentage of planning applications that have been submitted with an Environmental Statement.

#### **Indicator**

Percentage of applications for Waste Management Development submitted with a sufficient Environmental Statement.

### ***WDC3: Water Environment***

- 8.5** The water environment within Wiltshire and Swindon has been identified as an important issue that must be protected and monitored effectively. The aim of Policy WDC3 is to ensure that waste management developments do not adversely impact upon the water environment in both quantity and quality. The policy requires a Flood Risk Assessment to be undertaken in areas of flood risk and that appropriate provisions are made for the efficient use of water resources on site. The following indicators are proposed to monitor Policy WDC3:

### **Indicators**

Percentage of applications supported by a Flood Risk Assessment that identifies a risk and leads to mitigation or compensation for that risk.

Percentage of applications including provisions for the efficient use of water on site.

### ***WDC4: Protection of Recreational Assets***

**8.6** Policy WDC4 relates to the need to protect and where possible enhance recreational assets within Wiltshire and Swindon. The policy safeguards public rights of way and protects tourism and recreational facilities from significant adverse impacts. The following indicators will be used to monitor the effectiveness of policy WDC4.

### **Indicators**

Percentage of applications for waste management development that would lead to a loss of public rights of way.

Percentage of applications for waste management development that would lead to an enhancement to public rights of way where this is appropriate.

Percentage of applications for waste management development within or adjacent to tourist or recreational assets.

Percentage of applications for waste management facilities that enhances tourist or recreational assets.

### ***WDC5: Canal and Railways***

**8.7** The Councils' approach to protecting canals and railways from any significant adverse impacts is outlined in policy WDC5. The Kennet and Avon and Wiltshire and Berkshire canals are protected along with all railway routes in the County and Borough. The following indicators will be used to monitor policy WDC5:

### **Indicator**

Percentage of applications for waste management development that would lead to a significant adverse impact or a loss of historic canal or railway routes.

## **WDC6: Airfield Safeguarded Areas**

**8.8** Policy WDC6 sets out the Councils' policy for airfield safeguarding areas within the 'Plan' area. The policy protects these areas from unacceptable risk to aircraft safety. The policy includes a list of sites that will be safeguarded. The following indicators will be used to monitor the policy:

### **Indicators**

Percentage of applications for waste management development within Airfield Safeguarded Areas.

Number of objections by the MOD to applications for waste management development within Airfield Safeguarded Areas.

## **WDC7: Conserving Landscape Character**

**8.9** The Councils' approach to conserving landscape character is set out in policy WDC7. The policy protects Wiltshire's landscapes, in particular those of national importance. The need to protect and where possible enhance the quality and character of the countryside informed by the Wiltshire Landscape Character Assessment, the New Forest National Park Management Plan where relevant and where relevant the AONB Management Plans is a key section within the policy. The following indicators are proposed to monitor policy WDC7:

### **Indicators**

Percentage of applications for waste management development submitted with a Landscape Character Assessment.

Percentage of planning applications within or adjacent to the New Forest National Park and the AONBs that have been informed by the relevant Management Plan.

## **WDC8: Biodiversity and Geological Interest**

**8.10** Policy WDC8 is responsible for protecting biodiversity and geological interest. The policy protects sites of national importance, namely SSSIs and sites of local importance. The policy aims in order of preference to firstly avoid, adequately mitigate and finally compensate for adverse impacts. The policy also includes the need for proposals to contribute to national, regional and local Biodiversity Action Plan targets. The following indicators will be used to monitor the effectiveness of the policy:

## Indicators

Percentage of applications for waste management development where part of or all of which lie within a SSSI.

Percentage of applications for waste management development where part of or all of which lie within designations of local importance.

Percentage of applications for waste management development that provides a net gain in biodiversity.

## ***WDC9: Cultural Heritage***

**8.11** The Councils' approach to protecting cultural heritage is set out in policy WDC9. The policy ensures that planning applications protect, enhance where appropriate and/or preserve sites of cultural heritage and their settings. Policy WDC9 also requires developers to undertake archaeological assessments where there is a known or potential site of archaeological importance in close proximity. The Councils will use the following indicators to monitor policy WDC9:

### Indicator

Percentage of applications for waste management development part of or all of which lie within the following designations:

- Scheduled Ancient Monuments
- Registered Battlefields
- Listed Buildings
- Conservation Areas
- Locally important archaeological remains
- Historic parks and gardens.

## ***WDC10: Restoration of Waste Management Sites***

**8.12** Policy WDC10 sets out the Councils' approach to the restoration of waste management sites. The policy requires planning applications to make provision for appropriate restoration and reinstatement after waste management uses where this is necessary. Policy WDC10 also requires waste management uses to be restored to uses that offer a range of benefits. The indicators that will be used by the Councils to monitor the policy are included below:

## Indicators

Percentage of applications for temporary waste management development that will be restored to provide benefits outlined in the policy.

Indicators for policies WDC7, WDC8 and WDC9

### ***WDC11: Sustainable Transportation of Waste***

**8.13** WDC11 Sustainable Transportation of Waste shows the Councils' approach to ensuring that waste is transported in a sustainable manner. The policy requires issues such as highway safety, ensuring that maximum use is made of the HGV route network and that carbon emissions are reduced where possible and are addressed and mitigated as part of planning applications. The policy also encourages other forms of transport such as rail and water and requires applicants to undertake Transport Assessments and travel plans where this is necessary. The following indicators will be used to monitor the policy:

## Indicators

Number of applications for waste management developments within 2km of the Wiltshire HGV route network, or Primary Route Network.

Number of applications supported by site transport plans.

Number of applications for waste management development leading to highway improvements (where they are deemed necessary).

The number of applications that utilise alternative modes of transport such as rail or water.

### ***WDC12: Renewable Energy***

**8.14** The Councils' approach to the generation of renewable energy from waste management developments is displayed in policy WDC12. The policy encourages waste management developments to maximise the opportunities for renewable energy production for electricity and heat generation. The policy also ensures that new landfill developments make provision for the energy recovery from landfill gas. The indicators below will be used by the Councils to monitor the effectiveness of policy WDC12:

## Indicators

Percentage of applications for the landfilling of waste proposing to recover energy from landfill gas.

Megawatts of energy generated through waste management.

Percentage of applications incorporating renewable energy provisions.

### ***Monitoring Targets and Thresholds for Review***

**8.15** Table 1. below illustrates the indicators that have been included above. The table displays the policy, the indicators and the targets and thresholds that will be used to identify if a review of the policy is necessary. The table also identifies the relevant organisation that will be responsible for implementing and monitoring the policies.

## Table 8.1 Monitoring Indicators

Policy	Indicator	Responsible agency	Target	Threshold for investigation
WDC1: Key Criteria for Ensuring Sustainable Waste Management Development	All Indicators.	Wiltshire Council/ Swindon Borough Council	-	-
WDC2: Managing the Impact of Waste Management Development	Percentage of applications for Waste Management Development submitted with a sufficient Environmental Statement.	Wiltshire Council/ Swindon Borough Council	100%	80%
WDC3: Water Environment	Percentage of applications supported by a Flood Risk Assessment that identifies a risk and leads to mitigation or compensation for that risk.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Percentage of applications including provisions for the efficient use of water on site.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Percentage of applications for waste management development that would lead to a loss of public rights of way.	Wiltshire Council/ Swindon Borough Council	0%	20%
WDC4: Protection of Recreational Assets	Percentage of applications for waste management development that would lead to an enhancement to public rights of way where this is appropriate.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Percentage of applications for waste management development within or adjacent to tourist or recreational assets.	Wiltshire Council/ Swindon Borough Council	0%	20%
	Percentage of applications for waste management facilities that enhances tourist or recreational assets.	Wiltshire Council/ Swindon Borough Council	0%	20%



Policy	Indicator	Responsible agency	Target	Threshold for investigation
WDC5: Canal and Railways	Percentage of applications for waste management development that would lead to a significant adverse impact or a loss of historic canal or railway routes.	Wiltshire Council/ Swindon Borough Council	0%	20%
	Percentage of applications for waste management development within Airfield Safeguarded Areas.	Wiltshire Council/ Swindon Borough Council	0%	20%
	Percentage of objections by the MOD to applications for waste management development within Airfield Safeguarded Areas.	Wiltshire Council/ Swindon Borough Council	0%	20%
WDC7: Conserving Landscape Character	Percentage of applications for waste management development submitted with a Landscape Character Assessment.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Percentage of planning applications within or adjacent to the New Forest National Park and the AONBs that have been informed by the relevant Management Plan.	Wiltshire Council/ Swindon Borough Council	100%	80%
WDC8: Biodiversity and Geological Interest	Percentage of applications for waste management development where part of or all of which lie within a SSSI.	Wiltshire Council/ Swindon Borough Council	0%	20%
	Percentage of applications for waste management development where part of or all of which lie within designations of local importance.	Wiltshire Council/ Swindon Borough Council	0%	20%
	Percentage of applications for waste management development that provides a net gain in biodiversity.	Wiltshire Council/ Swindon Borough Council	80%	50%

Policy	Indicator	Responsible agency	Target	Threshold for investigation
WDC9: Cultural Heritage	<p>Percentage of applications for waste management development part of or all of which lie within the following designations:</p> <ul style="list-style-type: none"> <li>• Scheduled Ancient Monuments;</li> <li>• Registered Battlefields;</li> <li>• Listed buildings;</li> <li>• Conservation Areas;</li> <li>• Locally important archaeological remains;</li> <li>• Historic parks and gardens.</li> </ul>	Wiltshire Council/ Swindon Borough Council	0%	20%
WDC10: Restoration of Waste Management Sites	Percentage of applications for temporary waste management development that will be restored to provide benefits outlined in the policy.	Wiltshire Council/ Swindon Borough Council	100%	80%
WDC11: Sustainable Transportation of Waste	Indicators for policies WDC7, WDC8 and WDC9.	Wiltshire Council/ Swindon Borough Council	-	-
	Number of applications for waste management development within 2km of the Wiltshire HGV route network / or Primary Route Network.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Number of applications supported by site transport plans.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Number of applications for waste management development leading to highway improvements (where deemed appropriate).	Wiltshire Council/ Swindon Borough Council	100%	80%
	The number of applications that utilise alternative modes of transport such as rail or water.	Wiltshire Council/ Swindon Borough Council	N/A	N/A

Policy	Indicator	Responsible agency	Target	Threshold for investigation
WDC12: Renewable Energy	Percentage of applications for the landfilling of waste proposing to recover energy from landfill gas.	Wiltshire Council/ Swindon Borough Council	100%	80%
	Mega Watts of energy generated through waste management.	Wiltshire Council/ Swindon Borough Council	10 MW by 2010	8 MW by 2010
	Percentage of applications incorporating renewable energy provisions.	Wiltshire Council/ Swindon Borough Council	100%	80%



## Appendix 1. Glossary of Terms

**AAP** **AREA ACTION PLAN** – If Wiltshire Council and Swindon Borough Council determine the need to produce an AAP they will ensure reference is made within revisions to the authorities' Development Schemes.

**AMR** **ANNUAL MONITORING REPORT** – A report that principally describes how a Local Planning Authority is performing in terms of meeting the targets and aspirations for Local Development Document preparation as set out in its three-year project plan (the Local Development Scheme). If, as a result of monitoring performance, the Authority's Scheme requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.

**AONB** **AREA OF OUTSTANDING NATURAL BEAUTY** – A landscape area of high natural beauty which has special status, and within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.

**BIODEGRADABLE** – Materials which can be chemically broken down by naturally occurring micro-organisms into simpler compounds. In the context of this document it refers principally to waste containing organic material which can decompose giving rise to gas and leachate and other by-products.

**CIVIC AMENITY SITE** – See Household Recycling Centres.

**CLG** **COMMUNITIES AND LOCAL GOVERNMENT** – Government department for planning and local government.


**CLINICAL WASTE** – Derived largely from hospitals, medical and other related practices and defined as blood, tissue and other bodily fluids and excretions from humans and animals; drugs and medical equipment; and any other waste which, unless rendered safe, may prove hazardous or infectious to persons coming into contact with it.

**COMMERCIAL WASTE** – Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding municipal and industrial waste.

**COMMUNITY STRATEGY** – The Local Government Act 2000 requires local authorities to prepare a community strategy. "A County Fit for our Children A Strategy for Wiltshire 2004-2014" was produced by the Wiltshire Strategic Board in October 2003. It sets out the broad vision for the future of the County and proposals for delivering that vision.

**COMPOSTING** – A biological process which takes place in the presence of oxygen (aerobic) in which organic wastes, such as garden and kitchen waste are converted into a stable granular material. This can be applied to land to improve soil structure and enrich the nutrient content of the soil.

**CONSTRUCTION/DEMOLITION WASTE** – Includes waste arising from the construction, repair, maintenance and demolition of building and structures.



**CONTROLLED WASTE** – Comprised of household, industrial, commercial, hazardous (special), clinical and sewage waste which require a waste management license for treatment, transfer and disposal. The main exempted categories comprise mine, quarry and farm wastes. The government is currently consulting on the extension of controls to farm wastes. However, materials used for agricultural improvement, such as manure and slurry, will not become controlled. Radioactive and explosive wastes are controlled by other legislation and procedures.

**CORE STRATEGY DEVELOPMENT PLAN DOCUMENT** – This will be one of the most important Development Plan Documents to be produced. Wiltshire Council and Swindon Borough Council have produced both minerals and waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the Plan area.

**DEFRA DEPARTMENT FOR THE ENVIRONMENT, FOOD AND RURAL AFFAIRS** – Government department with national responsibility for sustainable waste management.

**DEVELOPMENT PLAN (THE)** – The Government is committed to ensuring that planning decisions on proposals for development or the change of use of land should not be arbitrary. The statutory development plan will continue to be the starting point in the consideration of planning applications (Section 38(6) of the Planning and Compulsory Purchase Act 2004). The development plan consists of:

(i) the Regional Spatial Strategy prepared by the South West Regional Assembly (“the Regional Planning Body”); and

(ii) Development Plan Documents prepared by district Councils, unitary authorities, National Park authorities (where applicable) and County Councils.

**DPD DEVELOPMENT PLAN DOCUMENTS** – DPDs are spatial planning documents that are subject to independent examination. They will have ‘development plan’ status (please see the explanation of ‘the development plan’).

**EC DIRECTIVE** – A European Community legal instruction, which is binding on all Member States, but must be implemented through legislation of national governments within a prescribes timescale.

**EIP EXAMINATION IN PUBLIC** – All Development Plan Documents are subject to an EIP. The purpose of the examination is to consider whether the Development Plan Document is sound. The Secretary of State will appoint an inspector to conduct the examination. In assessing whether the Development Plan Document is sound, the inspector will consider any representations which have been duly made.



**ENERGY RECOVERY** – includes a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values – this energy can be recovered through (for instance) incineration with electricity generation, gasification, pyrolysis or refuse derived fuel.

**ENVIRONMENT AGENCY** – Established in April 1996, combining the functions of former local waste regulation authorities, the National Rivers Authority and Her Majesty's Inspectorate of Pollution. Intended to promote a more integrated approach to waste management and consistency in waste regulation. The Agency also conducts national surveys of waste arising and waste facilities.

**GOSW GOVERNMENT OFFICE FOR THE SOUTH WEST** – The Government's regional office. Local Planning Authorities will use this office as a first point of contact for discussing the scope and content of Local Development Documents and procedural matters.

**GREEN BELT** – Areas of land defined in Structure Plans and District Wide Local Plans that are rural in character and adjacent to urban areas, where permanent and strict planning controls apply in order to; check the unrestricted sprawl of built up areas; safeguard the surrounding countryside from further encroachment; prevent neighbouring towns from merging into one another; preserve the special character of historic towns and assist urban regeneration.

**GREENFIELD SITE** – A site previously unaffected by built development.


**HAZARDOUS WASTE** – Waste which by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact if improperly handled, treated or disposed of, as controlled in the EC Directives on Hazardous Waste and defined by Special Waste Regulations 1996 (as amended) (schedule 2).

**HOUSEHOLD WASTE** – As a major component of the municipal waste stream, household waste includes waste from household collection rounds, bulky waste collection, hazardous household waste collection, garden waste collection, civic amenity site waste, and wastes collected through council recycling schemes.

**HRCs HOUSEHOLD RECYCLING CENTRES** – Sites to which the public can bring domestic waste, such as bottles, textiles, cans and paper for free disposal. HRCs may also accept bulky household waste and green waste. Where possible, the collected waste is recycled after sorting.

**INCINERATION** – The controlled burning of waste, either to reduce its volume, or its toxicity. Energy recovery from incineration can be achieved by utilising the calorific value of paper, plastic, etc to produce heat or power. Current flue-gas emission standards are very high. Ash residues still tend to be disposed of to landfill.

**INDUSTRIAL WASTE** – Waste from any factory and from any premises occupied by an industry (excluding mines and quarries).



**INERT WASTE** – Waste which, when deposited into a waste disposal site, does not undergo any significant physical, chemical or biological transformations and which complies with the criteria set out in Annex 111 of the EC Directive on the Landfill of Waste.

**INTEGRATED WASTE MANAGEMENT** – Involves a number of key elements, including: recognising each step in the waste management process as part of a whole; involving all key players in the decision-making process; and utilising a mixture of waste management options within the locally determined sustainable waste management system.

**IV IN-VESSEL COMPOSTING** – In-vessel composting takes place in specially designed vessels that controls moisture, temperature and aeration of the composting process allowing rapid decomposition of biodegradable waste.

**LANDFILL** – The deposit of waste onto and into land in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose.

**LANDFILL TAX** – A tax introduced in 1996 by HM Custom and Excise on waste deposited in licensed landfill sites, with the aim of encouraging more sustainable waste management methods and generating funds for local environmental projects. A revision to the landfill tax credit scheme in 2003 introduces the option of giving tax credits explicitly to biodiversity projects.

**LAND USE PLANNING** – The Town and Country Planning system regulates the development and use of land in the public interest, and has an important role to play in achieving sustainable waste management.

**LATS LANDFILL ALLOWANCE TRADING SCHEME** – Process of apportionment, by Waste Disposal Authority area, of the tonnage of bio-degradable municipal waste that may be disposed of to landfill to meet EU Landfill Directive targets. Annual targets have been set for 2005 and 2020. Tonnages reduce significantly year on year. There are limited powers to trade surplus allowances between Waste Disposal Authorities.

**LDD LOCAL DEVELOPMENT DOCUMENT** – A LDD will form part of the Local Development Framework and can either be a Development Plan Document (DPD) or a Supplementary Planning Document (SPD). Wiltshire Council is responsible for producing a Minerals and Waste Development Framework containing Minerals and Waste Local Development Documents.

**LDF LOCAL DEVELOPMENT FRAMEWORK** – The LDF comprises a portfolio of local development documents that will provide the framework for delivering the spatial planning strategy for the area. District and Unitary Authorities will prepare LDFs for their area.

**LDS LOCAL DEVELOPMENT SCHEME** – The LDS sets out a three year programme for the preparation of LDDs. As unitary Planning Authorities, Wiltshire Council and Swindon Borough Council have prepared separate but complimentary Development Schemes, setting out a timetable for preparation of all planning



policy documents including Minerals Development Documents and Waste Development Documents. Schemes must be submitted to the Secretary of State for approval and monitored annually through the AMR system.

**LICENSED SITE** – A waste disposal or processing facility which is licensed under the Environmental Protection Act for that function.

**LTP LOCAL TRANSPORT PLAN** – A statutory plan detailing the future transport approach to a Plan area.

**MRF MATERIALS RECOVERY /RECYCLING FACILITY** – A site where recyclable waste, usually collected via kerbside collections or from Household Recycling Centres, is mechanically or manually separated, baled and stored prior to reprocessing.

**MUNICIPAL WASTE** – Includes all wastes collected by the Waste Collection Authorities, or their agents, such as all household waste, street litter, municipal parks and gardens waste, and some commercial and industrial wastes.

**NEW FOREST NATIONAL PARK**– An area partly within Wiltshire noted for its high quality countryside, wildlife and landscape interest. Since 1994, the area enjoyed the same planning status as a National Park. Since April 2006, the area has operated within it's full National Park status.

**NON INERT WASTE** – Organic waste that decomposes after disposal to land. May include household, industrial, commercial and special waste.

**ODPM OFFICE OF THE DEPUTY PRIME MINISTER** – The Government department responsible for planning and local government.

**PCPA PLANNING AND COMPULSORY PURCHASE ACT 2004.**

**PINS PLANNING INSPECTORATE** – The Government agency responsible for scheduling independent examinations. The planning Inspectors who sit on independent examinations are employed by PINS.


**PPGs PLANNING POLICY GUIDANCE NOTES** – Government policy statements on a variety of issues that are material considerations in determining planning applications.

**PPS PLANNING POLICY STATEMENT** – Guidance documents which set out national planning policy. They are being reviewed and updated and are replacing PPGs.

**PROPOSALS MAP** – A separate Local Development Document which illustrates on an Ordnance Survey base map all the policies and proposals contained in Minerals and Waste Development Plan Documents and 'saved policies' (where applicable). It must be revised each time a new Development Plan Document is approved for adoption.

**RESTORATION** – The methods by which the land is returned to a condition suitable for an agreed after-use following the completion of tipping operations.





**RECOVERY** – The process of extracting a product of value from waste materials, including recycling, composting and energy recovery.

**RECYCLED AGGREGATES** – Aggregates produced from recycled construction waste such as crushed concrete, road planning's etc.

**RECYCLING** – Involves the reprocessing of wastes, either into the same product or a different one. Many non-hazardous industrial wastes such as paper, glass, cardboard, plastics and scrap metal can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

**REDUCTION** – Achieving as much waste reduction as possible is a priority action. Reduction can be accomplished within a manufacturing process involving the review of production processes to optimise utilisation of raw (and secondary) materials and recirculation processes. It can be cost effective, both in terms of lower disposal costs, reduced demand from raw materials and energy costs. It can be carried out by householders through actions such as home composting, re-using products and buying goods with reduced packaging.

**RPG REGIONAL PLANNING GUIDANCE** – Produced by the Government Office for the South West (GOSW) on behalf of the Secretary of State. Until it is replaced by the new Regional Spatial Strategy (RSS) it provides a regional strategy within which Local Plans, Local Development Documents and the Local Transport Plan should be prepared.

**REGIONAL SELF-SUFFICIENCY** – Dealing with wastes within the region or county where they arise.

**RSS REGIONAL SPATIAL STRATEGY** – This document is being prepared by the South West Regional Assembly and will replace the Regional Planning Guidance for the South West. It will have statutory development plan status.

**RE-USE** – The reuse of materials in their original form, without any processing other than cleaning. Can be practised by the commercial sector with the use of products designed to be used a number of times, such as re-useable packaging. Householders can purchase products that use refillable containers, or re-use plastic bags. The processes contribute to sustainable development and can save raw materials, energy and transport costs.

**SAVED PLAN & SAVED POLICIES** – Under the Planning and Compulsory Purchase Act 2004 the Wiltshire and Swindon Minerals and Waste Local Plans have been 'saved' for a period of three years (either from the date of adoption or September 2004 as appropriate).

**SAMs SCHEDULED ANCIENT MONUMENT** – Nationally important archaeological remains that have special protection from development under the 1979 Ancient Monuments and Archaeological Areas Act. Some SAMs are also World Heritage Sites.



**SCOPING** – The process of deciding the scope and level of detail of the SEA. This also includes defining the environmental / sustainability effects and alternatives that need to be considered, the assessment methods to be used, the structure and contents of the Environmental / Sustainability Report.

**SMART SMART** - A technique to ensure policy objectives are Specific, Measurable, Achievable, Realistic & Timebound.

**SWRA SOUTH WEST REGIONAL ASSEMBLY** – Body responsible for regional planning and waste strategy matters in the South West.

**SAC SPECIAL AREAS OF CONSERVATION** – Designation made under the Habitats Directive to ensure the restoration or maintenance of certain natural habitats and species some of which may be listed as ‘priority’ for protection at a favourable conservation status.

**SLA SPECIAL LANDSCAPE AREA** – Attractive areas of countryside that are of significant local value and are broadly defined in the Wiltshire Structure Plan and precisely defined in the adopted Local Plans.

**SPA SPECIAL PROTECTION AREA** – Designations made under the EC Directive 79/409 on bird conservation (The Birds Directive), the aim of which is to conserve the best examples of the habitats of certain threatened species of bird the most important of which are included as priority species.

**STAKEHOLDER** – Anyone who is interested in, or may be affected by the planning proposals that are being considered.

**SCI STATEMENT OF COMMUNITY INVOLVEMENT** – Sets out the Council’s vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all Local development Documents and in decisions on planning applications.

**SEA STRATEGIC ENVIRONMENTAL ASSESSMENT** – Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of local development documents (DPDs and, where appropriate SPDs) and other programmes (e.g. the Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.

**SPD SUPPLEMENTARY PLANNING DOCUMENT** – Whilst not having ‘development plan’ status, SPDs can form an important part of the local development framework of an area. They can be used to expand policy or provide further detail to policies in development plan documents. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.

**SUSTAINABLE DEVELOPMENT** – Development which is sustainable is that which meets the needs of the present without comprising the ability of future generations to meet their own needs.



**SUSTAINABLE WASTE MANAGEMENT** – Means using material resources efficiently, to cut down on the amount of waste we produce. And where waste is generated, dealing with it in a way that actively contributes to economic, social and environmental goals of sustainable development.

**SA SUSTAINABILITY APPRAISAL** – Local Planning Authorities are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of Sustainability Appraisal is similar to Strategic Environmental Assessment but is broader in context, examining the effects of plans and policies on a range of social, economic and environmental factors. To comply with Government policy, Wiltshire Council and Swindon Borough Council are producing a Sustainability Appraisal that incorporates a Strategic Environmental Assessment of its Minerals and Waste Local Development Documents.

**VOID SPACE** – The remaining capacity in active or committed landfill or landraise sites.

**WASTE** – Is the wide ranging term encompassing most unwanted materials and is defined by the Environmental Protection Act 1990. Waste includes any scrap metal, effluent or unwanted surplus substance or article that requires to be disposed of because it is broken, worn out, contaminated or otherwise spoiled. Explosives and radioactive wastes are excluded.

**WASTE ARISING** – The amount of waste generated in a given locality over a given period of time.

**WDD WASTE DEVELOPMENT DOCUMENT** – The replacement to the existing Waste Local Plan as well as constituting other ‘non-development plan’ documents like Statements of Community Involvement.

**WASTE HIERARCHY** – Suggests that the most effective environmental solution may often be to reduce the amount of waste generated – reduction. Where further reduction is not practicable, products and materials can sometimes be used again, either for the same or a different purpose – re-use. Failing that, value should be recovered from waste, through recycling, composting or energy recovery from waste. Only if none of the above offer an appropriate solution should waste be disposed.

**WASTE MANAGEMENT LICENCE** – Licenses are required by anyone who proposes to deposit, recover or dispose of controlled waste. The licensing system is separate from, but complementary to, the land use planning system. The purpose of a licence and the conditions attached to it is to ensure that the waste operation that it authorises is carried out in a way that protects the environment and human health.

**WASTE MINIMISATION** – Reducing the volume of waste that is produced.



**WEEE** **WASTE ELECTRICAL & ELECTRONIC EQUIPMENT** – The Waste Electrical and Electronic Equipment Directive (WEEE Directive) aims to minimise the impact of electrical and electronic goods on the environment, by increasing re-use and recycling and reducing the amount of WEEE going to landfill.





## Appendix 2. Requirements of Ecological Surveys

### 1. Why Survey?

The purpose of the survey is to examine what habitats and species exist at the site BEFORE development takes place, in order to protect wildlife from injury during development and to ensure that there is no adverse impact on local biodiversity as a result of the development. Carrying out appropriate ecological survey of the site will ensure that:

- Both the developer/applicant and the planning authority will be informed of the ecological issues at the site.
- The development can be designed so that it has the least possible effect on the biodiversity of the site.
- The presence of species that are afforded special protection under European or British legislation will be known for the site and immediate surrounding area and so the development can be designed to result in minimum impact on these populations, or direct injury to individuals that may result in prosecution.
- By knowing the existing ecology on the site, the design of mitigation and enhancement can complement existing habitats and species and can also feed directly into specific targets in the Wiltshire Biodiversity Action Plan (WBAP).

### 2. Who Should Carry Out the Survey

A competent consultant field ecologist should be engaged to carry out the field survey work and to write the report.

The consultant ecologist should hold the relevant species licences appropriate to the type of habitats and species expected to be encountered on the site.

A list of consultant ecologists who are able to carry out work within Wiltshire can be obtained from the LPA. This list is in alphabetical order, is no indication of preference and is not an endorsement by the LA of the standard of work of any of the individuals listed.

It is the responsibility of the developer/applicant to seek assurance before engagement, that the consultant ecologist will be competent to carry out the survey required. They should make it clear that the survey is required to inform a planning application and give an outline of the nature of the development.

If the developer is in any doubt as to how to select a suitable ecologist from the list, they may seek guidance from the County ecologist, however, they will only be given advice on the criteria to use in deciding who will be best and individual names/companies/ consultancies will not be discussed.

### 3. Informing the Surveyor in Relation to the Proposal

The consultant ecologist should be fully informed of the proposed location and the exact nature of the development, so that they are fully able to judge the effect of that development against the biodiversity of the site.



The consultant ecologist should also consult the local Biological Records Centre for details of existing species records within 2km of the site, before the survey work commences.

The consultant ecologist must have access to suitable OS maps and aerial photographs of the site and surrounding area in order to make a preliminary assessment of the scope of the survey. The consultant ecologist and the developer should engage in pre-application consultation with the LA's County Ecologist to agree the appropriate scope of the survey

#### **4. Level of Survey Required**

The consultant ecologist will carry out the agreed surveys at the appropriate time of year, in line with recognised species and habitat survey guidelines.

The developer **MUST** be guided by the consultant ecologist and the County Ecologist as to the optimum timing of surveys and the number of surveys required for each species as adequate to inform the planning application.

The number of surveys or survey days per species may be agreed at the scoping meeting, however, in some circumstances this may alter once the initial surveys have been completed and the Consultant Ecologist may recommend that further survey is necessary to determine ecological issues at the site.

In case of uncertainty in relation to the need for further survey, the County Ecologist should judge whether or not sufficient survey has been undertaken to inform the planning decision.

#### **5. The Survey Report**

The consultant ecologist will produce a report detailing the survey findings, together with an assessment of how the proposed development could be expected to impact on the habitats and species that exist at the site and suggested mitigation designed to reduce those impacts. The report would be expected to contain the following components:

- Summary sheet;
- Site Grid Reference;
- List of designated sites and their proximity to the proposed development;
- List of records obtained from the Local Biological Records Centre;
- Date of survey;
- Conditions at time of survey (weather, visibility, cloud cover, wind speed, temperature and any other relevant information);
- Limitations of survey;
- Methods (including specific Survey Guidelines followed);
- Description of site (including photographic representation as appropriate);
- Survey results (raw data e.g. from bat counts or botanical target notes etc., should be included as an appendix);
- Assessment of impact on site of the proposed development;
- Suggested mitigation to reduce impact;
- Suggested compensation (**ONLY** where neither avoidance of impact **OR** mitigation are possible);



- Suggested ecological enhancement of the site for biodiversity benefit; and
- Recommendations for further survey necessary to inform the planning decision, based on the findings of the initial survey – for instance, where a particular species is unexpectedly encountered on the site during the survey, which requires specialist or individual survey to determine its presence at, and use of the site, or where further observation of a species is required to determine its use of the site to a level where successful mitigation can be designed

## **6. The Requirement for Further Survey**

If the consultant ecologist finds that further survey is required to determine the ecology of the site in relation to the proposal, this must be clearly stated in the ecology report, together with justification and recommendations for the nature of further survey. The scope of further survey will be drawn up between the County Ecologist, the Consultant Ecologist and the Applicant/Developer.

## **7. The Construction Method statement**

The Construction Method Statement (CMS) will describe how each element of the proposal is to be carried out and what measures are taken at each stage to ensure the protection of biodiversity both within the site and in the surrounding area, where it is possible that an impact may occur off site as a result of on site processes. E.g. the CMS could state that “Sedimats”™ will be used on the site to prevent silt and pollutant run-off into nearby watercourses, which could result in a change in water quality and an impact to fish and aquatic plants and animals. Other examples include the protection of tree roots and hedges from impact as a result of heavy machinery being driven or stored too close, bunding of refuelling areas to prevent pollution from hydrocarbons getting into surrounding soil or watercourses.

The CMS will describe the order in which each element of the project is carried out and take account of the necessity to design some processes around “optimum timings” for wildlife, e.g. hedges should not be removed or severely trimmed during the bird nesting season; some work involving reptile habitat is better carried out in winter, etc.

It is strongly recommended that the Consultant Ecologist has input into the design of the CMS.

The CMS must satisfy the County Ecologist that all elements of the proposed procedures have been assessed for their potential impact on the ecology of the site and measures put in place to reduce (and where possible delete) the impact.

The CMS must be achievable by relevant construction workers at all stages of the development.

Before the development is commenced, all construction workers involved with the site will be made aware of the contents of the CMS and their legal duty to carry out processes as detailed therein. This is best carried out as an on-site “toolbox talk” at the very start of the first day of project commencement.





## **8. Avoidance of Impacts**

Avoidance of potential impacts should be a major factor in the design of the proposal. Consideration should be given as to how this might be achieved, e.g. by moving the site boundary or by altering the construction method. Only if potential impacts cannot be avoided should mitigation of potential impacts be considered.

## **9. Design of Mitigation**

Design of mitigation to reduce the impacts of the development on the ecology of the site should be detailed in a specified section of the Environmental Statement.

The rationale for the design of mitigation should cite similar situations where mitigation works have been carried out and make an assessment of their success. Innovative mitigation designs will be welcome providing they can demonstrate a high level of confidence that they will succeed.

Design of mitigation should aim to build on cumulative national and international knowledge of habitats and species and adverse impacts that may affect them.

Mitigation must be designed around the specific ecological systems on the site and not as broad brush “worst case scenario” solutions.

The mitigation must be designed to maintain the environmental conditions that exist at the site, that are paramount to the existence of the habitats and species that the site supports e.g. temperature, slope aspect, availability of natural light, avoidance of light pollution, prevailing wind etc.

A monitoring schedule should be built into the design of mitigation, that details how often and for how long the mitigation will be monitored. It must also include prescriptions for review of monitoring data and a mechanism by which the mitigation can be altered if found to be ineffective in any way.

The developer should ensure that the necessary funding is set aside specifically to address any necessary alteration to mitigation measures, if found by monitoring to be ineffective.

Where European protected species are present at a proposed site, the consultant ecologist should advise the developer on the requirement to obtain development licences for the relevant species and the criteria that must be met to satisfy the granting of a licence.

The County Ecologist will review and approve mitigation designs for all proposals. If the mitigation is unlikely to satisfy the licensing criteria (i.e. a licence for development is likely to be refused), then planning permission must be refused.

## **10. Ecological Compensation**

In a very small percentage of cases it will not be possible either to avoid adverse impact on the ecology of the site, or to mitigate to reduce the adverse impact. In these cases, the Local Authority will consider proposals for Ecological Compensation designed to be placed off site, however, this must be strictly as a last resort, after the first two options have been thoroughly explored.



The basis of Ecological Compensation will be to produce “like for like” habitat. It will not be acceptable, for instance, to create an area of chalk grassland in compensation for an area of woodland lost to development.

The location of compensation sites must be appropriate to habitats and species they are designed to support, taking into account the soil substrate, slope aspect etc, and the long term integrity of the location.

Compensation sites must be subject to management agreements as part of a legal document, to ensure the long term integrity of the site for wildlife benefit.

The consultant ecologist and the developer should liaise on the design of the compensation and the resulting design must be approved by the County Ecologist.

## **11. Design of Habitat Enhancement**

Within PPS9 paragraph 12 states the requirement that Local Authorities should aim to maintain connectivity of habitats, avoiding or repairing their fragmentation and isolation. Similarly, paragraph 14 refers to biodiversity enhancement within developments.

Wherever possible, opportunities should be actively sought to include habitat enhancement for biodiversity benefit within all development proposals, over and above any proposals for mitigation to reduce adverse impacts.

The Consultant Ecologist should input into the design of habitat enhancement and the design should be approved by the County Ecologist.

Habitat enhancement should be specifically designed to fall within and to help meet targets set out in the Wiltshire Biodiversity Action plan (BAP), i.e. it should name the species it is designed to benefit and give justification as to its appropriateness.





## Appendix 3. Saved Policies of the Wiltshire & Swindon Waste Local Plan (March 2005) to be Replaced by the Policies of the Wiltshire and Swindon Waste Development Control Policies DPD

**Table .1**

<b>Saved Waste Local Plan Policy to be Replaced</b>	<b>Policies of the new DPD that replace saved Waste Local Plan Policies</b>
6	WDC 1 - 9 WDC 11
<p>Notes:</p> <p>Policies WDC10, WDC12 and WDC13 are new and hence do not replace any of the saved Waste Local Plan policies.</p> <p>All other saved policies of the Waste Local Plan are proposed to be replaced by policies WCS 1 - 7 of the Waste Core Strategy</p>	





# Wiltshire Core Strategy

## Adopted January 2015

## Wiltshire Council

Information about Wiltshire Council services can be made available in other formats (such as large print or audio) and languages on request. Please contact the council on 0300 456 0100, by textphone on (01225) 712500 or by email on [customerservices@wiltshire.gov.uk](mailto:customerservices@wiltshire.gov.uk).

如果有需要我們可以使用其他形式（例如：大字體版本或者錄音帶）或其他語言版本向您提供有關威爾特郡政務會各項服務的資訊，敬請與政務會聯繫，電話：0300 456 0100，文本電話：(01225) 712500，或者發電子郵件至：[customerservices@wiltshire.gov.uk](mailto:customerservices@wiltshire.gov.uk)

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# Contents

Foreword

<b>1</b>	<b>Introduction</b>	<b>1</b>
<b>2</b>	<b>A spatial portrait of Wiltshire and the key challenges it faces</b>	<b>13</b>
<b>3</b>	<b>The spatial vision for Wiltshire</b>	<b>23</b>
<b>4</b>	<b>Delivering the vision – the spatial strategy for Wiltshire</b>	<b>37</b>
	Core Policy 1: Settlement Strategy	40
	Core Policy 2: Delivery Strategy	44
	Core Policy 3: Infrastructure Requirements	56
<b>5</b>	<b>Area Strategies</b>	<b>63</b>
	<b>Amesbury Area Strategy</b>	<b>68</b>
	Core Policy 4: Spatial Strategy for the Amesbury Community Area	75
	Core Policy 5: Porton Down	77
	Core Policy 6: Stonehenge	79
	<b>Bradford on Avon Area Strategy</b>	<b>80</b>
	Core Policy 7: Spatial Strategy for the Bradford on Avon Community Area	85
	<b>Calne Area Strategy</b>	<b>86</b>
	Core Policy 8: Spatial Strategy for the Calne Community Area	91
	<b>Chippenham Area Strategy</b>	<b>92</b>
	Core Policy 9: Chippenham Central Areas of Opportunity	98
	Core Policy 10: Spatial Strategy for the Chippenham Community Area	101
	<b>Corsham Area Strategy</b>	<b>103</b>
	Core Policy 11: Spatial Strategy for the Corsham Community Area	108
	<b>Devizes Area Strategy</b>	<b>109</b>
	Core Policy 12: Spatial Strategy for the Devizes Community Area	114
	<b>Malmesbury Area Strategy</b>	<b>115</b>
	Core Policy 13: Spatial Strategy for the Malmesbury Community Area	120
	<b>Marlborough Area Strategy</b>	<b>121</b>
	Core Policy 14: Spatial Strategy for the Marlborough Community Area	126
	<b>Melksham Area Strategy</b>	<b>127</b>
	Core Policy 15: Spatial Strategy for the Melksham Community Area	132
	Core Policy 16: Melksham Link Project	134
	<b>Mere Area Strategy</b>	<b>134</b>
	Core Policy 17: Spatial Strategy for the Mere Community Area	138
	<b>Pewsey Area Strategy</b>	<b>139</b>
	Core Policy 18: Spatial Strategy for the Pewsey Community Area	141
	<b>Royal Wootton Bassett and Cricklade Area Strategy</b>	<b>143</b>
	Core Policy 19: Spatial Strategy for the Royal Wootton Bassett and Cricklade Community Area	148
	<b>Salisbury Area Strategy</b>	<b>150</b>
	Core Policy 20: Spatial Strategy for the Salisbury Community Area	155
	Core Policy 21: The Maltings / Central Car Park	159
	Core Policy 22: Salisbury Skyline	160



	<b>Southern Wiltshire Area Strategy</b>	<b>160</b>
	Core Policy 23: Spatial Strategy for the Southern Wiltshire Community Area	163
	Core Policy 24: New Forest National Park	166
	Core Policy 25: Old Sarum Airfield	167
	<b>Tidworth Area Strategy</b>	<b>168</b>
	Core Policy 26: Spatial Strategy for the Tidworth Community Area	173
	<b>Tisbury Area Strategy</b>	<b>174</b>
	Core Policy 27: Spatial Strategy for the Tisbury Community Area	178
	<b>Trowbridge Area Strategy</b>	<b>179</b>
	Core Policy 28: Trowbridge Central Areas of Opportunity	190
	Core Policy 29: Spatial Strategy for the Trowbridge Community Area	190
	Core Policy 30: Trowbridge Low-Carbon, Renewable Energy Network	193
	<b>Warminster Area Strategy</b>	<b>194</b>
	Core Policy 31: Spatial Strategy for the Warminster Community Area	199
	<b>Westbury Area Strategy</b>	<b>200</b>
	Core Policy 32: Spatial Strategy for the Westbury Community Area	205
	<b>Wilton Area Strategy</b>	<b>207</b>
	Core Policy 33: Spatial Strategy for the Wilton Community Area	211
<b>6</b>	<b>Delivering the spatial objectives: Core Policies</b>	<b>213</b>
	<b>Delivering strategic objective 1: delivering a thriving economy</b>	<b>216</b>
	Core Policy 34: Additional Employment Land	218
	Core Policy 35: Existing Employment Land	221
	Core Policy 36: Economic Regeneration	224
	Core Policy 37: Military Establishments	225
	Core Policy 38: Retail and Leisure	227
	Core Policy 39: Tourist Development	230
	Core Policy 40: Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities	231
	<b>Delivering strategic objective 2: to address climate change</b>	<b>233</b>
	Core Policy 41: Sustainable Construction and Low Carbon Energy	235
	Core Policy 42: Standalone Renewable Energy Installations	239
	<b>Delivering strategic objective 3: to provide everyone with access to a decent, affordable home</b>	<b>241</b>
	Core Policy 43: Providing Affordable Homes	242
	Core Policy 44: Rural Exceptions Sites	244
	Core Policy 45: Meeting Wiltshire's Housing Needs	246
	Core Policy 46: Meeting the Needs of Wiltshire's Vulnerable and Older People	247
	Core Policy 47: Meeting the Needs of Gypsies and Travellers	250
	<b>Delivering strategic objective 4: helping to build resilient communities</b>	<b>254</b>
	Core Policy 48: Supporting Rural Life	255
	Core Policy 49: Protection of rural services and community facilities	258
	<b>Delivering strategic objective 5: protecting and enhancing the natural, historic and built environment</b>	<b>260</b>
	Core Policy 50: Biodiversity and Geodiversity	260

	Core Policy 51: Landscape	264
	Core Policy 52: Green Infrastructure	269
	Core Policy 53: Wiltshire's Canals	273
	Core Policy 54: Cotswold Water Park	276
	Core Policy 55: Air Quality	279
	Core Policy 56: Contaminated Land	281
	Core Policy 57: Ensuring High Quality Design and Place Shaping	283
	Core Policy 58: Ensuring the Conservation of the Historic Environment	287
	Core Policy 59: The Stonehenge, Avebury and Associated Sites World Heritage Site and its Setting	291
	<b>Delivering strategic objective 6: to ensure that essential infrastructure is in place to support our communities</b>	<b>294</b>
	Core Policy 60: Sustainable Transport	294
	Core Policy 61: Transport and Development	295
	Core Policy 62: Development Impacts on the Transport network	297
	Core Policy 63: Transport Strategies	298
	Core Policy 64: Demand Management	300
	Core Policy 65: Movement of Goods	303
	Core Policy 66: Strategic Transport Network	304
	Core Policy 67: Flood Risk	307
	Core Policy 68: Water Resources	308
	Core Policy 69: Protection of the River Avon SAC	310
<b>7</b>	<b>Monitoring and Review</b>	<b>313</b>
<b>8</b>	<b>Glossary and Common Acronyms</b>	<b>317</b>
	<b>Appendices</b>	
<b>A</b>	<b>Development Templates for Strategic Allocations</b>	<b>331</b>
	Land at Kingston Farm, Bradford on Avon	332
	Land at Horton Road, Devizes	338
	Land at Drummond Park (MSA) Depot, Ludgershall	342
	Land at Salisbury Road, Marlborough	346
	Ashton Park Urban Extension, South East of Trowbridge	351
	West Warminster Urban Extension	356
	Land at Mill Lane, Hawkeridge, Westbury	362
	Land at Station Road, Westbury	366
	Hampton Park, Salisbury	371
	Fugglestone Red, Salisbury	376
	Land at The Maltings and Central Car Park, Salisbury	382
	Churchfields and the Engine Sheds, Salisbury	388
	UK Land Forces Head Quarters, Wilton	395
	Longhedge, Old Sarum, Salisbury	401
	King's Gate, Amesbury	407
	Former Imerys Quarry, Salisbury	413
<b>B</b>	List of Topic Papers	419
<b>C</b>	Housing Trajectory	421

<b>D</b>	List of Saved and Replaced Policies	431
<b>E</b>	List of Settlement Boundaries Retained	459
<b>F</b>	List of Settlement Boundaries Removed	461
<b>G</b>	Principal Employment Areas	465
<b>ENDNOTES</b>		481

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#### **POLICY MAPS**

A full set of Policy Maps (in alphabetical order) is included on the CD which can be found on the inside back cover of this document. They can also be viewed on line at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy.htm>.

Please contact Wiltshire Council's Spatial Planning Team if you would like to purchase an additional copy (mailto: [spatialplanningpolicy@wiltshire.gov.uk](mailto:spatialplanningpolicy@wiltshire.gov.uk) or tel: 01225 713223).

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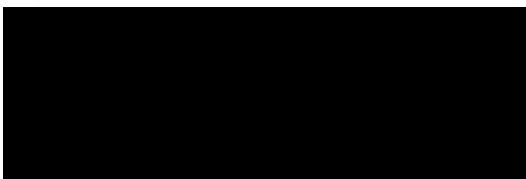
## Foreword

To meet the needs of Wiltshire's communities we have prepared a development plan that provides for the new jobs required by our economy and the new homes for our growing and ageing population whilst balancing the need to protect the environment. This plan, the Wiltshire Core Strategy provides up-to-date strategic planning policy for Wiltshire and covers the period up to 2026.

Wiltshire is a rural county and has a pattern of market towns, including the City of Salisbury, which provides services for their surrounding rural areas and are the focus for the commercial and cultural life of the county. The continuation of the role and the function of our towns and villages is safeguarded in the core policies. In the document, we have described each of Wiltshire's community areas separately and drawn out the issues, opportunities and challenges they face. The document also contains policies which, whilst providing for jobs and homes, also protect the environment and quality of life. In addition, this Core Strategy sets out a framework within which neighbourhood planning can develop.

The real test of the Core Strategy will be delivering the new jobs and homes, whilst providing for high quality design, infrastructure, environmental and community benefits.

This strategy has been developed by the Council working closely with Wiltshire's communities, as well as businesses and interest groups, both local and national. The aim being to deliver sustainable growth for the communities of Wiltshire that best meets their needs now and for the future.



**Toby Sturgis**

Cabinet Member for Strategic Planning, Development  
Management, Strategic Housing, Property and Waste  
Wiltshire Council





# 1 Introduction





## 1 Introduction

### A strategy focused on delivering stronger, more resilient communities

- 1.1 The vision for Wiltshire is to create stronger, more resilient communities<sup>1</sup>. This is all about people and places, fostering a sense of community belonging and self-sufficiency where communities can solve problems locally with the support of the public sector and partner bodies and organisations. The Wiltshire Core Strategy sets out a flexible and realistic framework within which local communities can work. The purpose of the planning system is to contribute to the achievement of sustainable development. The policies and proposals contained within this strategy, taken as a whole, constitute what sustainable development in Wiltshire means in practice for land use planning.
- 1.2 The underpinning idea of the strategy is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to ensure that Wiltshire remains strong and prosperous. The underlying principles of the strategy seek to manage future development to ensure that communities have an appropriate balance



of jobs, services and facilities and homes. The strategy recognises that previous growth hasn't always been delivered in a proportionate manner whereby housing is delivered in settlements where there are insufficient employment opportunities leading to out-commuting. Perhaps the key message from our communities during the preparation of this document was that, whilst there was the understanding of the need for new homes, there was little appetite for more homes without the imbalance in local jobs and the infrastructure required to support growth being addressed. The strategy therefore seeks to redress this imbalance and support a more sustainable pattern of development within Wiltshire.

1.3 There are a number of key principles which underpin the strategy to help build more resilient communities, as follows:

- Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport.
- Creating the right environment to deliver economic growth, delivering the jobs Wiltshire's population needs locally, and taking a flexible and responsive approach to employment land delivery.
- Managing development to ensure that jobs and the right infrastructure are delivered at the right time to ensure that out commuting, in particular to areas outside of Wiltshire, is not increased and development does not have a detrimental impact on infrastructure.



- Working towards lowering Wiltshire’s carbon footprint through the appropriate location of development, and through renewable energy and sustainable construction.
- Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire’s network of green infrastructure to support the health and wellbeing of communities.
- Providing high quality, well designed development, and ensuring full local community involvement in planning for significant new proposals.
- Providing the framework to deliver appropriate community-led planning policy documents, including neighbourhood plans.

### **A strategy that underpins a policy-led framework for facilitating sustainable, long term growth**

- 1.4 The Core Strategy sets out the strategic vision for delivering sustainable growth over the period up to 2026. However, it is not the only development plan document in the planning policy framework for Wiltshire. The council is committed to bringing forward a suite of plans designed to support the Core Strategy which collectively deliver the aspirations for growth across Wiltshire.
- 1.5 The Local Development Scheme includes a commitment to delivering site allocations plans for Chippenham and wider Wiltshire. These plans will address issues relating to housing delivery to ensure a surety of supply throughout the plan period, in accordance with national policy, and help to complement neighbourhood planning.

### **A strategy which places an emphasis on economic growth as the driving force behind meeting our objectives**

- 1.6 Planning for job growth and meeting the needs of business are central to this strategy. This plan puts in place policies which will help both attract new inward investment and help existing business meet their aspirations in Wiltshire, as well as providing the right environment for business start-ups. This will be achieved by ensuring new land is identified for job growth, allowing for redevelopment of outdated premises, safeguarding a range of employment sites to allow for choice and making sure that potential barriers to investment, such as inadequate infrastructure, are overcome. In addition, specific policies have been put in place to support the regeneration of Salisbury, Trowbridge and Chippenham through town centre

regeneration, as well as recognition being given to the importance of the market towns and rural communities. Specific policies have been framed to support the changing role of the military in Wiltshire.

- 1.7 Underpinning this strategy is the delivery of resilient communities to be achieved through enhancing the economy in order to help secure a greater level of self containment in settlements and provide the jobs locally that Wiltshire's communities need. This is an economic led strategy.
- 1.8 By creating certainty and choice through land allocation, the strategy seeks to help capitalise on Wiltshire's pivotal location for growth and help facilitate delivery of the aims of the Swindon and Wiltshire Local Enterprise Partnership<sup>2</sup>, which are as follows:
- 10,000 new private sector jobs created across Wiltshire and Swindon
  - Safeguarding of 8,000 jobs within existing business base
  - Achieving 91% coverage of superfast broadband
  - Using planning powers to build a supportive economic environment
  - Delivering regeneration in our primary population centres of Chippenham, Trowbridge and Salisbury
  - Allocation of strategic employment sites
  - Reduction in CO<sup>2</sup> emissions
  - Delivering resilient rural communities
  - Targeting growth in the tourism sector.

### **A strategy which provides a framework for localism**

- 1.9 The Core Strategy gives communities a solid framework within which appropriate community-led planning policy documents, including neighbourhood plans, can be brought forward and communities themselves can decide how best to plan locally. Neighbourhood plans are required to be in conformity with the Core Strategy and can develop policies and proposals to address local place-based issues. In this way the Wiltshire Core Strategy provides a clear overall strategic direction for development in Wiltshire, whilst enabling finer detail to be determined through the neighbourhood planning process where appropriate. Neighbourhood plans will form part of the development plan for Wiltshire alongside, but not as a replacement for, the Wiltshire

Core Strategy. The relationship between the Wiltshire Core Strategy and any community-led planning policy documents which may come forward is illustrated in Figure 1.1 below. The community-led planning policy documents can include neighbourhood plans, neighbourhood development orders and community right to build. However, neighbourhood planning is optional, not compulsory. As such the council will work closely with communities to plan successfully and cost effectively for their areas by helping to identify the approach that best suits the needs of each individual community; this may include supplementary guidance in the form of village design statements

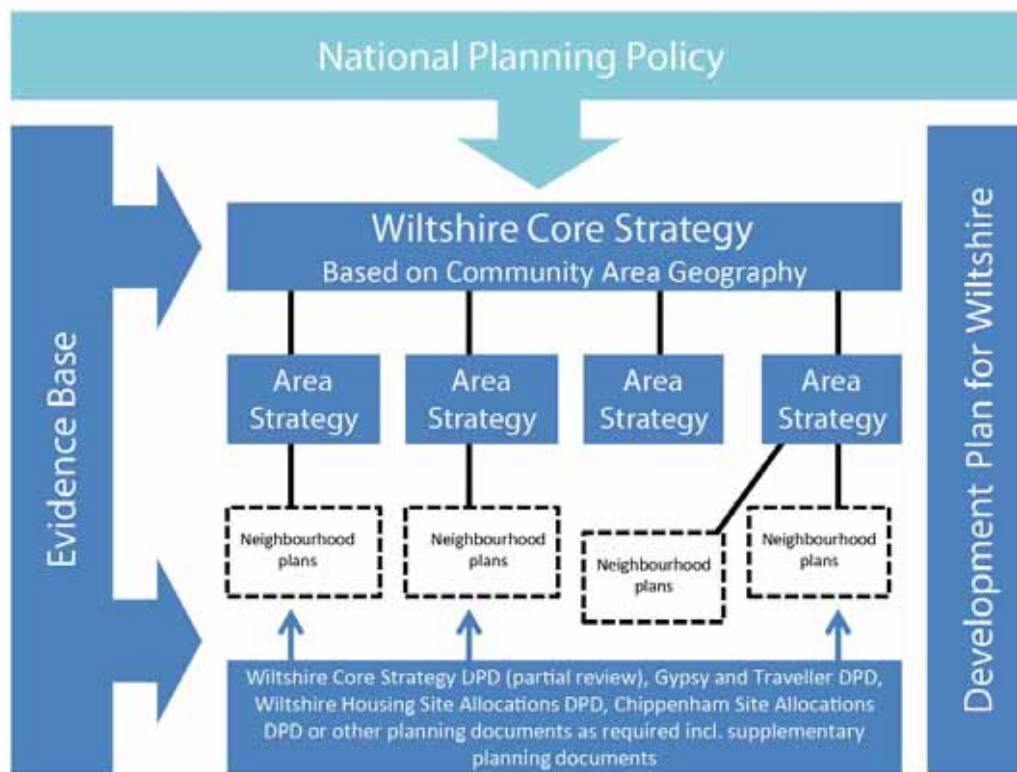


Figure 1.1 Structure of the planning policy framework

**A strategy that will help to deliver the objectives of the Wiltshire Community Plan, other plans and strategies**

1.10 The Core Strategy provides a spatial expression of the Wiltshire Community Plan 2011-2026: People, places and promises, and will be focused on delivering the three overarching priorities and the 17 key objectives of the Community Plan. The overarching priorities are to help build and protect resilient communities, through:

- creating an economy that is fit for the future
- reducing disadvantage and inequalities
- tackling the causes and effects of climate change.

- 1.11 This Core Strategy sets out policies and proposals that will make an important contribution in delivering these priorities.
- 1.12 The Core Strategy has also been developed using other policies and strategies relating to the area and develops a spatial dimension to these plans and strategies and does not simply repeat them. The relationship between the Core Strategy and other documents is made explicit at relevant points throughout the document. These include:
- national planning policy
  - the Wiltshire Community Plan: People, places and promises
  - the Swindon and Wiltshire Local Enterprise Partnership Proposal
  - strategies prepared by local communities such as Community Area plans and parish plans
  - the Salisbury, Trowbridge and Chippenham town centre regeneration programmes
  - Wiltshire's Joint Strategic Assessment
  - heritage strategies such as Conservation Area Appraisals and the Stonehenge and Avebury World Heritage Site Management Plans
  - strategies relating to specific geographic areas such as management plans for the Areas of Outstanding Natural Beauty
  - forward work programmes of essential infrastructure providers
  - adopted and emerging plans of neighbouring authorities.
- 1.13 The Wiltshire Core Strategy covers the whole of the administrative area of Wiltshire Council, with the exception of the areas within the New Forest National Park, and it incorporates the South Wiltshire Core Strategy, thus replacing standalone versions of that document. The New Forest National Park Management Plan (2010-2015) was formally approved by the National Park Authority in December 2009, with the authority's Core Strategy & Development Management Policies DPD adopted in December 2010. These plans cover the whole of the National Park, including the parts of the National Park in south Wiltshire, and supersede the New Forest policies within the Salisbury District Local Plan 2003.

## A strategy that is based on an understanding of the Community Areas in Wiltshire

- 1.14 The area covered by the Wiltshire Core Strategy is shown in Figure 1.2 and also in the Wiltshire Key Diagram at Figure 4.1.
- 1.15 There are 18 established Community Area boards across Wiltshire. Membership of the boards include elected Wiltshire councillors; city, town and parish councillors; police, fire and health services; business community representatives; local community groups; Community Area partnerships; and young people's groups. They provide opportunities for people to help shape the future of their local area. The area boards are a formal part of Wiltshire Council and work collaboratively to find solutions for local issues including traffic problems, facilities for young people, and affordable housing. Each area board covers a Community Area shown in Figure 1.2 below, with the exception of the South West Wiltshire Area Board, which covers the three Community Areas of Mere, Tisbury and Wilton.

## A strategy that is based on collaborative working relationships

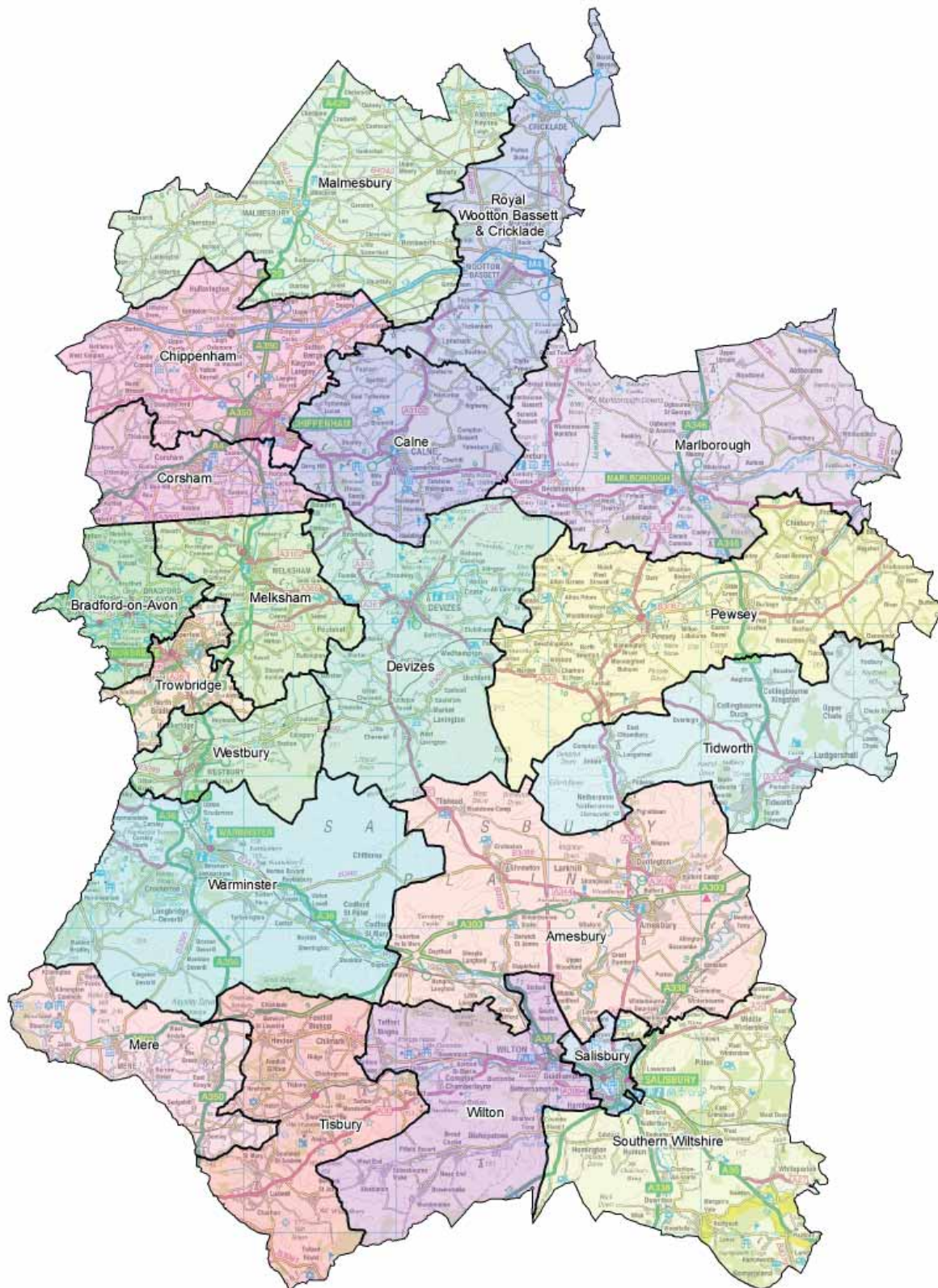
- 1.16 The Localism Act 2011 introduces a 'duty to cooperate' which requires local authorities to work with neighbouring authorities and other prescribed bodies in preparing their development plan documents. Section 110 of the Localism Act inserts a new section 33A into the Planning and Compulsory Purchase Act 2004 to bring in this duty. Wiltshire Council has undertaken proper and meaningful discussion with neighbouring authorities



and prescribed bodies to inform the policies in the Core Strategy and to understand the implications of the proposed policies for these organisations. In the earlier stages of plan preparation, neighbouring authorities and prescribed bodies were invited to comment at each stage of consultation and their views were taken into consideration in the plan's development. In some instances specific working parties were created as a forum to discuss specific issues. Since the introduction of the 'duty to cooperate' in November 2011, further discussions have taken place to understand better the specific relationships between the many authorities which abut the council's area (see Figure 2.1). Arising from these discussions two forms of relationship have been identified:

1. Strategic cross-boundary relationships including those relating to homes, jobs and infrastructure.
2. Locally significant relationships relating to specific areas and land uses, for example Cotswold Water Park and North Wessex AONB.

- 1.17 There is a significant cross-border relationship with Swindon Borough Council. Historically it has been proposed that part of Swindon's housing need be met on land to the west of Swindon within Wiltshire. Due to the levels of growth being proposed for Swindon through Swindon Borough Council's emerging Core Strategy, there is no longer a need to provide growth on land to the west of Swindon within Wiltshire due to alternative proposals. Should the proposed strategy and level of growth for Swindon change Wiltshire Council and Swindon Borough Council, as cooperating authorities, will continue to discuss the most appropriate strategy for Swindon's future growth. If land to the west of the Swindon area becomes a potential option for growth again, appropriate consultation will be undertaken and if necessary the two authorities can pursue a single issue Joint Site Allocations DPD for the area.



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Figure 1.2 Wiltshire’s Community Areas

1.18 Coordinating strategies and plans around the established Community Areas is central to Wiltshire Council and its partners’ commitment to empowering local people to have a greater role in what happens in their local communities. The Core Strategy



includes a strategy for each of the Community Areas of Wiltshire, setting out how it is expected that these areas will change by 2026, and how this change will be delivered. Aligning the Core Strategy with the Community Areas in this way offers the opportunity for place shaping to be embedded within the local community and the benefits of development to be realised at a local level.

### **A strategy which will ensure that the most is made of Wiltshire's outstanding environments**

- 1.19 From the North Wessex Downs to the expanse of Salisbury Plain, from the historic settlements such as Lacock to the World Heritage Site of Stonehenge and Avebury, Wiltshire has one of the richest and most varied natural, historic and built environments to be found across the country. The evidence upon which this strategy is based clearly indicates that the quality of the environment is a key competitive advantage for Wiltshire in terms of attracting investment. While other parts of the country may have more readily available developable land, it is the quality of life that is a key attractor to investment in Wiltshire. Put simply, the way that Wiltshire looks is a key strength and the rich environments and heritage will be managed to act as a catalyst for the realisation of this strategy and not a barrier to it. This means the careful stewardship of our environmental assets so that growth is complementary and does not erode the very qualities that make Wiltshire so attractive in the first place. The policies later in this strategy will demonstrate how this will be achieved and that the aims of attracting investment and caring for our environments are mutually compatible and that, without carefully managed growth, many of the opportunities to safeguard and strengthen our environmental assets will be lost.

### **A strategy based on firm evidence**

- 1.20 In order to identify the challenges that Wiltshire faces, and also to demonstrate that the proposals in this strategy are deliverable, an evidence base has been developed. A detailed collation of this evidence is provided in the series of Topic Papers<sup>3</sup>, which support this strategy. Reference to the evidence has been indicated through the use of footnotes where relevant.
- 1.21 The evidence can be viewed at: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk).



## 2 A Spatial Portrait of Wiltshire and the Key Challenges it Faces



## 2 A Spatial Portrait of Wiltshire and the Key Challenges it Faces

2.1 Wiltshire Council is one of the largest unitary authorities in England. The authority's area covers approximately 3,255 square kilometres and has a population of approximately 460,000 people. Wiltshire adjoins the higher tier local authorities of Dorset, Somerset, South Gloucestershire, Oxfordshire, West Berkshire, Hampshire, Swindon and Bath & North East Somerset. Wiltshire is a largely rural area encompassing many natural and historic features which make it distinctive, including parts of three Areas of Outstanding Natural Beauty, part of the New Forest National Park, over 16,000 listed buildings, over 240 conservation areas and a World Heritage Site. 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. The urban area of Swindon, while predominantly within Swindon Borough, has expanded into Wiltshire. Deprivation is generally low and our communities benefit from safe environments. Wiltshire enjoys strong sub-regional links and is within commutable distance of London, Bristol, Swindon, South Wales and the south coast.



Figure 2.1 Wiltshire Context

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## Settlements

2.2 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. The city of Salisbury serves a large surrounding rural 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 and is a focus for employment growth due to its proximity and good access to the M4 and rail links. It has direct transport links with Swindon, Bath, Bristol and London.



- 2.3 Aside from these three larger settlements, there are also a number of market towns throughout the county. The market towns of Devizes and Marlborough are located in the eastern part of Wiltshire. Devizes is centrally located with an attractive town centre which is well regarded. 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, and Downton, Mere, Tisbury, Wilton, are 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.
- 2.4 Wiltshire also contains numerous villages and rural settlements: around half of the people living in Wiltshire live in towns or villages with fewer than 5,000 people, reflecting the rural nature of the county.

### Cross-border relationships

- 2.5 Wiltshire has important relationships with the surrounding large urban centres of Bath, Bristol, Swindon and Southampton, and lies completely within 115 miles of London. The larger centres 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<sup>4</sup> and leisure activities such as shopping<sup>5</sup>. Evidence also identifies that in some instances workers are commuting into Wiltshire, whilst residing in larger centres such as Bristol and Southampton<sup>6</sup> 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.

### The six key challenges for Wiltshire

- 2.6 There are six key 'strategic' challenges in Wiltshire that broadly apply across the whole county, which the Core Strategy can assist in addressing. The key challenges set out below form the basis for developing the 'strategic objectives' presented in the next section.

### 1. Economic development

- 2.7 Reducing levels of out-commuting from many of Wiltshire's settlements is perhaps the most important strategic challenge in planning for the future of Wiltshire.

- 2.8 Wiltshire has net out-commuting flows to several employment centres beyond the county boundary. Evidence suggests that pay differentials are a major driver meaning that higher earners commute out of the county to work. Out-commuting may have some beneficial effect on the local economy through income earned outside the area being spent in Wiltshire, but this is far outweighed by the negative impacts on sustainability.
- 2.9 The key challenge is to improve the self-containment of the main settlements, 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<sup>7</sup>. It is also necessary to put in place contingency plans to ensure that the loss of major employers can be mitigated as exemplified by the potential closure of MoD establishments, such as the UKLF HQ at Wilton. In this way, broadening the employment base and providing choice in the job market for Wiltshire's population is a key element of delivering resilient communities.

## 2. Climate change

- 2.10 Climate change is a central issue to be addressed by the Wiltshire Core Strategy. This necessitates both adapting to the consequences of unavoidable climate change and mitigating the causes by reducing greenhouse gas emissions. This strategy offers a significant opportunity to influence greenhouse gas emissions and has an important role in shaping communities that are resilient to the predicted impacts of climate change such as higher temperatures and increased flood risk. The basis of this strategy is to achieve sustainable patterns of development in order to reduce carbon emissions.
- 2.11 The climate in Wiltshire is changing and the challenge is to plan ahead to both mitigate the future consequences and play a meaningful part in trying to reverse the trends. For example, the latest projections indicate that annual mean temperature in the county will rise by between 1.20c and 1.70c by the 2020s (2010 to 2039) and by between 3.10c and 4.10c by the 2080s (2070 to 2099)<sup>8</sup>. Particular vulnerabilities to extreme weather in Wiltshire have been identified and these include high temperatures/heat waves, wind, and excessive rainfall/flooding<sup>9</sup>. Wiltshire's per capita carbon emissions are greater than for either the South West or for the UK<sup>10</sup>. In 2010, Wiltshire made the second lowest contribution to renewable electricity of all areas in

the South West and the lowest contribution for renewable heat<sup>11</sup>.

### 3. Providing new homes

2.12 There is a challenge to plan for sufficient new homes to be delivered in Wiltshire to address housing requirements. Providing decent and affordable homes to complement the economic growth being promoted is a key challenge to improving the self-containment and resilience of Wiltshire's communities. These 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<sup>12</sup>, the identification of the strategic growth sites to ensure an adequate supply of new homes is also a challenge.

2.13 Wiltshire is a desirable place to live and, as the high level of out-commuting shows, it is also within easy reach of a number of large employment centres. A growing population and smaller household sizes are fuelling demand for new homes. Wiltshire also faces



considerable inward migration pressures. For the period 1971 to 2001 the percentage increase of households for Wiltshire was higher than both that of the South West and of England as a whole. The type of housing within Wiltshire reflects the rural nature of the area as there is a higher percentage of detached properties than nationally. The gradual deterioration of affordability in Wiltshire has left many residents experiencing difficulty gaining access to the housing market, especially given the low household based income of certain areas. In 2011, the average house cost approximately 7.5 times the annual wage of Wiltshire's workplace employees and the age of the first time buyer was 38<sup>13</sup>. There are currently over 10,000 individuals on the council's housing waiting list, with Chippenham, Trowbridge and Devizes Community Areas having some of the highest levels of demand<sup>14</sup>.



2.14 Wiltshire has been one of the fastest growing populations in the country. Since 2001, the level of population growth has been above the national average; however, it is an ageing population which will have implications for the future economic base of the county. By 2026 there will be a higher proportion of the older age groups, including the over 85s. This part of the population is predicted to grow the fastest, by 89.4%, over the next 15 years, and it is also predicted that there will be double the number of older disabled people by 2026<sup>15</sup>. It is necessary to both plan for the needs of the ageing population, while also seeking the jobs and homes that can support a more diverse population encouraging economically active and younger people to live in the area.

#### 4. Planning for resilient communities

2.15 Wiltshire is a large and diverse part of the country and the issues and challenges within it vary from place to place. It would be a mistake to develop a strategy which is based on a 'one size fits all' premise. The predominant rural character of Wiltshire means that transport choices to access a range of services are often extremely limited and, especially in the more remote rural areas, there is a reliance on the private motor car. Identifying the role that Wiltshire's settlements have with regard to the sustainable location of services, jobs and housing is an important consideration in trying to balance the needs of promoting a sustainable pattern of growth with the needs of more rural communities. A key challenge is to ensure that this Core Strategy responds to the distinctive character of specific places throughout Wiltshire and is effectively tailored to addressing their particular sets of problems.

2.16 Certain communities within Wiltshire experience social exclusion as a result of their isolation from essential services and facilities. This situation has been exacerbated through the decline in rural facilities which in turn has led to a greater reliance on the private car. Educational achievement within Wiltshire has continued to improve. However, there is a need to improve the level of skills beyond the age of 16 and to retain those skills within local communities.

2.17 This strategy includes measures that will help to address some of the social issues that affect Wiltshire's communities enabling them to help themselves and improve their quality of life, and foster a sense of community belonging, safety, social inclusion and self sufficiency. While the Core Strategy indicates those challenges which will need to be addressed, it will be a further challenge to the communities themselves to work with the council and other partners to produce subsequent planning policy documents which will add detail to the overarching policies on a local basis.


## 5. Environmental quality

2.18 The challenge of safeguarding high quality environments whilst accommodating levels of growth to meet local need is demanding. The Core Strategy will need to ensure that Wiltshire's high quality built and natural environment is adequately protected, and that opportunities to enhance these significant assets are optimised. However, it needs to go further and set out a proactive approach through which Wiltshire's rich environments and heritage will be managed to act as a catalyst for the realisation of this strategy and not a barrier to it. This means the careful stewardship of our environmental assets so that growth is complementary and does not erode the very qualities that make Wiltshire so attractive in the first place. Simply put, a key challenge for the Core Strategy is to set out how protection of these environments will be achieved in a way which supports a positive strategy for growth, as they form the very heart of what Wiltshire has to offer to investors, visitors and the community.



## 6. Infrastructure

2.19 The Core Strategy will ensure that adequate services and infrastructure provision, to meet the needs of Wiltshire's growing population and economy, are brought forward in a timely and responsive manner alongside new development proposals. Appropriate and sustainable modes of transport, highway improvements, 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 our



strategic goal of building more resilient communities. To ensure this is in place, new development will need to be supported by adequate physical, social and green infrastructure. The level of infrastructure provision will need to reflect growth and demand for services within Wiltshire's communities. The Core Strategy and other LDF documents are supported by a detailed Infrastructure Delivery Plan<sup>16</sup>, which broadly sets out what infrastructure is required to support growth. Where necessary the growth in this strategy will be phased to ensure essential infrastructure is delivered within a timescale to support development.



3

## 3 The Spatial Vision for Wiltshire



### 3 The Spatial Vision for Wiltshire

- 3.1 The spatial vision provides direction for development within Wiltshire and is presented below. The vision has helped to inform individual strategies for each of the Community Areas, to ensure that they address locally distinct challenges and opportunities. These are presented in Chapter 5 and are called the Area Strategies. These strategies have been informed by community aspirations and developed through extensive public engagement.

#### Spatial vision

By 2026 Wiltshire will have stronger, more resilient communities based on a sustainable pattern of development, focused principally on Trowbridge, Chippenham and Salisbury. Market towns and 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. This pattern of development, with a more sustainable approach towards transport and the generation and use of power and heat, will have contributed towards tackling climate change.

Employment, housing and other development will have been provided in sustainable locations in response to local needs as well as the changing climate and incorporating exceptional standards of design. Wiltshire's important natural, built and historic environment will have been safeguarded and, where necessary, extended and enhanced to provide appropriate green infrastructure, while advantage will have been taken of Wiltshire's heritage to promote cultural and lifestyle improvements as well as tourism for economic benefit.

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



3.2 A series of strategic objectives have been developed to deliver the vision for Wiltshire. The strategic objectives have been designed to marry up with the six key challenges that were identified in Chapter 2. These objectives are:

**Strategic objective 1:** delivering a thriving economy

**Strategic objective 2:** addressing climate change

**Strategic objective 3:** providing everyone with access to a decent, affordable home

**Strategic objective 4:** helping to build resilient communities

**Strategic objective 5:** protecting and enhancing the natural, historic and built environment

**Strategic objective 6:** ensuring that adequate infrastructure is in place to support our communities

3.3 These strategic objectives are all interlinked and will together assist in addressing both the three overarching priorities of the Wiltshire Community Plan and the six key challenges for planning in Wiltshire identified above.

### **Strategic objective 1: delivering a thriving economy**

3.4 Wiltshire needs to encourage a buoyant and resilient local economy. The Core Strategy enables development to take place and encourages economic vitality, providing local jobs for Wiltshire's population, whilst ensuring that sustainable development objectives have been met. Residents within Wiltshire should have access to facilities and retail choice in convenient locations throughout Wiltshire. Employment and housing provision should seek to strengthen the role and function

of established town centres to secure their future vitality and viability. Town centres should be regenerated and enhanced as necessary. 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 a major growth sector through capitalising on the quality of the environment and location Wiltshire benefits from.

## Key outcomes

- Land will have been identified in sustainable locations to provide for about 27,500<sup>17</sup> new jobs up to 2026 and significant progress to tackle the issue of out-commuting from Wiltshire will have been achieved.
- Where appropriate, existing employment sites will have been protected and the suitable intensification and regeneration of established employment sites will have taken place. Major regeneration projects for Salisbury, Chippenham and Trowbridge, including those as set out in the respective visions, will have been delivered and the rural economy will have diversified where appropriate.
- Smaller business premises will have been provided to support business start ups. Redundant MoD land will, as far as possible, have been brought within the overall pattern of development.
- Wiltshire will have secured sustainable growth of established and emerging employment sectors, building on existing strengths, including defence-related employment, bioscience, advanced manufacturing and business services.
- Potential for the expansion of green jobs will have been realised, particularly in relation to developing and installing renewable energy and energy efficiency technologies.
- Wiltshire's tourism sector will have grown in a sustainable way, ensuring the protection and where possible enhancement of Wiltshire's environmental and heritage assets, including the delivery of new tourist accommodation and where appropriate the safeguarding of existing facilities.
- Appropriate retail, leisure and employment opportunities will have been located within town centres and planning applications for retail development will have been determined in line with the need to safeguard town centres.
- Good progress will have been made towards a broadened night-time economy



within town centres, especially Chippenham, Salisbury and Trowbridge, which has been refocused to provide greater choice for families and tourists and respect the quality of life of residents.

- Provision of 16+ education, including higher education, will have been enhanced especially to provide trained employees necessary to deliver economic growth from target sectors.

## Strategic objective 2: addressing climate change

3.5 Climate change is possibly the greatest long-term challenge facing the world today. Tackling climate change is therefore a key Government priority for the planning system. Local authorities are uniquely placed to act on climate change and the planning system can help by contributing to delivering the most sustainable development and shaping communities that are resilient to the unavoidable consequences of a changing climate.

### Key outcomes

- A sustainable pattern of development, including improvement to the self-containment levels of the main settlements and a reduction in the need to travel, will have contributed towards meeting climate change obligations.



- The supply of energy and heat from renewable sources will have contributed towards meeting national targets and helped to address fuel poverty.
- New development will have incorporated sustainable building practices and where possible will have contributed to improving the existing building stock.
- High energy efficiency will have been incorporated into new buildings and development. New developments will have incorporated appropriate adaptation and mitigation for climate change.
- New development will be supported by sustainable waste management.

### Strategic objective 3: providing everyone with access to a decent, affordable home

- 3.6 This strategy makes provision for at least 42,000 new homes in Wiltshire in the plan period from 2006 to 2026. It sets out a plan for 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 infrastructure.

### Key outcomes

- New homes will have been delivered in the most sustainable locations and will have been designed to respect the local character. The primary focus of new housing development will have been at Trowbridge, Chippenham and Salisbury and the market towns.
- More modest growth, proportionate to the size of the settlement, will have been delivered in smaller settlements through site allocation development plan documents, community-led planning policy documents, including neighbourhood plans, and partnership working with the local communities. The benefits from the development of new homes will have been successfully captured for local communities.
- Development will have avoided encroachment on the Western Wiltshire Green Belt and the separate identity of the outlying villages to the west of Swindon protected.
- The flexible approach will have allowed the council, for example through the preparation of the Site Allocations DPD and local communities preparing neighbourhood plans, to respond positively to opportunities without being

inhibited by an overly prescriptive, rigid approach which might otherwise prevent sustainable development proposals that can contribute to delivering the strategic objectives of the plan.

- The strategy will have made significant progress towards addressing the shortfall in affordable homes across Wiltshire through ensuring all new schemes of five or more houses deliver appropriate on site affordable housing provision.
- Land will have been used efficiently and opportunities for all development to be low-carbon or zero carbon will have been optimised.
- 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 thereby allowing people to live for longer within their own communities.
- New sites will have been provided for gypsies and travellers.
- Changes in the accommodation of military personnel will have enabled better integration with the wider community.

#### Strategic objective 4: helping to build resilient communities

- 3.7 This strategy will provide support for Wiltshire's communities, enabling them to help themselves and improve their quality of life, and foster a sense of community belonging, safety, social inclusion and self-sufficiency.

#### Key outcomes

- Where appropriate community-led planning policy documents, including neighbourhood plans, will have been produced by communities which add detail to the overarching policies within the Core Strategy and ensure that the benefits from the new development will have been successfully captured for local communities.
- New developments will have incorporated 'safe by design' standards.
- 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 facilities where appropriate and high quality education services will have assisted in providing the trained employees necessary to deliver economic growth.

- More effective planning controls will have resulted in the retention of existing facilities such as village shops and pubs including, where practicable, encouraging community management of such facilities through a pragmatic application of planning policy.
- Significant progress will have been made towards addressing the identified shortfall in the range of sport, leisure and recreation facilities.

### Strategic objective 5: protecting and enhancing the natural, historic and built environment

3.8 Wiltshire's rich and diverse natural, historic and built environments are a significant asset and this strategy will be based on taking steps to use these as a catalyst to attract inward investment in a manner which, at the same time, protects and enhances them. The reuse of Wiltshire's limited amount of previously developed land should be maximised, unless of high environmental value, and the delivery of housing and employment growth needs to be carefully managed in a sustainable manner. This should include maintaining, enhancing and expanding Wiltshire's multi-functional green infrastructure network<sup>18</sup>, with wide-ranging benefits for both people and the environment.



3.9 Wiltshire contains some outstanding built heritage which is an important asset to be safeguarded and which should be reflected in new development. Well designed developments help to provide a sense of place, add to local distinctiveness and promote community cohesiveness and social well-being. New development will need to respect and enhance Wiltshire's distinctive characteristics. Wiltshire also has a rich historic environment, including the Stonehenge and Avebury World Heritage Site and numerous sites of archaeological importance. These sites will be protected from inappropriate development and, in the case of the World Heritage Site, controlled in a way which sustains its outstanding universal value.

### Key outcomes

- Where possible, development will have been directed away from our most sensitive and valuable natural assets, habitats and species<sup>19</sup>, towards less sensitive locations.
- New development will have contributed to delivery of the Wiltshire Biodiversity Action Plan (BAP) targets and protected, maintained and enhanced BAP habitats and species, particularly within areas identified for landscape scale conservation.
- Local biodiversity and wildlife corridors will have been incorporated into new development, maintaining and enhancing this resource for the future.



- Wiltshire's network of multi-functional green infrastructure will have been maintained and enhanced to contribute towards achieving the vision set out in the Wiltshire Green Infrastructure Strategy.
- The multi-functional green infrastructure network will have assisted Wiltshire in adapting to a changing climate, and in attracting business investment and tourism, enhancing the local economy, and promoting physical and social well-being.
- Good air quality will have been maintained and significant progress will have been made in treating areas of risk through the implementation of air quality management plans.
- The quality and quantity of Wiltshire's groundwater and surface water features will have been improved, helping to achieve the objectives of the Water Framework Directive.
- Increased recreational pressures on sensitive wildlife will be effectively managed.
- The landscape character of Wiltshire will have been protected and enhanced, particularly the special qualities and scenic beauty of the Areas of Outstanding Natural Beauty and the New Forest National Park.
- Features and areas of historical and cultural value will have been conserved and where possible enhanced, including the sensitive re-use of historical buildings where appropriate.
- Wiltshire's distinctive built heritage will have been used as the inspiration for new developments.
- New development will have incorporated exceptional quality design which reflects local character and fosters community cohesion, and which reinforces Wiltshire as a desirable place in which to live and invest.
- Archaeological sites and features will have been adequately protected.
- The Stonehenge and Avebury World Heritage Site and its setting will have been protected from inappropriate development in order to sustain its outstanding universal value.
- Opportunities to significantly enhance Wiltshire's public realm will have been realised.

## Strategic objective 6: to ensure that infrastructure is in place to support communities

- 3.10 The anticipated level of growth within Wiltshire will increase demand on local infrastructure services and facilities. The strategy will need to ensure that infrastructure requirements are appropriately planned, secured and implemented to ensure the timely delivery of development proposals. Social and physical infrastructure (e.g. transport improvements) can positively affect the environment, the economy and social well-being. The strategy will need to ensure that strategic and local transport needs are managed in a sustainable manner. The anticipated effects of climate change could potentially increase the frequency of flood events within Wiltshire. Development will need to appropriately address the risk of flooding and, where necessary, provide attenuation measures designed to adapt to the challenge of climate change.


### Key outcomes

- Provision of essential infrastructure, including transport, water, energy, flood alleviation, sustainable urban drainage (SUDs), telecommunications, affordable housing, education, health care, emergency services and waste and recycling, will have been coordinated and provided in a timely manner within all new development.
- Appropriate place-shaping infrastructure, such as leisure and open space, green infrastructure, libraries, meeting places, places of worship, public art and cultural facilities, will have been secured on a priority basis.
- There will have been effective partnership working between the council, other infrastructure providers and developers to facilitate infrastructure delivery; opportunities for the co-location and multi-functional use of existing and new infrastructure services and facilities will have been realised and appropriate contributions will have been secured from developers towards the cost of new and improved infrastructure.
- Existing infrastructure services and facilities will have been protected, unless they are no longer needed, or there is alternative provision elsewhere.
- The provision of new or improved infrastructure will have been positively supported provided there is no detrimental environmental impact.

- Progress will have been made to ensure policies are helping to reduce greenhouse gas emissions associated with transport.
- 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.
- A safer and more integrated transport system will have been provided that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks especially in the larger settlements of Trowbridge, Chippenham and Salisbury, and along the main commuting corridors.
- Sustainable transport alternatives will have been implemented in a manner which has reduced the impact of traffic on people's quality of life and Wiltshire's built and natural environment including enhancement of the public realm and street scene.
- Measures will have been implemented which reduce traffic delays and disruption, and improve journey time reliability on key routes.
- The use of existing transport infrastructure will have been optimised through effective design, management and maintenance.





- 
- Safety for all road users will have been improved, the number of casualties on Wiltshire's roads reduced and the impact of traffic speeds in towns and villages mitigated.
  - Barriers to transport and to access for people with disabilities and mobility impairment will have been effectively removed.
  - Access to local jobs and services will have been improved.
  - Strategic transport corridors within Wiltshire will have been safeguarded and, where appropriate, improved in a sustainable way.
  - The natural function of floodplains will have been maintained and enhanced and a sequential approach to flood risk will have been followed, with development being located first in areas of lowest risk.
  - The use of appropriate surface water management will have become a pre-requisite for development to ensure that flood risk is not increased elsewhere. Sustainable urban drainage systems (SUDs) will have been used in most cases.
  - Proposals for new development will have reduced the overall risk of flooding through the appropriate implementation of climate change adaptation measures.

## 4 Delivering the Vision - the Spatial Strategy for Wiltshire



## 4 Delivering the Vision - the Spatial Strategy for Wiltshire

- 4.1 Setting out a clear spatial strategy is fundamental to the delivery of the vision and objectives. New development must deliver overall benefits to, and take account of, local distinctiveness and the character of Wiltshire. It should also be delivered in tandem with good quality infrastructure and services.
- 4.2 The challenge is to plan for growth whilst maintaining people's quality of life and protecting Wiltshire's high value environment.
- 4.3 The Spatial Strategy for Wiltshire consists of three key elements, namely:
- Settlement Strategy - classifies Wiltshire's settlements based upon an understanding of their role and function.
  - Delivery Strategy - identifies the level of growth and how Wiltshire's settlements will develop in the most sustainable fashion.
  - Infrastructure Requirements – describes how infrastructure will be provided to support future development.
- 4.4 The Spatial Strategy makes provision for the growth of around 27,500 jobs and at least 42,000 new homes from 2006 to 2026, including 178 hectares of new employment land, beyond that already committed for general broad based employment uses to help deliver job growth and regeneration opportunities.
- 4.5 The strategy seeks to deliver the most sustainable level of growth, which does not exacerbate commuting, encourages a greater level of self containment and does not negatively impact on Wiltshire's exceptional environmental quality.

### The promotion of sustainable development

- 4.6 The Spatial Strategy sets the foundations for how 'sustainable development' is defined and applied within Wiltshire. The Settlement Strategy (Core Policy 1) identifies the different tiers of settlements based on an understanding of the role and function of Wiltshire's settlements and how they interact with their immediate communities and their wider hinterland<sup>20</sup>. In doing so the Settlement Strategy, coupled with the Delivery Strategy (Core Policy 2), seeks to define where development will be the most sustainable across Wiltshire's settlements.
- 4.7 The Spatial Strategy and the following core policies contained in this document will ensure that development within Wiltshire helps to deliver a stronger

economy, appropriate levels of housing and the careful use of natural resources. If a development proposal does not accord with the Core Strategy it is deemed unsustainable and will not be supported.

- 4.8 The Spatial Strategy recognises the importance of delivering new jobs and infrastructure alongside future housing delivery. This will be achieved by ensuring that strategic sites, which are fundamental to the delivery of the strategic objectives, are brought forward through 'masterplans' which are comprehensive and joined up. The council will also use legal agreements to ensure the appropriate timing of infrastructure to support homes and employment.

## Core Policy 1: Settlement strategy

### The Settlement Strategy

- 4.9 The main settlements in Wiltshire have seen their role as employment and service providers undergo gradual change. There is less reliance on traditional business sectors, which has altered the employment base across the county. In addition, easy access to larger settlements outside of Wiltshire, such as Bath and Swindon, together with a willingness to travel further to employment opportunities have led to an increase in net out-commuting. The provision and retention of services and facilities have been affected not only by the proximity to larger centres outside of Wiltshire but also changes in habits through growth in internet use for retail and service provision. Nevertheless, a number of settlements retain buoyant employment, retail and service economies.
- 4.10 Wiltshire is a predominantly rural area and its rural communities have also seen significant change. Although the high demand for new homes due to Wiltshire's attractive environment has led to development taking place, at the same time there has been a decline in employment opportunities, facilities and services in small towns and villages. Again this has been brought about by the ease of travel to larger centres for employment and other purposes.
- 4.11 The Settlement Strategy identifies four tiers of settlements, namely:
- Principal Settlements
  - Market Towns
  - Local Service Centres
  - Large and Small Villages.

- 4.12 Wiltshire's Market Towns and Principal Settlements serve different strategic roles. These strategic roles have been identified through an assessment of their individual characteristics and functional relationships with their surrounding area. The results of this classification are set out in the Settlement Strategy (Core Policy 1) and then Core Policy 2 presents the way these settlements will develop in the future.
- 4.13 The settlement boundaries of the Principal Settlements, Market Towns, Local Service Centres and Large Villages, as defined by former District Local Plans, will be carried into this strategy and retained. These settlement boundaries will be reviewed as part of the Wiltshire Housing Site Allocations and Chippenham Site Allocations DPDs, as set out in the council's Local Development Scheme, in order to ensure they are up to date and can adequately reflect changes which have happened since they were first established. It will also be the prerogative of the community to review settlement boundaries through a neighbourhood plan.
- 4.14 The level of development at Local Service Centres will be closely linked to their current and future role of providing for a significant rural hinterland. This will consist of less development than that at the Principal Settlements and Market Towns. Developments at Local Service Centres, in accordance with the Settlement Strategy, should provide for local employment opportunities, improved communities facilities and/or affordable housing provision. This will safeguard the role of these settlements and support the more rural communities of Wiltshire.
- 4.15 At the settlements identified as villages, a limited level of development will be supported in order to help retain the vitality of these communities. At Large Villages settlement boundaries are retained and development will predominantly take the form of small housing and employment sites within the settlement boundaries. These settlement boundaries will also be reviewed as part of the Housing Sites Allocations DPD as set out in the council's Local Development Scheme, in order to ensure that they remain up to date and properly reflect building that has happened since they were first established. Small housing sites are defined as sites involving fewer than 10 dwellings (i.e. not a major application). Development outside the settlement boundary will be strictly controlled. Relaxation of the boundaries will only be supported where it has been formally reviewed through a subsequent DPD or a community-led neighbourhood plan, which includes a review of the settlement boundary to identify new developable land to help meet the housing and employment needs of that community. In turn this could bring forward benefits to the local community such as improvements to the economy through the identification of land for employment purposes.

- 4.16 Any existing settlement boundaries for Small Villages and other small settlements not identified in the settlement strategy will be removed (these are listed in Appendix F), and there is a general presumption against development outside the defined limits of development of the Principal Settlements, Market Towns, Local Service Centres and Large Villages. However, some very modest development may be appropriate at Small Villages, to respond to local needs and to contribute to the vitality of rural communities. Any development at Small Villages will be carefully managed by Core Policy 2 and the other relevant policies of this plan.
- 4.17 Proposals for improved local employment opportunities, housing growth (over and above that allowed by this Core Strategy) and/or new services and facilities outside the defined limits of development will not be supported unless they arise through community-led planning documents, such as neighbourhood plans, which are endorsed by the local community and accord with the provision of this plan. In such circumstances small villages may be able to become more sustainable and their status may change to that of 'Large Villages' as a result in subsequent reviews of the settlement strategy. The strategy does allow for carefully managed development outside of settlement boundaries in specific cases, such as new employment investment where there is an overriding strategic interest, or for other local circumstances such as providing affordable housing, allowing new tourist accommodation or supporting diversification of the rural economy (a full list of exception policies is set out in paragraph 4.25).

## **Core 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 in Chapter 5 list 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 and Small Villages will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities.

The Large and Small Villages are: see area strategies, Chapter 5.

## Core Policy 2: Delivery strategy

### The Delivery Strategy

- 4.18 The Delivery Strategy recognises that, in some settlements, new jobs have not necessarily been delivered alongside new homes. It therefore seeks to strengthen communities, wherever possible, by allowing appropriate growth to provide for the most sustainable pattern of development within Wiltshire which seeks to reduce the need to travel and help redress the imbalance between jobs and homes.
- 4.19 The underlying principles of the Delivery Strategy are to ensure that communities have a better balance of jobs, services and facilities and homes. This underlines the focus of the Settlement Strategy to support growth at the Principal Settlements of Chippenham, Trowbridge and Salisbury which provides the greatest opportunities within Wiltshire to deliver improved self containment and potential to generate job growth. The interrelationship between the Settlement Strategy (Core Policy 1) and the Delivery Strategy (Core Policy 2) is explained under paragraphs 4.13 to 4.17.
- 4.20 Wiltshire's proposed strategic housing requirement is set out against defined sub-county areas as identified within the Wiltshire Strategic Housing Market Assessment (SHMA). However, in order to support the most sustainable pattern of growth, in line with the principles defined in Core Policy 1, indicative requirements are provided for each Principal Settlement, Market Town and by Community Area within paragraph 4.26. The indicative figures also allow a flexible approach which will allow the council, including through the preparation of the Site Allocations DPD, and local communities preparing neighbourhood plans, to respond positively to opportunities without being inhibited by an overly prescriptive, rigid approach which might otherwise prevent sustainable development proposals that can contribute to delivering the strategic objectives of the plan.

Figure 4.1 Wiltshire Key Diagram

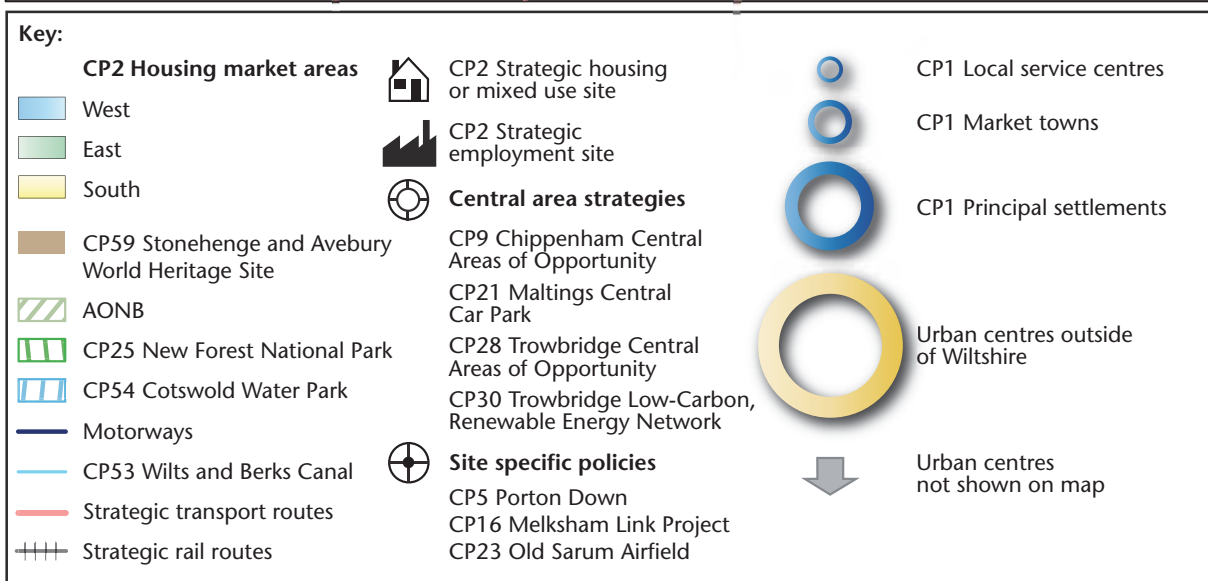
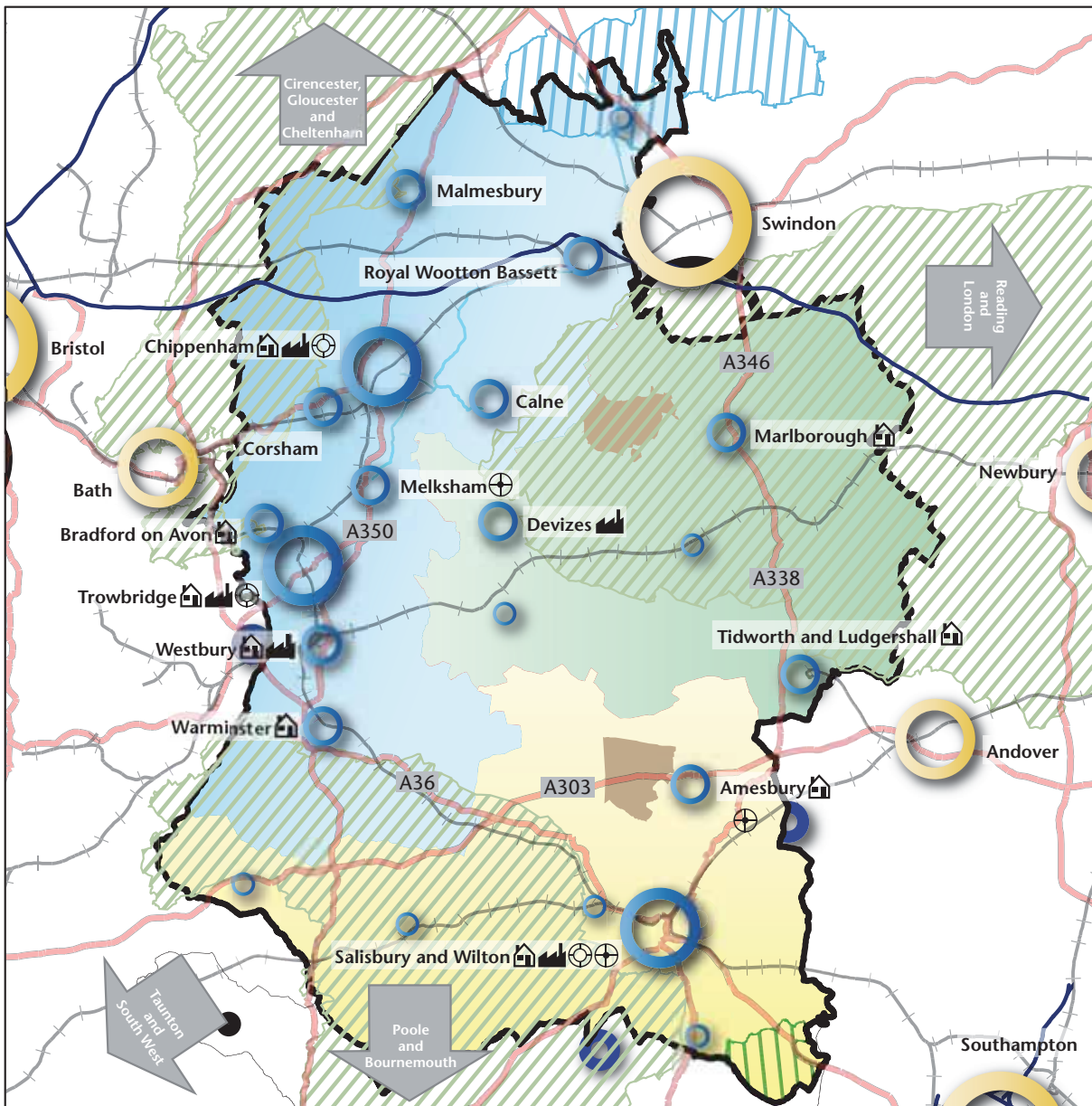
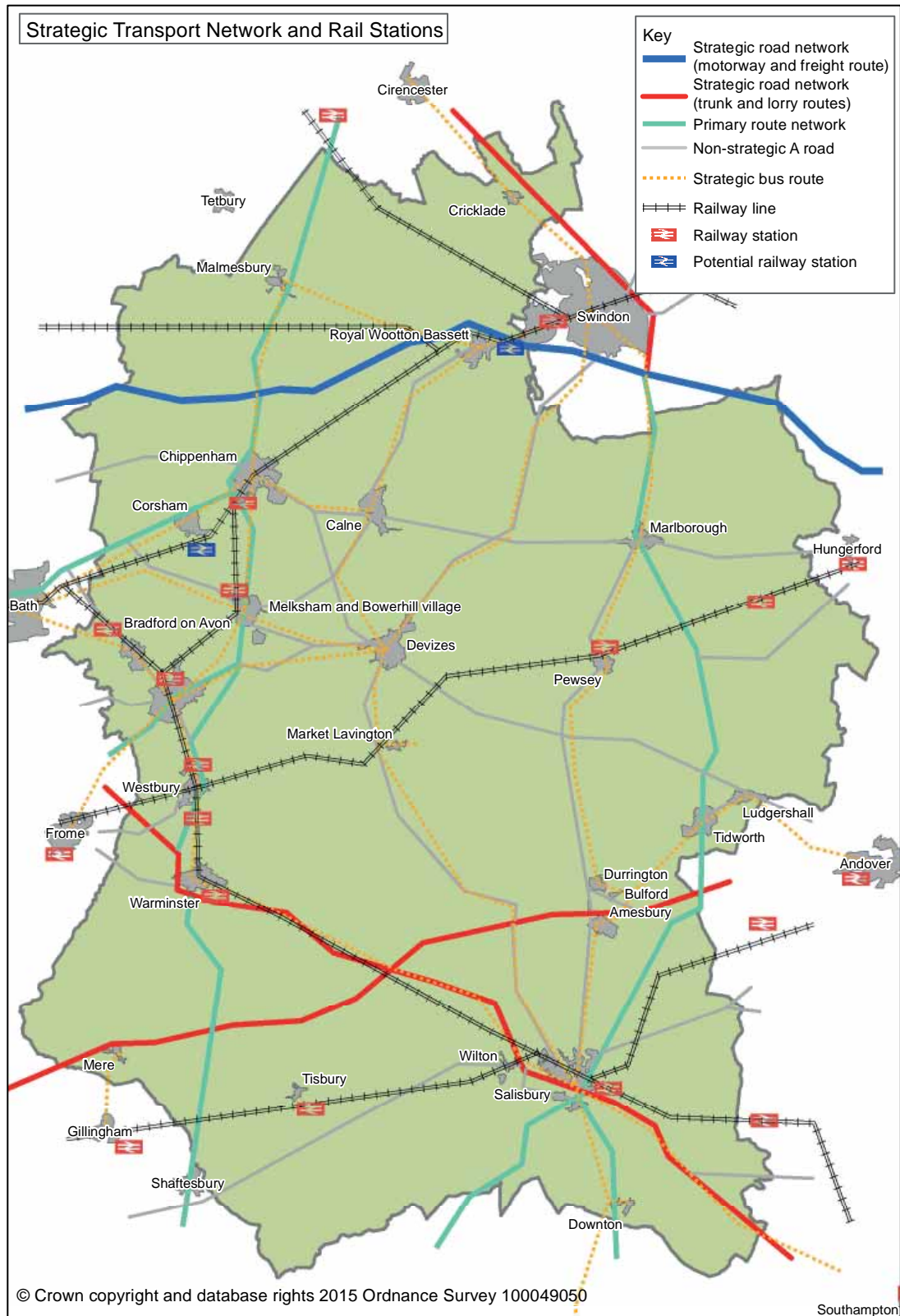


Figure 4.1a Wiltshire Key Diagram (Strategic Transport Network)



4.21 The Delivery Strategy identifies around 178ha of new strategic employment land<sup>21</sup> to supplement that already built since 2006 (the base date of the plan) or with planning permission at date of submission, to provide a range of sites and choice of locations across Wiltshire. The new employment land allocated responds to the need to provide for new jobs to provide for investment choice and to assist in meeting job creation targets of the Swindon and Wiltshire Local Enterprise Partnership. The

allocation also allows the retention of existing jobs through facilitating the relocation of existing business to new sites within the locality and thereby allowing older, outdated employment stock to be redeveloped. This builds the necessary flexibility into the strategy.

4.22 The 178ha<sup>22</sup> of new strategic employment land will be provided by a combination of the following types of sites:

- New strategic employment allocations
- Provision of employment land as part of mixed use urban extensions
- Retained Local/District Plan allocations for employment land.

4.23 At mixed use strategic sites there will be a focus on ensuring an appropriate phasing of development, so that jobs are provided in a timely manner alongside new homes. It is therefore a requirement that employment land will be delivered in the early stages of mixed use development proposals. This will be achieved through masterplanning and legal agreements, which will need to accord with the development template identified for each site in Appendix A.

4.24 In planning for new homes, a number of sources have been identified to ensure a continuous supply of housing across the plan period. These sources of supply are detailed within Appendix C and include:

- strategic allocations made within this plan
- retained Local Plan allocations
- existing commitments
- regeneration projects, for example, those in Chippenham, Trowbridge and Salisbury
- business expansion plans<sup>23</sup>
- sites identified through DPDs and neighbourhood plans
- windfall sites in accordance with the delivery strategy.

4.25 The Core Strategy also includes 'exception policies' which seek to respond to local circumstance and national policy. In doing so these represent additional sources of supply to those detailed at paragraphs 4.22 and 4.24. These policies are listed overleaf:

- Additional employment land (Core Policy 34)

- Military establishments (Core Policy 37)
- Development related to tourism (Core Policies 39 and 40)
- Rural exception sites (Core Policy 44)
- Specialist accommodation provision (Core Policies 46 and 47)
- Supporting rural life (Core Policy 48)

4.26 In order to direct development at a strategic level to the most suitable, sustainable locations and at appropriate times, the area strategies contain an indicative housing requirement for each Community Area including the Principal Settlements and Market Towns and, in the South Wiltshire HMA, the Local Service Centres. This is shown in Table 1 below:

**Table 1: Indicative Housing Requirements - Settlements and Community Areas**

<b>Area</b>	<b>Indicative requirement</b>
Devizes town	2,010
Devizes remainder	490
Marlborough town	680
Marlborough remainder	240
Pewsey	600
Tidworth & Ludgershall	1,750
Tidworth remainder	170
East Wiltshire	5,940
Amesbury, Bulford & Durrington	2,440
Amesbury remainder	345
Mere town	235
Mere remainder	50
Salisbury City/Wilton town	6,060
Wilton remainder	255
Downton town	190
Southern Wiltshire remainder	425
Tisbury town	200

Tisbury remainder	220
South Wiltshire HMA	10,420
Bradford on Avon town	595
Bradford on Avon remainder	185
Calne town	1,440
Calne remainder	165
Chippenham town	4,510 <sup>24</sup>
Chippenham remainder	580
Corsham town	1,220
Corsham remainder	175
Malmesbury town	885
Malmesbury remainder	510
Melksham town	2,240
Melksham remainder	130
Royal Wootton Bassett town	1,070
Royal Wootton Bassett & Cricklade remainder	385
Trowbridge town	6,810
Trowbridge remainder	165
Warminster town	1,920
Warminster remainder	140
Westbury town	1,500
Westbury remainder	115
North and West Wiltshire HMA	24,740
West of Swindon	900
Wiltshire	42,000

4.27 The Core Strategy allocates sites and broad locations for growth that are strategically important for the delivery of the Plan for Wiltshire. Additional sites will also be identified through the Chippenham and Housing Site Allocations DPDs to ensure the delivery of housing land across the plan period in order to maintain a five year land supply at each HMA.



4.28 No allocations have been identified for Chippenham in Core Policy 2 and the scale of housing for the town is expressed as a minimum, which is an exception to the approach of indicative housing requirements and identification of sites for the other Principal Settlements. A pattern of development that can best realise the town's economic potential will be identified through a separate Development Plan Document for Chippenham town (The Chippenham Sites Allocation DPD), which will support the area strategy. It will focus on identifying land for mixed use development adjoining the built up area. Limited land opportunities within the urban area inhibit future development and this will need to be addressed urgently. Growth of the town needs to be underpinned by investment in new infrastructure and a more detailed framework will be prepared through the Chippenham Site Allocations DPD that co-ordinates growth and key infrastructure necessary to deliver the town a more resilient long term future.

- 4.29 Area strategies identify specific issues that must be considered when planning for these areas and these should be taken into account when assessments are carried out to identify specific sites for development in particular towns. Core Policy 2 provides a framework for parish and town councils to lead with neighbourhood plans. The council is also preparing a Housing Sites Allocation DPD in order to ensure a sufficient choice and supply of suitable sites over the period up to 2026.
- 4.30 The disaggregation to Community Areas set out above is not intended to be so prescriptive as to be inflexible and potentially ineffective in delivering the identified level of housing for each market area. It clarifies the council's intentions in the knowledge of likely constraints in terms of market realism, infrastructure and environmental capacity. They provide a strategic context for the preparation of the Housing Sites Allocation DPD and in order to plan for appropriate infrastructure provision.
- 4.31 Indicative housing land supply, based around trajectories for each of the HMAs, provides some detail on where the Housing Sites Allocation DPD should focus and by when it needs to have sites identified in order to sustain proposed rates and scales of housing development. This will make up the shortfall in delivery identified towards the end of the plan period. These trajectories provide an evidence basis for an implementation strategy for a full range of housing describing how the council will maintain delivery of a five-year supply of housing land.
- 4.32 The sources of supply have been assessed to ensure that there is a deliverable supply of housing, with additional contingency to comply with the National Planning Policy Framework (NPPF), relative to the targets for defined areas which are based on the housing market areas (HMAs). This is detailed in Appendix C – Housing Land Supply.
- 4.33 These housing market areas (HMAs) form the appropriate scale for disaggregation across Wiltshire, as they define areas within which the majority of household moves take place. It is against these HMA requirements that housing land supply will be assessed. This is in accordance with the methodology identified in the NPPF. However, in order to ensure an appropriate distribution of housing across Wiltshire that supports the most sustainable pattern of growth, indicative requirements are also provided at a Community Area and settlement level within the Core Strategy. These more localised indicative requirements, as set out within the Area Strategy Core Policies, are intended to prevent settlements receiving an unbalanced level of growth justified by under or over delivery elsewhere. They also address the ability



of each Community Area to accommodate housing because of the constraints and opportunities present in each. The indicative figures also allow a flexible approach which will allow the council, including through the preparation of the Sites Allocation DPD and local communities preparing neighbourhood plans, to respond positively to opportunities without being inhibited by an overly prescriptive, rigid approach which might otherwise prevent sustainable development proposals that can contribute to maintaining a deliverable five year housing land supply and delivering the strategic objectives of the plan. Neighbourhood Plans should not be constrained by the specific housing requirements within the Core Strategy and additional growth may be appropriate and consistent with the Settlement Strategy (Core Policies 1 and 2). In addition sustainable development within the limits of development or at Small Villages should not be constrained just because requirements have been reached. For these reasons the overall housing requirement is shown as “at least,” while the area strategy figures are “indicative.”

- 4.34 Despite the Housing Market Areas being the appropriate scale for assessing land supply, the town and Community Area requirements should also be capable of being a material consideration to ensure that delivery is distributed broadly in line with the strategy. So for example, whilst it is appropriate for supply in Trowbridge to provide for some of the requirement of Westbury, it would be wholly inappropriate for the entirety of Westbury’s requirement to be added to Trowbridge. The policy framework sets out the strategic pattern of growth, while allowing some flexibility to respond to future, spatially distinctive opportunities and constraints. Indeed, across the plan period, delivery should be in general conformity with the delivery strategy. Similarly, development that provides housing for the population of Swindon rather than that of Wiltshire should not be assessed against the housing requirements for the Wiltshire Housing Market Areas. Should any development beyond that already committed come forward in this location, this will be additional to the housing requirement for Wiltshire. A specific acknowledgement has been made for the existing commitment at Moredon Bridge and Ridgeway Farm<sup>25</sup> to the west of Swindon for 900 homes. Development in this area does not meet the requirement for the defined housing market areas. These 900 dwellings are an allowance rather than a requirement. As part of the planned early review of the Core Strategy, the council will clarify that its housing requirement will be met without relying upon the delivery of homes to the west of Swindon. The delivery strategy defines the level of growth appropriate within the built up area of small villages as infill. For the purposes of Core Policy 2, infill is defined as the filling of a small gap within the village that is only large enough for not

more than a few dwellings, generally only one dwelling. Exceptions to this approach will only be considered through the neighbourhood plan process or DPDs.

## Core Policy 2

### Delivery Strategy

In line with Core Policy 1, the delivery strategy seeks to deliver development in Wiltshire between 2006 and 2026 in the most sustainable manner by making provision for at least 178ha of new employment land and at least 42,000 homes distributed as follows:

	Minimum housing requirement (dwellings)
East Wiltshire HMA	5,940
North and West Wiltshire HMA	24,740
South Wiltshire HMA	10,420
West of Swindon <sup>26</sup>	900
Wiltshire	42,000

This will be delivered in a sustainable pattern in a way that prioritises the release of employment land and the re-use of previously developed land to deliver regeneration opportunities, and to limit the need for development on Greenfield sites, with approximately 35% of development taking place on previously developed land.

The 42,000 homes will be developed in sustainable locations in conformity with the distribution set out above, against which the land supply situation will be assessed. A more detailed distribution is set out in the Community Area Strategies. Development proposals should also be in general conformity with these.

Sites for development in line with the Area Strategies will be identified through subsequent Site Allocations DPDs and by supporting communities to identify sites through neighbourhood planning.

### Within the defined limits of development

Within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

## **Outside the defined limits of development**

Other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25, development will not be permitted outside the limits of development, as defined on the policies map. The limits of development may only be altered through the identification of sites for development through subsequent Site Allocations Development Plan Documents and neighbourhood plans.

At the Small Villages development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:

- i) Respects the existing character and form of the settlement
- ii) Does not elongate the village or impose development in sensitive landscape areas
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.

## **Strategically important sites**

Development will be supported at the following sites in accordance with the Area Strategies and requirements in the development templates at Appendix A.

### **Central Car Park, Salisbury**

Up to 40,000 sqm retail and leisure floor space and 200 dwellings

### **Churchfields & Engine Sheds, Salisbury**

5 ha of retained employment land and 1,100 dwellings

### **Drummond Park, Ludgershall**

475 dwellings

### **Former Imerys Quarry, Salisbury**

4 ha of employment land

### **Fugglestone Red, Salisbury**

8 ha of employment land and 1,250 dwellings

**Hampton Park, Salisbury**

500 dwellings

**Horton Road, Devizes**

8.4 ha of employment land

**Kings Gate, Amesbury**

1,300 dwellings

**Kingston Farm and Moulton Estate, Bradford on Avon**

2-3 ha of employment land and 150 dwellings

**Longhedge (Old Sarum), Salisbury**

8 ha of employment land and 450 dwellings

**Mill Lane, Hawkeridge, Westbury**

14.7 ha of employment land

**Salisbury Road, Marlborough**

220 dwellings

**Ashton Park, South East Trowbridge**

15 ha of employment land and 2,600 dwellings

**Station Road, Westbury**

250 dwellings

**UKLF, Wilton**

3 ha of employment land and 450 dwellings

**West of Warminster**

6 ha of employment land and 900 dwellings

Masterplans will be developed for each strategically important site in partnership between the local community, local planning authority and the developer, to be approved by the council as part of the planning application process. At mixed use sites development will be phased to ensure employment land, and its appropriate infrastructure, is brought forward during the early stages of development.

## Core Policy 3: Infrastructure Requirements

### Delivering infrastructure requirements to support development

- 4.35 An appropriate and balanced mix of new development is essential for the long term prosperity of Wiltshire. The Core Strategy shapes where new development should be located and also manages the pressure relating to speculative proposals through policy. 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.
- 4.36 The council will work in partnership with internal and external infrastructure providers, neighbouring authorities and the Local Enterprise Partnership to ensure that new or improved infrastructure, including that listed in the Infrastructure Delivery Plan and Schedule, is delivered prior to, or in conjunction with, new development.
- 4.37 The timely delivery of new infrastructure to support development proposals must be secured. In order to achieve this aim, the council will work with developers to prepare robust infrastructure delivery plans to support the overall masterplanning of strategic sites within the Core Strategy 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.
- 4.38 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, waste water treatment works and waste collection and management services. Developers proposing to connect to a waste water treatment works will need to check with the utilities provider that there is adequate capacity. Development in areas with no mains foul system will need to ensure that there are suitable options available for sewage disposal.

4.39 Existing community services and facilities will be protected in line with Core Policy 49 and existing green infrastructure will be protected in line with Core Policy 52. 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 Core Strategy. The provision of new or improved infrastructure will be positively supported, particularly where opportunities arise through redevelopment or regeneration in sustainable locations, provided that this has no detrimental impact on the environment and contributes towards mitigation and adaptation to climate change.

### Securing the delivery of infrastructure

4.40 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.

### Infrastructure priority theme 1:

4.41 Essential infrastructure including but not limited to:

- sustainable transport measures
- water, sewerage and electrical utilities and connecting services, including low-carbon and renewable energy
- flood alleviation and sustainable urban drainage schemes
- telecommunications facilities, including fibre-optic superfast broadband connectivity services, to serve local communities and the business community
- education
- healthcare facilities
- emergency services
- waste management services such as recycling and collection facilities
- specific projects needed to ensure compliance with the Habitats Regulations.

4.42 Place-shaping infrastructure including but not limited to:

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



- 4.43 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 that 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 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.
- 4.44 Every proposal will be dealt with on its merits and influenced by the detail presented in the council's Infrastructure Delivery Plan and Schedule. 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.
- 4.45 The council will seek to ensure that the cost of providing necessary infrastructure will be met through the appropriate use of planning obligations and, once finalised and adopted, the Community Infrastructure Levy (CIL). All such financial contributions will be registered and monitored to ensure that developers and local communities can see when and how money is 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.
- 4.46 The council intends to charge CIL and will consult with local communities, infrastructure providers, developers and other key stakeholders to prepare a CIL Charging Schedule, which will set out the rate(s) of CIL to be charged on new development. Whereas section 106 agreements will, upon adoption of a CIL Charging Schedule, be restricted to funding mainly site-specific infrastructure and affordable housing, CIL will be used to pool contributions towards local and strategic infrastructure that will benefit a wider area than any one development in particular.
- 4.47 The council will also aim to secure funding from other streams. For example, the New Homes Bonus, which commenced in April 2011, is the match funding by central government of the additional council tax raised on new homes and empty properties brought back into use, with an additional amount for affordable homes, for the



following six years. Money raised through the New Homes Bonus scheme could be utilised by the council to offset the cost of delivering public services and amenities with the overall aim of mitigating against the impact from increasing housing development and/or population growth.

### **Core Policy 3**

#### **Infrastructure requirements**

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 Schedule 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

A viability assessment, undertaken by an independent third party but on terms agreed by the council and funded by the developer, will be required in the event of concerns that infrastructure requirements may render the development unviable. This will involve an 'open book' approach. If the viability assessment adequately demonstrates that development proposals are unable to fund the full range of infrastructure requirements, then the council will:

- i. prioritise seeking developer contributions in the order set out above
- ii. use 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:

- iii. the direct provision of facilities and services by the council and its public and private sector partners, reflected in the Infrastructure Delivery Plan
- iv. 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 will prepare a supplementary planning document that will provide more detail about its approach to securing developer contributions
- v. utilising developer contributions to provide enhancements to local facilities and services
- vi. liaison through the area boards with town and parish councils and appropriate local stakeholders to identify community infrastructure requirements help establish local priorities as well as develop/implement mechanisms for administering monies collected through Community Infrastructure Levy (CIL) and planning obligations in accordance with national and council policies
- vii. partnership work with infrastructure providers, neighbouring authorities and other stakeholders, to identify requirements for and to facilitate appropriate community infrastructure development
- viii. upon adoption of the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to deliver new development.





# 5

## 5 Area Strategies



## 5 Area Strategies

### Introduction

- 5.1 This chapter explains what the Spatial Strategy, which is set out in Core Policies 1 and 2, means for the individual Community Areas of Wiltshire. It is presented as a series of area strategies for each of the Community Areas of Wiltshire, setting out how that area is expected to change by 2026, and how this change will be delivered.
- 5.2 Where Principal Settlements and Market Towns are referred to, it should be noted that reference is being made to their continuous urban areas that may be within more than one parish area. Similarly, there are places, notably Chippenham, Salisbury and Trowbridge, where the continuous extent of their existing urban areas and/or proposed urban extensions, fall within more than one Community Area. In such circumstances, the Community Area in which the majority of the settlement sits includes the policy relating to that settlement in full.
- 5.3 An overview of the information presented in each Community Area strategy is provided below.

### Spatial information and context

- 5.4 Each area strategy begins with a brief description of the area, focusing on the main settlement. It identifies the opportunities for growth and the issues to overcome.

### The strategy for the Community Area

- 5.5 The strategy then sets out how the area needs to grow in order to address these issues. It summarises how planning policy will guide development to ensure the right amount and type of growth takes place.

### Issues and considerations

- 5.6 A list of specific issues to be addressed in planning for each Community Area follows the strategy. This list focuses on issues influenced by planning policy, such as the need to improve self-containment or to ensure appropriate phasing of development.

### How will the Community Area change by 2026?

- 5.7 A 'spatial vision' for each Community Area shows how the area is expected to have changed by the end of the plan period. It explains how new development and planning policies will have delivered this change.

## Community Area map

- 5.8 A map is presented, which shows the main settlements in the Community Area (Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages), as described in Core Policy 1. The map also shows selected constraints in the Community Area, such as Areas of Outstanding Natural Beauty (AONBs) and Green Belt.
- 5.9 Specific development sites have been identified in some Community Areas, where new jobs and homes will be provided. In those Community Areas where new employment land and housing is proposed in the form of strategic sites, the location of these is shown on the map. More detailed maps are provided in Appendix A, showing indicative areas within each site for different types of development (employment, housing, mixed-use), and for areas of green space where built development will not take place. However, these maps are purely indicative, and each site will be subject to a master-planning process which will have community input.

## Core policies

- 5.10 A core policy is presented for each area (additional core policies are provided in those areas with further specific issues to be addressed such as Amesbury, Chippenham and Salisbury). The core policy begins by setting out those settlements which have been identified as Principal Settlements, Market Towns, Local Service Centres, and Large and Small Villages in accordance with Core Policy 1 as appropriate within each Community Area.
- 5.11 The core policy identifies Principal Employment Areas in each Community Area, which are considered to be critical to the economic role of the relevant settlements and/or Wiltshire as a whole. These Principal Employment Areas will be protected in accordance with Core Policy 35.
- 5.12 The amount of new employment land and new homes to be provided in each Community Area over the plan period is set out within the relevant core policy. The total level of new homes over the plan period 2006 to 2026 for each Community Area is shown as indicative. Paragraph 4.33 clarifies where additional growth above these requirements will be appropriate in accordance with the plan. The Community Area requirements, where appropriate, are broken down into indicative figures for Principal Settlements, Market Towns, and some Local Service Centres with figures for the rest of the Community Area. However, it is important to emphasise that the

figures are indicative and that delivery of the plan will be monitored on a Housing Market Area basis, and therefore the figures should be interpreted flexibly as some areas may deliver more quickly while others contribute more slowly as the plan period progresses. Some of the suggested level of housing will have already been planned for or completed, as discussed below. Where strategic sites are identified then details of these sites are provided, along with specific requirements to be delivered as part of the development set out in the development templates in Appendix A. For strategic sites, the level of housing to be provided are not 'at least' but indicative of the level of homes that should be delivered on these sites. The exact figures will be determined through the masterplan process.

### Table of housing numbers



5.13 The core policy is followed by a table setting out the sources of housing which will together make up the total number of homes to be provided in the Community Area over the plan period between 2006 and 2026. The numbers within the table have been rounded to the nearest 5. The total homes to be provided can be considered as those already provided for, and those which still need to be provided for. The meanings of the column headings in the table of housing numbers are set out below.

- Indicative housing requirement 2006-2026: this is the approximate number of new homes to be delivered between 2006 and 2026.



- Completions 2006-14: this is the number of new homes which have been built since 2006 (between 1 April 2006 and 31 March 2014, as identified in the Housing Land Supply Statement).
- Developable committed sites (including allocations): the number of dwellings with planning permission plus an estimate of dwellings that can be delivered on land allocated in the plan.
- Indicative remainder to be identified: the indicative residual housing requirement for which a specific location has not yet been identified (i.e. indicative requirements minus the amount of dwellings committed or complete). These could come forward as windfall sites within existing urban areas and/or as greenfield sites on the edge of settlements that are identified through the Site Allocations DPDs or community led planning documents, including neighbourhood plans.

### Community Area strategies for Chippenham, Trowbridge, Salisbury, Amesbury and Melksham

- 5.14 The area strategies for the Principal Settlements of Chippenham, Trowbridge and Salisbury include additional place-specific policies relating to the Chippenham Central Area of Opportunity; the Trowbridge Central Areas of Opportunity; the Trowbridge Low-Carbon, Renewable Energy Network; the city centre regeneration of Salisbury; the future of Old Sarum Aerodrome; and reinforcement of the 40ft policy, which preserves the prominence of Salisbury Cathedral in the skyline of Salisbury. In the Amesbury Area Strategy there are specific policies related to facilitating a new visitor centre for Stonehenge and the future business needs at Porton Down. In the Melksham Area Strategy there is a policy to safeguard the route of the Melksham link canal.

### Amesbury Area Strategy

#### Spatial information and context

- 5.15 The Amesbury Community Area comprises the town of Amesbury and surrounding parishes. Amesbury is situated some eight miles north of Salisbury with Salisbury Plain, a large military training area, further to the north. It is located on the A303, a major arterial route from London to the West Country. The town is surrounded by an ancient landscape: it is close to the World Heritage Site of Stonehenge which attracts over a million visitors a year. Large areas around Salisbury Plain and nearby Porton Down are also designated as SPAs, to reflect their unique make-up, of what is one of Europe's last natural semi-dry grassland habitats.



5.16 Along with Durrington and Bulford and the associated military garrisons, Amesbury forms part of a group of settlements which have close links to one another, both geographically and functionally, and collectively make up a large population, almost half that of the city of Salisbury. These settlements provide a service centre for the Amesbury Community Area. Durrington, in spite of its size, lacks the strong identity of south Wiltshire's smaller centres such as Mere and Tisbury. Bulford, with a population of about 5,000, is closely interrelated to both Durrington and Amesbury and is heavily reliant on them for meeting its own needs relative to other comparably sized settlements in Wiltshire.

5.17 The last 15 years have seen the delivery of major growth in the Amesbury Community Area and two major employment sites continue to develop at Solstice Park and Porton Down. Solstice Park is a 64 hectare business park fronting the A303 at Amesbury and Porton Down is an international centre of excellence for biological research and health protection. Another key influence is the Ministry of Defence, with the airbase at Boscombe Down, a major research and development establishment, and the Army garrisons at Larkhill, Bulford and Tilshead. There are exceptional local circumstances, which merit the continued support of existing employment land allocations at both Porton Down and Boscombe Down. Each of these employment sites is key to the South Wiltshire economy and makes an important contribution to the regional and national economy. The land identified should support science-based industry and research and facilitate the implementation of the Salisbury Research Triangle initiative.

5.18 The strategy for the Amesbury Community Area is focused around managing significant growth, ensuring that the world-class employers in the area can continue to expand and provide valued employment opportunities in the area. The strategy for Amesbury seeks to make the town a more self-supporting community which has reduced the need to travel to larger urban centres. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Amesbury Community Area this includes the Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

5.19 Specific issues to be addressed in planning for the Amesbury Community Area include:

- the delivery of balanced growth in the Community Area focused around Amesbury which will help to facilitate the delivery of improved infrastructure and greater retail choice in the town, ensuring that the strategically important employers at Porton Down, Boscombe Down and the MoD on Salisbury Plain can meet their future operational aspirations balanced against the protection of nationally important wildlife sites
- the MoD is one of the most significant employers in Wiltshire and makes an important contribution to its economy and to many communities across the county. The development of Britain's first 'Super Garrison' around the Salisbury Plain area is having far reaching implications for local communities and is attracting multi-million pound investment into the county. Although the Super-Garrison project will be supported overall, specific proposal sites will be assessed through a subsequent planning document
- a transport assessment is required for any major development proportionate to the scale of the proposal, in particular identifying appropriate mitigation against any significant impact on transport users, local communities and the environment
- the A303 corridor runs through the area and is a main arterial route from London to the south west. It suffers from problems, with intermittent stretches of single lane carriageway causing large delays at peak times. This has a knock-on effect on the attractiveness of the area for business and tourism investment. Studies have confirmed the need to overcome these problems by dualling the A303 along

its length. Wiltshire Council will work collaboratively with agencies, such as the Highways Agency, the Department of Transport and English Heritage to try to achieve an acceptable solution to the dualling of the A303 that does not adversely affect the Stonehenge World Heritage Site and its setting

- the need to make Durrington and Bulford more self-contained. They will have more local services and facilities to meet their own needs, meaning that functionally these settlements are less reliant on Amesbury
- potential exists for further retail provision around the old Co-op store within Amesbury, subject to meeting design requirements and the needs of the conservation area appraisal
- in Amesbury there are also concerns over the loss of A1 retail units especially to take-always. The vitality of the existing town centre will be protected by ensuring that the local centre at Kings Gate is commensurate with the day-to-day needs of the Archers and Kings Gate areas. Future policy proposals for the settlement will focus on assisting the existing town centre to continue to thrive, taking into account the impact of the recent approval of out of centre retail development
- delivery of improved visitor facilities at Stonehenge. The council will also continue to work with partners to ensure that any future improvements to the A303 do not compromise this important World Heritage Site (WHS)
- there is a challenge to improve public transport, pedestrian and cycle linkages to ensure that the residential growth areas have easy, convenient and safe access to town centre facilities and to improve the number of the surrounding villages which are well served by public transport choice to the main service centre at Amesbury
- an acceptable solution to the need for dualling the A303 is needed, which must incorporate environmental measures to avoid adverse impacts upon the Stonehenge WHS. In 2007 the Government identified a bored tunnel as the only acceptable solution to this
- treating the perception and fear of crime and anti-social behaviour is a high priority and measures are needed to try and make people feel safer in their communities
- Despite the number of visitors Stonehenge attracts, Amesbury and the surrounding area see little economic benefit from it
- The World Heritage Site will be protected from inappropriate development both

within the Site and in its setting so as to sustain its outstanding universal value (OUV) in accordance with Core Policy 59

- there is a shortage of amenity space in the area, especially Amesbury East, and this shortfall needs to be addressed and contributions will be sought from the planned growth through provision of new amenity space and commuted payments under saved policy R2
- development in the vicinity of the River Avon (Hampshire) or Salisbury Plain Special Areas of Conservation must incorporate appropriate measures to ensure that it will not adversely affect the integrity of these Natura 2000 sites
- development with the potential to increase recreational pressure upon the Salisbury Plain Special Protection Area will be required to provide proportionate contributions towards the maintenance of the Stone Curlew Management Strategy<sup>27</sup> designed to avoid adverse effects upon the integrity of the stone curlew population as a designated feature of the Special Protection Area
- ongoing protection and enhancement of the stone curlew and calcareous grassland habitat at Porton Down must be secured through the implementation of an Integrated Business and Environmental Management Strategy to effectively avoid potentially adverse effects of further development at the site maintaining the integrity of the Natura 2000 designations
- development within the Community Area will need to conserve the designated landscape of Cranborne Chase & West Wiltshire Downs AONB and its setting, and where possible enhance its locally distinctive characteristics.

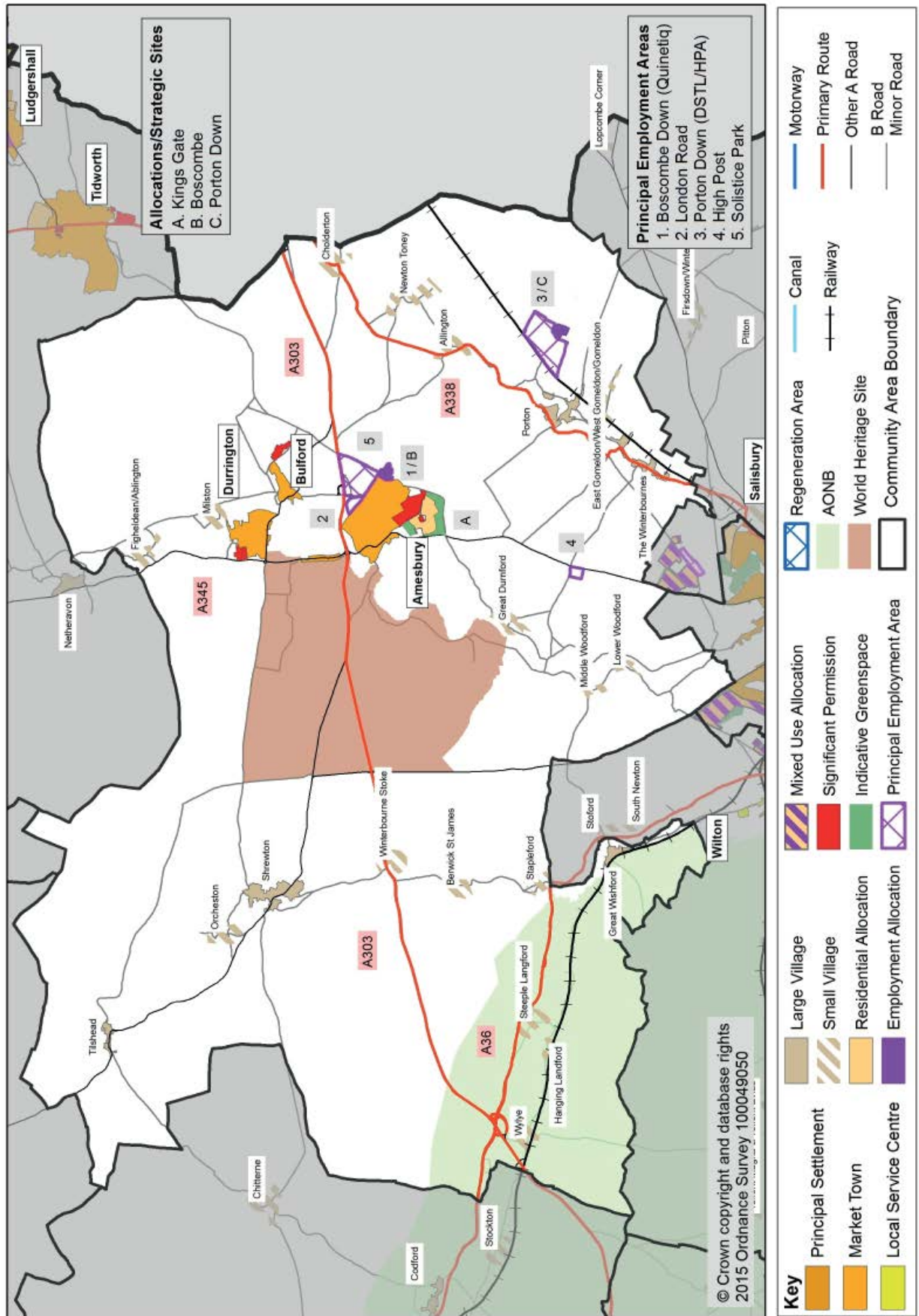
### How will the Amesbury Community Area change by 2026?

- 5.20 Amesbury will continue to be the focus of managed growth within the Community Area. The town will have a good choice of transport and provide a good range of services including retail and health, acting as an important service centre to many of the villages. It will have good levels of employment, including the specialist sectors within the MoD, QinetiQ at Boscombe Down and the scientific research at Porton Down.
- 5.21 Amesbury will be a thriving community reflecting the aspirations of its residents. It will be a place where people want to stay, attracting new residents, businesses and visitors alike. Managed growth will have provided new homes and jobs, which

support improved services and retail choice and cement Amesbury's own specific identity as a self-supporting community which has reduced the need to travel to larger urban centres like Salisbury or other larger centres along the A303 corridor.

5.22 Durrington and Bulford will also have become more self-contained. They will have more services and facilities to meet their own needs, meaning that functionally these settlements are less reliant on Amesbury. Through working with partners, especially English Heritage and the National Trust, a lasting solution to the long term stewardship of Stonehenge will have been realised, returning the monument to a setting more respectful of its status as an international icon and delivering tangible economic benefits. The other objectives of the 2009 Management Plan, such as improving access to the World Heritage Site, developing sustainable transport and improving the conservation of archaeological sites, will have been realised.

Figure 5.1 Amesbury Community Area



## Core Policy 4

### Spatial Strategy: Amesbury Community Area

Development in the Amesbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Amesbury (including Bulford and Durrington)

**Large Villages:** Great Wishford, Porton, Shrewton, Tilshead and The Winterbournes.

**Small Villages:** Allington, Berwick St James, Cholderton, Figheledean / Ablington, Gomeldon / East Gomeldon / West Gomeldon, Great Durnford, Hanging Langford, Lower Woodford, Middle Woodford, Brigmerston, Newton Toney, Orcheston, Stapleford, Steeple Langford, Winterbourne Stoke and Wylde.

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Boscombe Down (Qinetiq); London Road; Porton Down (DSTL/ HPA); High Post and Solstice Park.

Over the plan period (2006 to 2026), 17 ha of new employment land and approximately 2,785 new homes will be provided. About 2,440 should occur at Amesbury (including Bulford and Durrington), including land identified at Kings Gate, Amesbury for strategic growth.

<b>Kings Gate, Amesbury</b>	New strategic housing allocation	1,300 dwellings
<b>Boscombe Down</b>	Saved Salisbury District Plan allocation	7 ha employment
<b>Porton Down</b>	Saved Salisbury District Plan allocation	10 ha employment <sup>28</sup>

The strategic allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should meet any requirements as set out in the development templates shown by Appendix A.

Approximately 345 homes will be provided in the rest of the Community Area. Growth in the Amesbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Amesbury Community Area will need to demonstrate how those issues and considerations listed in paragraph 5.19 will be addressed.



Table 5.1 Delivery of Housing 2006 to 2026 – Amesbury Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Amesbury, Bulford and Durrington	2,440	1,019	52	1,300	69
Remainder Community	345	130	31	0	184
Area Total	2,785	1,149	83	1,300	253



**Porton Down**

5.23 The scientific community at Porton Down is a prized asset in Wiltshire. It comprises three organisations: the Defence Science and Technology Laboratory (DSTL); the Health Protection Agency (HPA); and the Porton Down Science Park operator, Tetricus. The Porton Down Science Park (PDSP) will be developed as both a science park and business incubation facility with an emphasis on the bioscience sector. Ten hectares were allocated at this site within the Salisbury District Plan 2003, which is saved by this strategy.

5.24 In January 2007, the council adopted the Porton Down Masterplan as an SPD to the saved Local Plan. The Masterplan has been reviewed as part of the production of this strategy and is still relevant, effective and valued by all parties.

- 5.25 Porton Down is designated as a Special Protection Area (SPA), principally for its large population of the rare stone curlew. The site is also designated as an Special Area of Conservation (SAC) for its chalk grassland habitat and population of butterflies. While all parties are working positively to mitigate the impacts of the Porton activity on habitats, currently the issue has been addressed in a piecemeal fashion, which is slowing the development process and threatening key habitats.
- 5.26 The council is working with the Porton Down scientific community, Natural England and appropriate conservation bodies to agree an Integrated Business and Environmental Management Strategy (IBEMS). The IBEMS seeks to avoid the potentially adverse effects of known future business development upon Natura 2000 designations through an ongoing programme of research, monitoring and advanced habitat management and creation. The Porton Down stakeholders have already undertaken substantial work towards this and continue to do so. DSTL has undertaken initial work and has established that there are threatened species of butterfly on the site and enhancements required to juniper plantations that all require urgent action. Further work is currently underway, examining invertebrates, bats and other small mammals. The IBEMS will also provide an opportunity to enhance the biodiversity of the Porton Down site.

## **Core Policy 5**

### **Porton Down**

The council strongly supports the principle of the future development of the Porton Down Science Campus for research and development purposes and will work with the principal site stakeholders to build on the work already undertaken to facilitate their business aspirations in accordance with Strategic Objective 1 of the Core Strategy. This work will also ensure that the long-term future of Porton Down is secured based on a co-ordinated approach.

One specific issue in relation to which co-ordination is required is wildlife management. The council will thus work with all relevant interests to produce an Integrated Business and Environmental Management Strategy (IBEMS) for the Porton Down SAC, SPA and SSSI and the non-designated areas of the site that will be adopted as a Supplementary Planning Document. The IBEMS will seek to balance the existing and future economic and scientific significance of the site with

safeguarding important nature conservation interests, while enhancing biodiversity across the Porton Down site. In order to facilitate future development, the IBEMS will identify future proposed development, in generic terms a broad timescale and high level assessment of impacts, and demonstrate how these potentially adverse impacts will be avoided.

Proposals submitted in advance of the IBEMS being adopted as SPD, and stand alone projects not addressed in the IBEMS will likewise need to adequately demonstrate that either alone or in combination with other plans or projects, they do not have an adverse effect on the integrity of the Porton Down SPA, SAC or SSSI.



## Stonehenge

- 5.27 A new Stonehenge World Heritage Site Management Plan was published in January 2009. The plan provides a long-term strategy to protect the World Heritage Site for present and future generations. The primary aim of the plan is to sustain the outstanding universal value of the World Heritage Site by protection, conservation

and presentation of the archaeological landscape. The management plan sets out many objectives for the World Heritage Site, such as improving the setting of Stonehenge and other prehistoric monuments, providing new visitor facilities, improving interpretation and access, and promoting sustainable transport. The plan was endorsed in July 2009 by Wiltshire Council as a material consideration in determining planning applications affecting the Stonehenge half of the WHS and its setting.

- 5.28 Large numbers of overseas visitors, as well as domestic tourists, consider Stonehenge a “must see” attraction. However there is a lack of capital made on this unique opportunity locally. There is little evidence of the attraction having any real economic benefit for Amesbury or the surrounding villages. The presence of linked trips or tourists deciding to stay in the surrounding villages is all but absent.
- 5.29 Wiltshire Council will continue to be an active partner in seeking a long term solution which mitigates the impacts of the roads, delivers a greatly enhanced visitor experience and returns the World Heritage Site to a more tranquil chalk downland setting appropriate to its status.
- 5.30 Core Policy 6 sets criteria for development affecting the World Heritage Site.

## **Core Policy 6**

### **Stonehenge**

The World Heritage Site and its setting will be protected so as to sustain its Outstanding Universal Value in accordance with Core Policy 59.

New visitor facilities will be supported where they:

- i. return Stonehenge to a more respectful setting befitting its World Heritage Site status
- ii. include measures to mitigate the negative impacts of the roads
- iii. introduce a greatly enhanced visitor experience in a high quality visitor centre
- iv. implement an environmentally sensitive method of managing visitors to and from Stonehenge
- v. include a tourist information element, which highlights other attractions and facilities on offer in the surrounding area and raises the profile of Wiltshire.



## Bradford on Avon Area Strategy

### Spatial information and context

- 5.31 The Bradford on Avon Community Area is located in the west of Wiltshire. The majority of the Community Area is within the Western Wiltshire Green Belt, and parts of the area are also within the Cotswolds AONB.
- 5.32 The historic town of Bradford on Avon is one of the smaller market towns in Wiltshire. The town features a number of important historic buildings, along with leisure facilities such as the Kennet and Avon Canal and is a popular tourist destination. The town currently offers a low range and number of employment opportunities and has a high level of out-commuting. In addition, although there is a range of specialist shops in the town which help support the tourist industry, the overall retail offer serves only basic local needs. This has partly been addressed through the provision of a convenience store as part of the Kingston Mill development. The existing infrastructure in the town is under pressure, with schools and doctors surgeries at or near capacity. There are problems with high traffic volumes and congestion in the town centre and an Air Quality Management Area (AQMA) covers Market Street, Silver Street, Masons Lane and part of St Margaret's Street. There is a local aspiration for improvements to walking and cycling routes, including provision of a new footbridge linking the town centre and development at Kingston Mill, and

for a reduction in traffic intimidation by giving priority to pedestrians. The Bradford on Avon Historic Core Zone project aims to address some of these issues. The Community Area has aspirations to become 'carbon neutral' by 2050.

- 5.33 Although Bradford on Avon is not identified as a strategic location for employment, the high levels of out-commuting indicate that development for business and employment uses should be encouraged to meet local needs. New employment provision will be provided at Kingston Farm (Moulton Estate) through a mixed use site. This additional provision will help improve the balance between housing and employment growth in the town, and offers the opportunity to improve self containment. It has been noted that Bradford on Avon faces a particular issue of the loss of employment land for housing. However, the current mix of small employers should ensure that Bradford on Avon is resistant to mass job losses resulting from a single business closure. Further loss of employment should be strongly resisted.

#### The strategy for the Bradford on Avon area

- 5.34 The strategy for Bradford on Avon is to provide growth on a modest scale and in order to deliver additional employment, thereby helping to improve the self containment of the town by providing jobs locally. Development will need to meet high standards of sustainable design and should incorporate renewable energy provision, to contribute to the town's aspirations to be carbon neutral. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Bradford on Avon Community Area this includes the Cotswolds Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

#### Issues and considerations

- 5.35 Specific issues to be addressed in planning for the Bradford on Avon Community Area include:
- the economic self containment of Bradford on Avon will be addressed through delivering employment growth as part of strategic development and retaining all existing employment sites
  - strategic growth in Bradford on Avon will need to meet high standards of sustainable design and deliver renewable energy to help contribute to the town's targets to be carbon neutral. Affordable housing will also be provided as part of the strategic growth as there is a high level of need in the town

- housing development in Bradford on Avon should be phased for delivery throughout the plan period to allow time for community initiatives to address pedestrian intimidation in the town centre to be implemented. This will also enable employment development to come forward in advance of further residential development, and will help to ensure a steady supply of new homes across the whole plan period
- the loss of employment land in Bradford on Avon will not be supported, in accordance with Core Policy 35. New employment development, in addition to the strategic allocation, will be supported. This will help address the historic loss of employment land in the town due to market forces and the attractiveness of Bradford on Avon to retired people, second home owners and commuters, which have exerted pressure on former employment sites in the town to be converted to residential use
- a transport assessment is required for major applications and must include an assessment of the likely future impacts of the Kingston Mills development and demonstrate how development will not exacerbate the existing AQMA. Consideration is also needed for any impacts from development on the high traffic volumes along the B3107 (Holt Road)
- development should be planned so as to conserve and enhance the high quality built and natural environment in the Community Area having particular regard to the potential constraints of the Green Belt and Cotswolds AONB. The high quality historic environment in the Community Area should be protected and, where practicable, enhanced
- all development within the Community Area will need to conserve the designated landscape of the Cotswolds AONB and its setting, and where possible, enhance its locally distinctive characteristics
- development associated with the Kennet and Avon canal will need to protect and enhance its wildlife value, landscape setting and recreational use
- all development will be required to maintain the integrity of the Bath and Bradford on Avon Bats Special Area of Conservation, having particular regard to the Wiltshire Bats SAC Guidance<sup>29</sup>
- developer contributions will be sought towards the expansion of the primary and secondary schools, and expansion or relocation to larger premises of one or both

of the GP surgeries in the town.

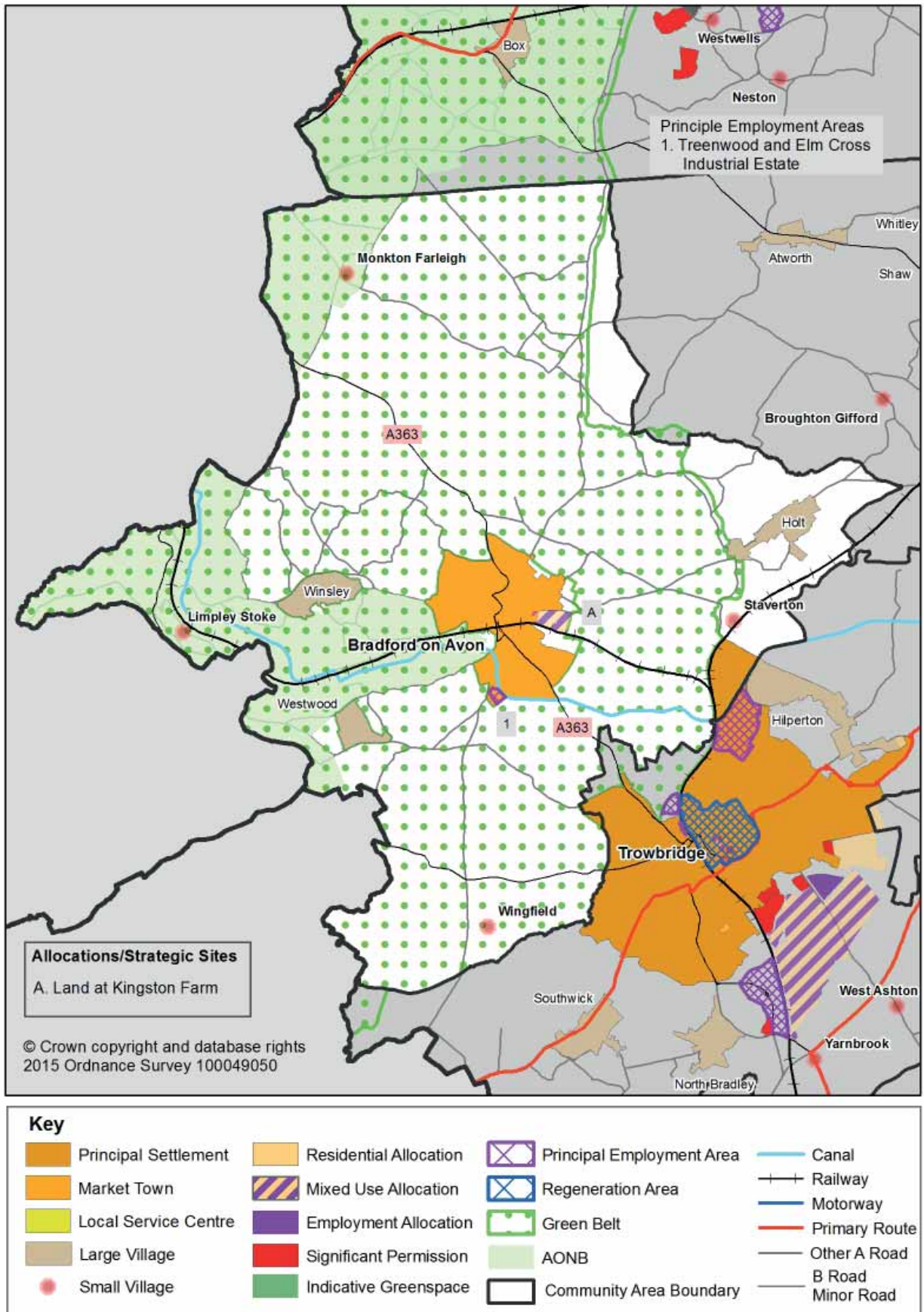
- an 'area of opportunity' in Holt (designated in the West Wiltshire District Plan) will be retained as it continues to offer a suitable location for mixed use development in accordance with Core Policy 1. Development of this site should be delivered through a comprehensive masterplanning process, and should be focused on providing live/work or local employment opportunities to help reduce the need for commuting
- Staverton is located in the Bradford on Avon Community Area, but adjoins Trowbridge and should be considered in relation to both Trowbridge and Bradford on Avon. The Area Strategy for Trowbridge plans for the continuous urban area of Trowbridge and so includes consideration for Staverton.

### How will the Bradford on Avon Community Area change by 2026?

5.36 New development will have improved the economic self-containment of the Community Area by enhancing employment opportunities, improving services within the town and delivering an appropriate mix of affordable and market homes to help meet local need. Development will have had due regard to the historic built and cultural environment of the town and will meet high standards of sustainable design. Renewable energy provision, linked with new development, will have contributed to the Community Area's aspirations to be carbon neutral. The natural landscape will also have been protected and enhanced. Congestion will have been reduced through the promotion and improvement of sustainable transport, including enhancements to the cycling and walking route network. The Kennet and Avon Canal and the River Avon will provide enhanced social, environmental and economic assets to the area as vital green infrastructure links with Bath and the wider countryside, and Barton Farm Country Park will have been maintained and enhanced as part of the wider green infrastructure network.



Figure 5.2 Bradford on Avon Community Area



## Core Policy 7

### Spatial Strategy: Bradford on Avon Community Area

Development in the Bradford on Avon Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Bradford on Avon

**Large Villages:** Holt, Westwood and Winsley

**Small Villages:** Limpley Stoke, Monkton Farleigh, Staverton and Wingfield

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Treenwood Industrial Estate and Elm Cross Trading Estate.

Over the plan period (2006 to 2026), 2 to 3 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided and approximately 780 new homes will be provided. About 595 dwellings should occur at Bradford on Avon, including land identified to the east of Bradford on Avon on land at Kingston Farm for strategic growth.

<b>Land at Kingston Farm</b>	2 to 3 ha employment	150 dwellings
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The strategic allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should meet any requirements as set out in the development templates in Appendix A.

Approximately 185 homes will be provided in the rest of the Community Area. Growth in the Bradford on Avon Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Bradford on Avon Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.35 will be addressed.

Table 5.2 Delivery of Housing 2006 to 2026 – Bradford on Avon Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Bradford on Avon Town	595	385	43	150	17
Remainder	185	97	12	0	76
Community Area total	780	482	55	150	93



**Calne Area Strategy**

**Spatial information and context**

5.37 The Calne Community Area is located to the north of Wiltshire and is characterised by a high quality rural landscape which includes areas of the North Wessex Downs AONB. The area contains the Market Town of Calne which is surrounded by a number of smaller rural settlements.

5.38 Calne provides an important centre for the surrounding area, it features many historic buildings and has benefited from regeneration projects, including provision of a new library. However, further opportunities for regeneration remain and further development in Calne should be focussed on supporting investment in services

and improvements in the town centre. There is some pressure on community health facilities in the town, with GP surgeries at or near capacity. In addition, the emergency services are looking for new or additional sites and additional cemetery capacity is required. The close proximity of the area to the M4 has attracted key employers to Calne in the past and it is identified as a strategic employment location in Wiltshire. This close proximity to the M4, Swindon and Chippenham does, however, mean that the town has a low level of economic self-containment and people often travel elsewhere for jobs and services. However, Calne is one of the more affordable settlements in the county.

### The strategy for the Calne Area

- 5.39 The strategy for Calne is to ensure that housing growth is carefully balanced with job creation and town centre improvement. A relatively high level of growth has been suggested for Calne in the past to help facilitate the delivery of an eastern distributor road to alleviate town centre traffic. However, the scale of growth needed to deliver such a new road now would be higher than is appropriate for the town. The actual level of growth proposed is on a more organic scale and would not support the provision of this significant infrastructure. As a large proportion of development has already come forward in the plan period, future development during the remainder of the plan period should be phased to ensure that infrastructure and employment provision appropriately supports development in the town.
- 5.40 The strategy for Calne will help to maintain the economic base in the town with mixed growth of employment alongside housing, thus improving the self-containment of the settlement. Any proposed strategic housing and employment allocations to be identified to the east of Chippenham will support the spatial strategy for Chippenham but may be located within the Calne Community Area. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Calne Community Area this includes the North Wessex Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

- 5.41 Specific issues to be addressed in planning for the Calne Community Area include:
- the community has commenced work on preparing a Town Plan for Calne which could be adopted as a Supplementary Planning Document (SPD) in the future,

or lay the foundations of a neighbourhood plan. This will identify projects to help strengthen and regenerate the town centre and build on the success of recent regeneration projects

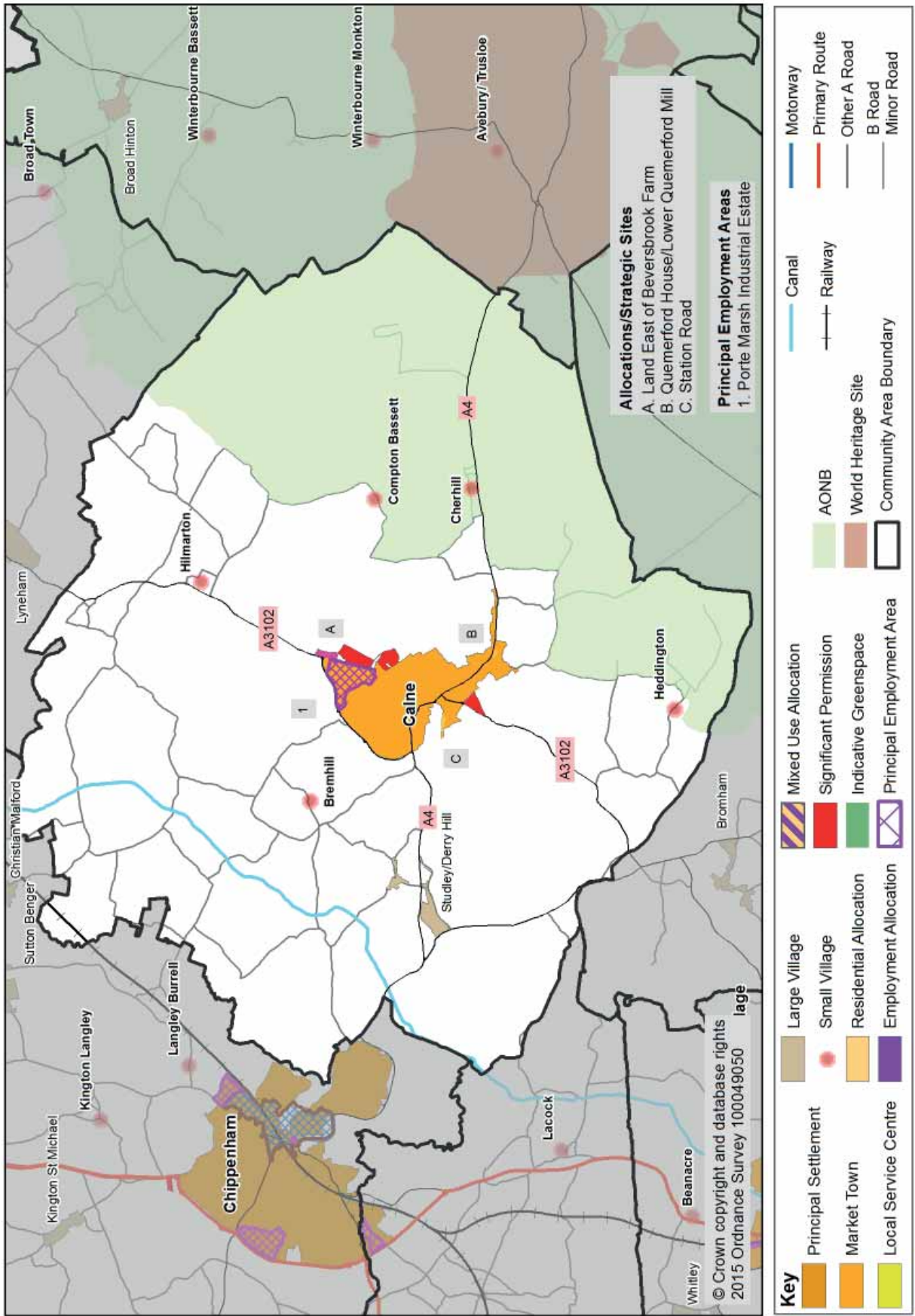
- the town plan will also investigate opportunities to address town centre traffic congestion and improve public transport access to the town centre
- consideration is needed for making greater use of the River Marden, which runs through the town centre and could be utilised more successfully as an attractive feature of future regeneration projects, while also protecting and enhancing the important ecological value and landscape character of the river corridor
- a transport assessment is required for major applications and should include investigations into identifying an appropriate solution to reducing the impact on traffic from the waste facilities located on the edge of Calne, which are a source of heavy vehicles
- developer contributions from future housing growth should also help to deliver infrastructure necessary in the town, which has not been delivered at an appropriate rate through historic development. In particular, there is a lack of cultural and entertainment facilities on offer in Calne compared to other towns of a similar size
- other infrastructure requirements include the need to expand the existing GP surgeries and provide additional cemetery capacity. The fire and rescue service is also considering relocating closer to the North Beversbrook Road area and so new facilities may be required
- potential for additional convenience retail has been identified for Calne in the Wiltshire Town Centre and Retail Study. It is important that this is directed to the central area of the town to help improve the retail offer and the vitality and viability of the town centre
- the delivery of a proposed leisure campus in Calne will provide enhanced community facilities and could help to strengthen the overall offer of the town. It is very important that such facilities are also directed towards the town centre, where this is practicable
- non-strategic growth should be brought forward in accordance with Core Policy 2 and phased throughout the plan period to deliver homes in a balanced manner that will enable infrastructure and traffic congestion issues to be addressed

- all development within the Community Area will need to conserve the designated landscape of the North Wessex Downs AONB and its setting, and where possible enhance its locally distinctive characteristics
- the eastern part of the Calne Community Area borders the Avebury section of the Stonehenge and Avebury World Heritage Site. It is therefore important that future development is sensitive to the setting of the World Heritage Site
- the historic alignment of the Wilts and Berks Canal passes through Calne Community Area and will be safeguarded in accordance with Core Policy 53
- an AQMA has been declared in the town<sup>30</sup> and there are local concerns that development sites will exceed the mandatory limits set by European Directive 2008/50. Measures to improve air quality in Calne must be considered.

#### How will the Calne Community Area change by 2026?

5.42 Calne will be an active and attractive centre for the Community Area, offering a range of retail outlets accessible by public transport. The town will have services that are well used, including entertainment and recreational facilities. The community will feel proud of Calne, and will benefit from its range of accommodation and good links with local businesses. Development will have supported the growth of services and community facilities within the town. People within the Community Area will have access to a range of jobs, which will have helped in reducing the present high levels of out-commuting. Progress will have been made towards the restored Wilts and Berks Canal and the River Marden will provide social, environmental and economic assets to the area as part of a wider green infrastructure network linking Calne with Chippenham and the wider countryside.

Figure 5.3 Calne Community Area



## Core Policy 8

### Spatial Strategy: Calne Community Area

Development in the Calne Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Calne

**Large Villages:** Derry Hill / Studley

**Small Villages:** Bremhill, Cherhill, Compton Bassett, Heddington and Hilmarton

The following Principal Employment Area will be supported in accordance with Core Policy 35: Porte Marsh Industrial Estate.

Over the plan period (2006 to 2026), approximately 1,605 new homes will be provided, of which about 1,440 should occur at Calne and approximately 165 homes will be provided in the rest of the Community Area. Growth in the Calne Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Over the plan period (2006-2026), 6 hectares of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

**Land East of Beversbrook**    Saved North Wiltshire District    3.2 hectares

**Farm and Porte Marsh**    Plan Allocation

### Industrial Estate

Development proposals in the Calne Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.41 will be addressed.

Table 5.3 Delivery of Housing 2006 to 2026 – Calne Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Calne Town	1,440	757	639	0	44
Remainder	165	72	18	0	75
Community Area total	1,605	829	657	0	119





## Chippenham Area Strategy

### Spatial information and context

- 5.43 Chippenham Community Area is located in the northern part of the county and includes the market town of Chippenham, which is identified in this strategy as a Principal Settlement. The Community Area lies partly within the Cotswolds AONB and contains several Sites of Special Scientific Interest (SSSI).
- 5.44 Chippenham is located within a rural setting and acts as an important service centre for a number of villages within the Community Area and the surrounding towns and villages within north Wiltshire. The area is an attractive place to live and has several excellent schools. Although there is a relatively strong retail offer within the town, people from the catchment area often choose to shop in other larger settlements, including Bath and Swindon, and as such the town centre retail offer in Chippenham should be strengthened.
- 5.45 Chippenham is one of the largest towns in Wiltshire and has excellent transport links, being in close proximity to the M4 and located on the main Bristol to London railway route. As such the town is an attractive location for employers, but this

has also led to significant levels of out-commuting. As there is currently a shortfall of suitable land for employment growth in the town, a priority for this strategy is to ensure appropriate economic development takes place to prevent existing and prospective employers moving elsewhere. A failure to respond to this issue could lead to a loss of local employment at a time when some job losses are anticipated due to the current economic climate.

### The strategy for the Chippenham Area

- 5.46 The strategy for Chippenham is based on delivering significant job growth, which will help to improve the self-containment of the town by providing more jobs for local people. To ensure employment is accessible to the local population, a sustainable distribution and choice of employment sites will be provided at the town. They will form part of mixed use urban extensions, incorporating housing, that are well integrated with the town. Currently, the limited opportunities for the redevelopment of brownfield sites in Chippenham mean that it is necessary to identify greenfield sites on the edge of town. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Chippenham Community Area this includes the Cotswolds Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.
- 5.47 Strategically important mixed use sites for the town's expansion will be identified in a Chippenham Site Allocations Development Plan Document.

### Issues and considerations

- 5.48 Specific issues that should be addressed in planning for the Chippenham Community Area include:
- new employment provision in Chippenham is a priority and will help to redress the existing levels of net out-commuting. New employment provision will be supported on the allocated strategic sites and on identified town centre regeneration/brownfield opportunity sites
  - housing development in Chippenham should be phased for delivery throughout the plan period. This will enable employment development to come forward in advance of further residential development, and will help to ensure a steady supply of new homes across the whole plan period

- Chippenham's offer as a service centre will be enhanced, particularly the town centre for retail, leisure and the evening economy, in order to reduce the outflow of shopping and leisure trips
- securing expansion to Chippenham's town centre by providing additional convenience floorspace of 703 sqm net by 2015 rising to 1,338 sqm net by 2020 and an additional 3,181 sqm net comparison floorspace rising to 7,975 sqm net by 2020 to include an improved retail offer through redevelopment of the Bath Road Car Park/ Bridge Centre which is a priority along with redevelopment of other smaller town centre brownfield sites
- further out of centre retail development in Chippenham would weaken the town centre and future provision should be focused in the central regeneration opportunity area. Any proposals for edge of town centre retail development should clearly demonstrate that the development would not have a detrimental impact on the town centre
- public transport connectivity and pedestrian and cycling links to the town, town centre, railway station and Wiltshire College campuses need to be improved, including better integration of different modes
- The River Avon is an important asset for the town and the local environment, and will be better integrated with the town centre and urban extension as part of a green infrastructure strategy, as a green corridor for wildlife, as a recreational space and as a sustainable transport route for pedestrians and cyclists
- all development within the Community Area will need to conserve the designated landscape of the Cotswolds AONB and its setting, and where possible enhance its locally distinctive characteristics
- development will, where possible, to enhance the ecological value of the Birds Marsh Wood County Wildlife Site and Birds Marsh Meadow County Wildlife Site
- there is a need to plan for the potential re-use of the Hullavington MoD site which became surplus to requirements. This site is designated as a conservation area and is an important heritage asset
- the former chicken factory site in Sutton Benger needs to be redeveloped and provides the opportunity to deliver local housing and to support rural services and new employment opportunities in the village

- a number of improvements are needed to infrastructure provision in Chippenham and these include the need for new GP, fire, police and ambulance facilities. A shared site, and/or contributions for such provision, could offer an effective route to improved service delivery providing they are centrally located as practicable and in a sustainable and accessible location. Contributions toward enhanced health and emergency services provision will be sought, where appropriate, from any proposed development at Chippenham, subject to viability and timing
- the existing Hardenhuish and Sheldon secondary schools are oversubscribed and further work is needed to assess either the need for a new secondary school in the town or the opportunity for expansion of Abbeyfield secondary school. Secondary school provision should be integral to any proposed mixed use development in Chippenham
- further infrastructure requirements that include improved facilities for the young, including a possible skate park for the town
- Abbeyfield School which is a business and enterprise school with close links with the local Chambers of Commerce. A small business enterprise zone, linked to the school, should be developed as a centre of excellence to facilitate dynamic and reciprocal links with local businesses to ensure direct pathways from education through to training through to employment. This will help to encourage young people to stay within Wiltshire
- a more detailed Strategic Flood Risk Assessment (Level 2) is needed to provide a robust understanding of flood risk and inform decisions about the town's growth and appropriate selection of sites for development. Such work should consider all aspects of flood risk and, where practicable, the scope of the assessment should be agreed with the council and Environment Agency.

### How will the Chippenham Community Area change by 2026?

- 5.49 Chippenham's role as a strategic employment location will have been successful in retaining internationally renowned employers in the manufacturing and service sectors, including ICT, rail systems and logistics, and future development will have been employment led. Job growth will have taken place on existing sites within the urban area, as well as on sustainable edge of town sites.
- 5.50 The town centre will have been improved, with an enhanced mix of retail, leisure and entertainment uses and greater integration with the River Avon, making Chippenham

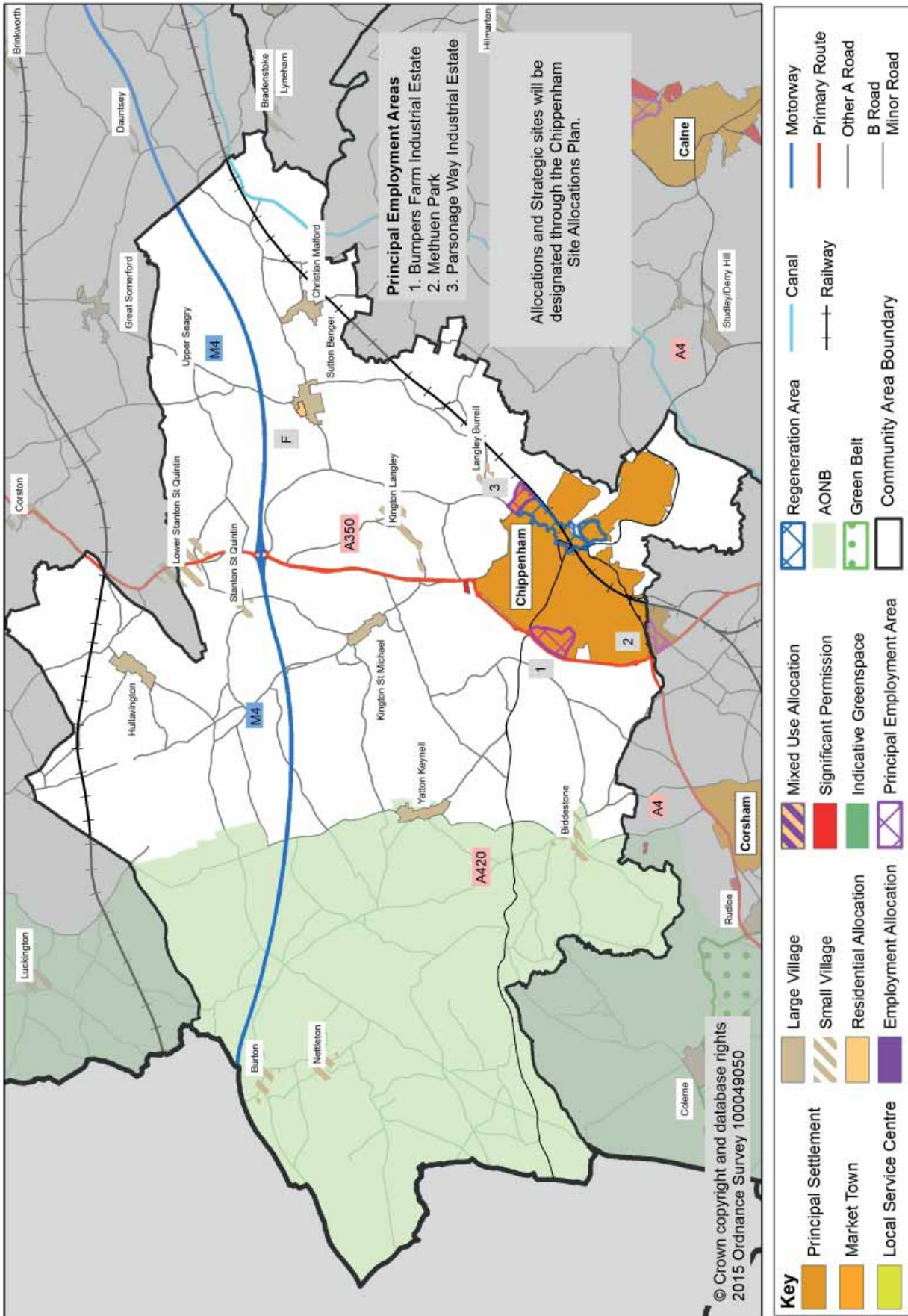
an attractive and popular centre. The River Avon will be a defining and connecting feature and its active riverfront combined with the historic centre, market, parks and open spaces will have provided a thriving artery and distinctive identity for the town.

- 5.51 The self-sufficient status of the town will have been improved, although its excellent transport connectivity will continue to be an asset to the town, making it a popular location for employers. Housing development will have been highly sustainable and balanced, with early delivery of key infrastructure, and key services and facilities in the town will have been improved. Young people will choose to stay to live and work in the town because of the employment opportunities, access to housing and other available facilities.
- 5.52 Modest levels of development to meet local housing need and to support rural services and local employment opportunities will have been delivered in the villages.

### Regeneration of Chippenham Central Area

- 5.53 Regeneration of the central area of Chippenham is a priority and a number of North Wiltshire Local Plan (2004) sites are saved by this strategy as they provide for excellent regeneration opportunities. The council is working with developers to ensure viable and comprehensive site solutions are delivered, which will secure investment in Chippenham. The nature of development to come forward on these sites will be determined in accordance with the key principles set out below and in Core Policy 9. A Chippenham Central Area Masterplan will be developed to provide a more detailed framework for the delivery of additional regeneration opportunity sites. If appropriate, this will be adopted as a Supplementary Planning Document (SPD) or via an alternative planning mechanism. Specific development proposals arising from the Chippenham Central Area Masterplan will be included in the scope of the proposed Chippenham Site Allocations DPD.
- 5.54 The key principles to be addressed in developing the Chippenham Central Area are:
- a place to live and work – proposals should be for mixed use schemes and incorporate high quality design standards
  - the river as a defining and connecting feature of the town – any proposals for development in the central opportunity area should demonstrate how they will contribute to enhancing the river as an attractive feature of the development, providing improved pedestrian and cycle routes, public open space and active riverside frontages

Figure 5.4 Chippenham Community Area



- a retail destination of choice – retail proposals will be supported in the central opportunity area providing it is clearly demonstrated how the proposals will strengthen the retail offer of the town and not lead to fragmentation or a weakening of the existing offer
- a vibrant business location – mixed use proposals will be supported, particularly including office development, if this is well integrated into high quality development schemes providing for a range of appropriate town centre uses
- an accessible town centre – all proposals should establish appropriate high quality public realm and pedestrian and cycle routes to create a lively visual and social environment focused on linking all parts of the town with its centre.

## **Core Policy 9**

### **Chippenham Central Areas of Opportunity**

The redevelopment of the following sites will be supported:

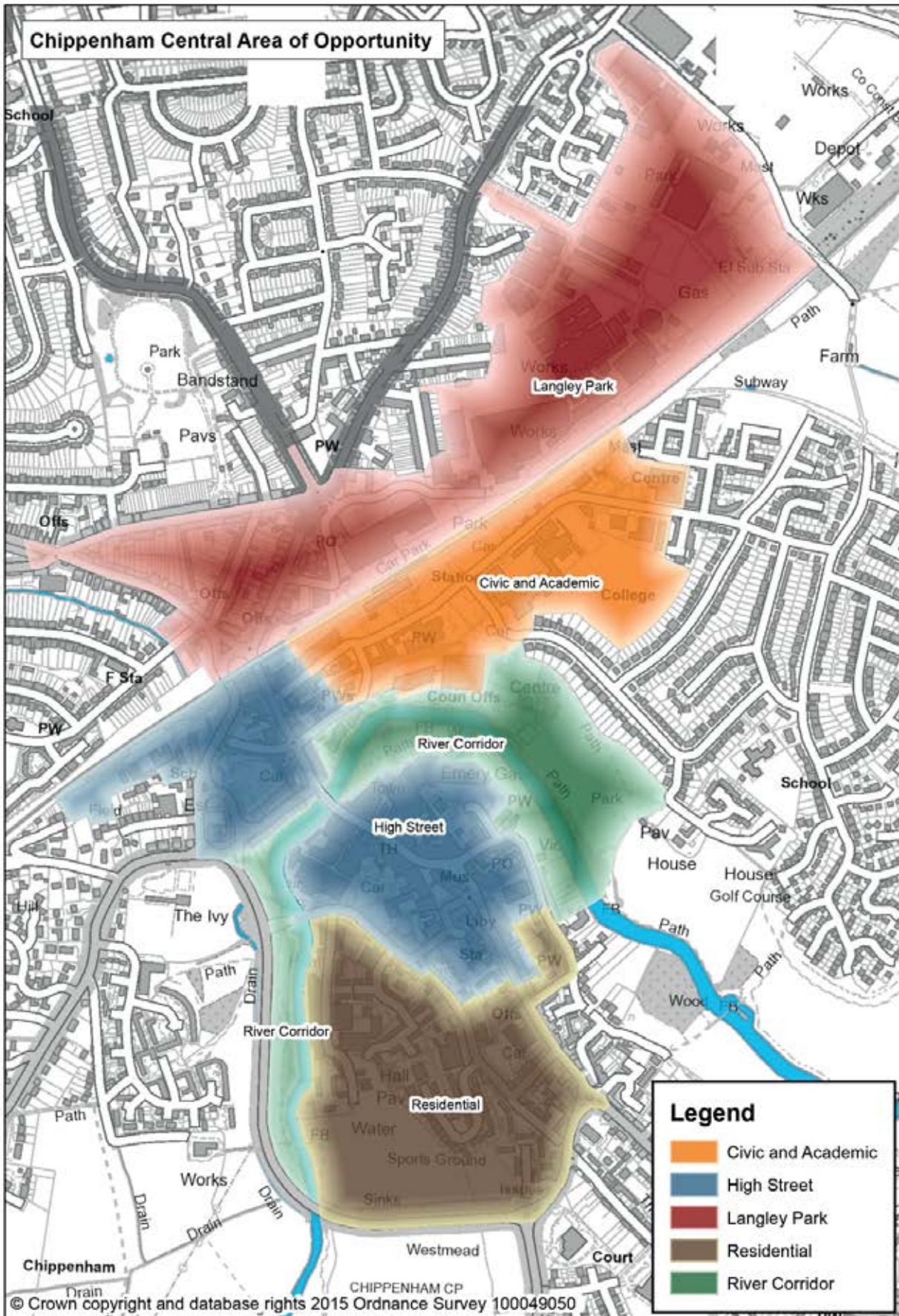
- i. Bath Road Car Park/Bridge Centre Site - to form a retail extension to the town centre to provide a supermarket and comparison units.
- ii. Langley Park - to deliver a mixed use site solution for a key redevelopment opportunity area to support the retention of significant business uses on part of the site.

In addition, the River Avon Corridor will be enhanced for leisure and recreation uses in an environmentally sensitive manner and developed as an attractive cycle/ pedestrian route connecting the town centre with the wider green infrastructure network, while conserving and enhancing its role as a wildlife corridor.

Development will be delivered on opportunity sites elsewhere in the central area in accordance with the key principles listed in paragraph 5.54.

All proposals should meet high quality design and sustainability standards including exemplary public realm and strong pedestrian and sustainable transport links.

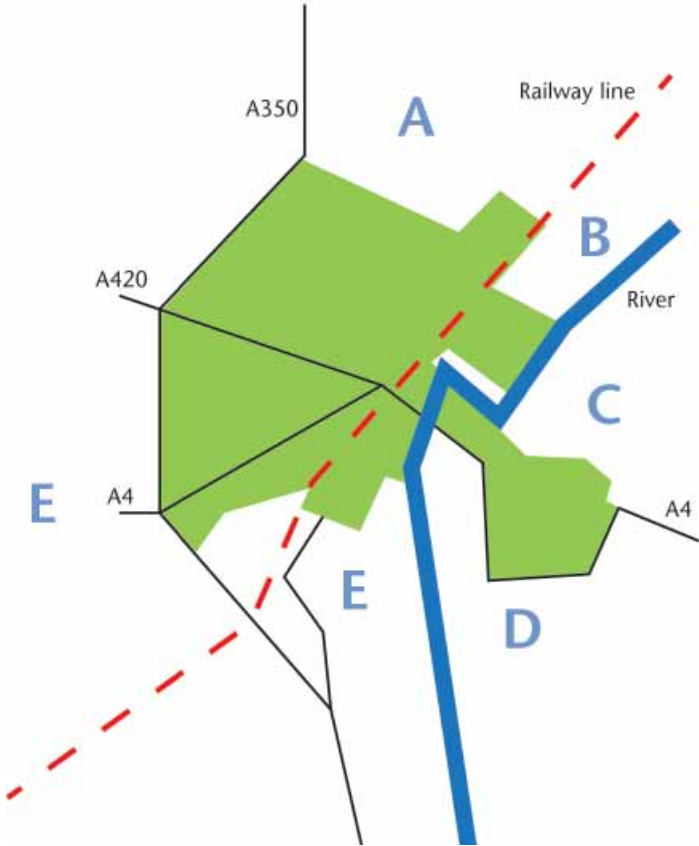
Figure 5.5 Chippenham Central Areas of Opportunity





5.55 Core Policy 10 identifies a need to identify at least a further 2,625 dwellings (once existing completions and commitments have been taken into account) and 26.5 ha<sup>31</sup> of land for employment development on land adjoining the built up area. The Chippenham Site Allocation DPD will identify mixed use land opportunities necessary to deliver at least this scale of growth. In this context there are a number of strategic areas where large mixed use sites could be located and directions for growth are shown diagrammatically below:

5.56 These broad 'strategic areas' for growth are indicated by barriers such as main roads, rivers and the main railway line. The A350 may be considered as one such barrier to development. The Chippenham Site Allocations DPD will assess how each of these areas performs against criteria contained in Core Policy 10.



5.57 These criteria address relevant issues identified in paragraph 5.48. The DPD will identify a strategic site or sites and, applying these criteria and all other policies of the plan, will focus first on the area that is best able to deliver growth. Preparation of the DPD will assess the viability and capacity to deliver infrastructure necessary to serve the needs created by new development and, where possible, contribute (cumulatively with other developments) to solving strategic infrastructure problems facing the town. Areas will be considered sequentially on a similar basis and by these means the growth of Chippenham can be best directed to support the town's economic growth, resilience and quality of its environment.

## Core Policy 10

### Spatial Strategy: Chippenham Community Area

Development in the Chippenham Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Principal Settlements:** Chippenham

**Large Villages:** Christian Malford, Hullavington, Kington St Michael, Sutton Benger and Yatton Keynell

**Small Villages:** Biddestone, Burton, Grittleton, Kington Langley, Langley Burrell, Lower Stanton St Quintin, Nettleton, Stanton St Quintin and Upper Seagry

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Bumpers Farm Industrial Estate, Methuen Park and Parsonage Way Industrial estate.

Over the plan period (2006 to 2026), 26.5 ha of new employment land (in addition to that already provided or committed at April 2011)<sup>32</sup> and approximately 5,090 new homes will be provided. At least 4,510 should occur at Chippenham.

Allocations at Chippenham will be identified in the Chippenham Site Allocations Development Plan Document (DPD) and will accommodate approximately 26.5 ha of land for employment and at least 2,625 new homes. The DPD will set out a range of facilities and infrastructure necessary to support growth. Areas for growth and site allocations within the DPD will be guided by the following criteria:

1. The scope for the area to ensure the delivery of premises and/or land for employment development, reflecting the priority to support local economic growth and settlement resilience.
2. The capacity to provide a mix of house types for both market and affordable housing, alongside the timely delivery of the facilities and infrastructure necessary to serve them.
3. Offers wider transport benefits for the existing community, has safe and convenient access to the local and primary road network and is capable of

redressing transport impacts, including impacts affecting the attractiveness of the town centre.

4. Improves accessibility by alternatives to the private car to the town centre, railway station, schools and colleges and employment.
5. Has an acceptable landscape impact upon the countryside and the settings to Chippenham and surrounding settlements, improves biodiversity and access and enjoyment to the countryside.
6. Avoids all areas of flood risk (therefore within zone 1) and surface water management reduces the risk of flooding elsewhere.

Sites that do come forward should be the subject of a partnership between the private and public sectors based on frontloading with a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

Approximately 580 homes will be provided in the rest of the Community Area over the plan period.

Development proposals in the Chippenham Community Area will need to demonstrate how the relevant issues and considerations listed in paragraphs 5.48 and 5.54 will be addressed.

**Table 5.4 Delivery of housing 2006 to 2026 – Chippenham Community Area**

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Chippenham Town	4,510	995	829	0	2,686
Remainder	580	326	105	0	149
Community Area total	5,090	1,321	934	0	2,835



## Corsham Area Strategy

### Spatial information and context

- 5.58 The Corsham Community Area is characterised by its rural setting, high quality landscape, and historic built environment. The area is located within the Cotswolds AONB and the natural beauty of the area is also protected by the West Wiltshire Green Belt. It has a number of extremely attractive buildings in settlements such as Lacock village, a popular tourist destination.
- 5.59 The main settlement in the Community Area is the town of Corsham, which has seen considerable growth in recent years. The Community Area has strong economic relationships with the nearby major settlements of Bath and Chippenham, which offer higher order services, including for leisure and retail. However, despite the area's proximity to the M4 transport corridor, the transport network in the area is generally poor, characterised by a rural road network with limited rail connectivity. Community and health facilities in Corsham are under pressure, with most GP surgeries at capacity. In addition, there is a need for a new cemetery. The area uniquely includes a concentration of active and dormant underground mines around Corsham, Box and Gastard, which provide the famous Bath stone, valued locally and beyond. These mines also support internationally important populations of roosting bats which utilise the landscape of the entire area and are protected by a Special Area of Conservation (SAC) designation.
- 5.60 Recent and historic growth around the Corsham and Rudloe area has been strongly influenced by the military. The area retains a large military site, MoD Corsham, which has been significantly upgraded to form a 'state of the art' operational facility. The military

presence has led to the area being traditionally a net importer of workers. However, reductions in the size of the military facilities in the future may alter this situation.

### The strategy for the Corsham Area

5.61 Corsham has not been identified as a location for new strategic employment growth. Corsham has a large existing employment base for a town of its size, due to the presence of the MoD, and continues to be a net importer of workers (more jobs available than total resident workers) yet also has relatively high levels of out-commuting. New employment development at the town should seek to improve the retention of workers, with the redevelopment of MoD Corsham, ensuring that Corsham will remain an important employment location in Wiltshire. Overall, the strategy supports some future growth to help facilitate the delivery of improved services and facilities in the Community Area. Any proposed strategic housing and employment allocations identified to the south of Chippenham in the Chippenham Site Allocations Development Plan Document will support the spatial strategy for Chippenham but may be located within the Corsham Community Area. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Corsham Community Area this includes the Cotswolds Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

- 5.62 Specific issues to be addressed in planning for the Corsham Community Area include:
- new growth in Corsham will be balanced with housing delivery alongside employment. This is particularly important as Corsham has seen significant housing growth in recent years which has not been accompanied by appropriate increases in services and facilities
  - employment growth should be delivered in Corsham to complement the existing strong employment base (currently dominated by the military presence) and allow for economic diversification. There are particular opportunities in the area associated with specialist technologies that have developed within a number of sites. This includes Spring Park which represents a significant planning permission with strategic value for Wiltshire
  - the area containing a number of redundant MoD sites, and proposals for the redevelopment of MoD sites which are well related to the town will be supported

in accordance with Core Policy 37 (Military Establishments). All major development sites coming forward in the wider Corsham area must clearly demonstrate that the proposal will be well integrated into the existing settlements and enhance the character of the area. A masterplan should be prepared for each site in conjunction with the community

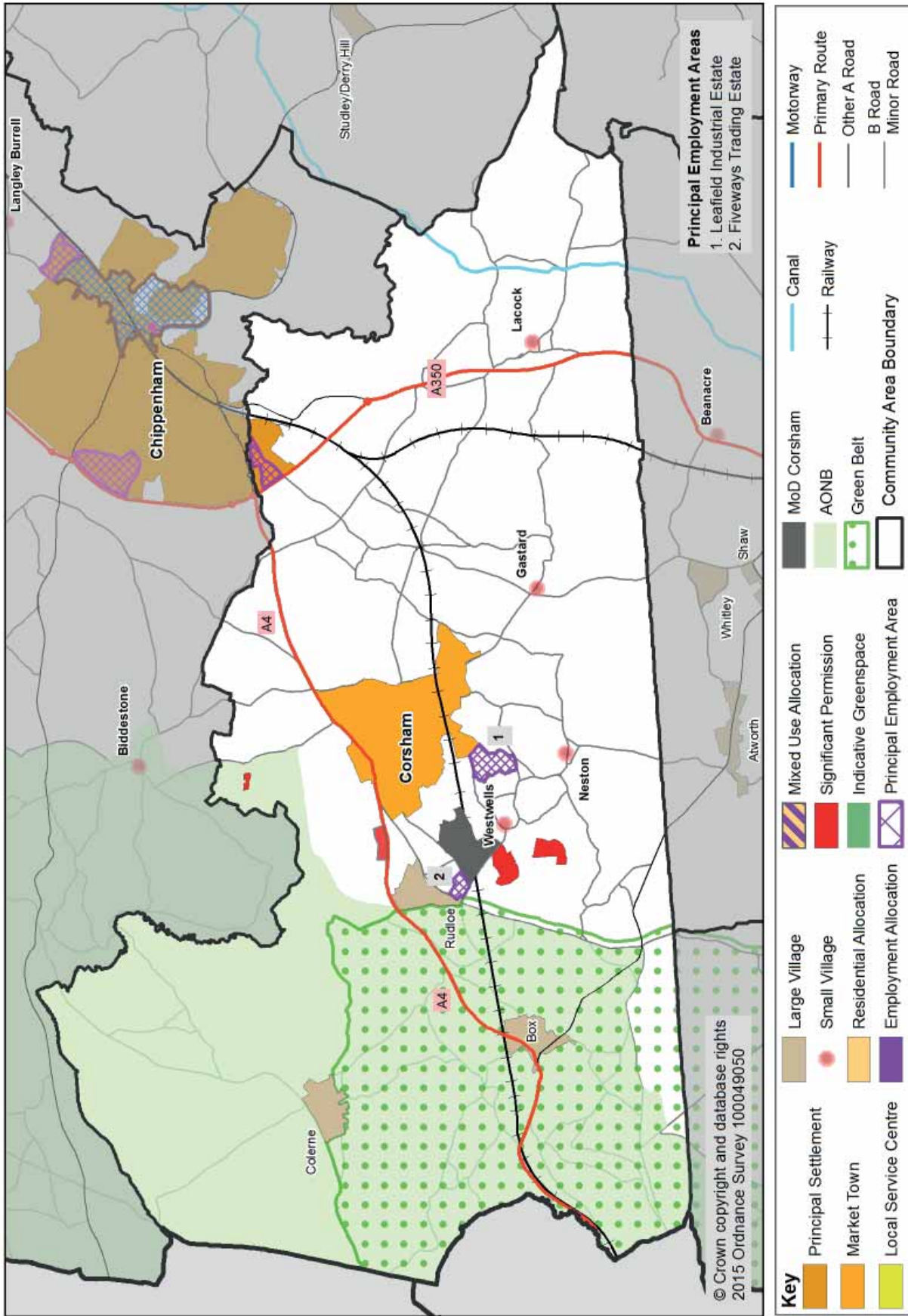
- there are opportunities for some additional comparison retail in Corsham to help to more effectively meet the needs of local residents and help reduce trips by car to other destinations. However, scope for any additional convenience retail provision in the town should focus on qualitative improvements and will only be appropriate if a suitably located site is available
- the delivery of a proposed community campus in Corsham will provide enhanced community facilities in the town centre and help to strengthen the overall offer of the town
- developer contributions from future housing growth should also help to deliver infrastructure necessary in the town. In particular, additional community and health facilities are needed, along with additional cemetery provision. There is also a need for a permanent, centrally located ambulance standby point in the town
- transport assessments required for major development should include identifying appropriate solutions to address capacity issues on the A4 and Bradford Road
- the bus network in the area lacks connectivity and this creates a reliance on the car to travel to work, yet highway capacity in and around Corsham is poor. Reopening the railway station could be a significant boost to local businesses and should remain a priority. Improvements to bus services could help encourage a further shift away from car use and should form part of an integrated transport solution, including cycling links between rural settlements and the Corsham town centre
- the re-use of historic buildings in Corsham will be encouraged to sustain and maintain the character and identity of the town, as well as provide further employment and community facilities, providing proposals are of high quality design and sensitive to the historic setting and designations. Opportunities for Corsham to be promoted as a tourist destination should also be explored
- the former MoD underground sites in the area are of international importance and development should be in accordance with the Historic Partnership Agreement (HPA) for the management of these sites

- all development within the Community Area will need to conserve the designated landscape of the Cotswolds Area of Outstanding Natural Beauty and its setting, and where possible enhance its locally distinctive characteristics
- all development will maintain the integrity of the Bath and Bradford on Avon Bats Special Area of Conservation, having particular regard to the Wiltshire Bats SAC Guidance<sup>33</sup>.

### How will the Corsham Community Area change by 2026?

5.63 Development within the Community Area will have helped to improve the level of services and facilities in the area and have met local housing need. The unique nature of the villages will have been retained and Corsham will have further established itself as a tourist and employment destination. Redundant MoD sites will have been successfully redeveloped in the most sustainable way and be closely integrated with the wider community following consultation and agreement with the local community. The River Avon will provide a social, environmental and economic asset to the area as part of a wider green infrastructure network linking Corsham with Chippenham, Bath, and the wider countryside.

Figure 5.6 Corsham Community Area





## Core Policy 11

### Spatial Strategy: Corsham Community Area

Development in the Corsham Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Corsham

**Large Villages:** Box, Colerne and Rudloe

**Small Villages:** Gastard, Lacock, Neston and Westwells

Over the plan period (2006 to 2026), 6 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Leaffield Industrial Estate and Fiveways Trading Estate.

Over the plan period (2006 to 2026), approximately 1,395 homes will be provided, of which about 1,220 should occur at Corsham. Approximately 175 homes will be provided in the rest of the Community Area. Growth in the Corsham Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Corsham Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.62 will be addressed.

Table 5.5 Delivery of Housing 2006 to 2026 - Corsham Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Corsham Town	1,220	549	341	0	330
Remainder	175	199	45	0	0
Community Area total	1,395	748	386	0	330



## Devizes Area Strategy

### Spatial information and context

- 5.64 The Devizes Community Area is predominantly rural in character, containing a number of small villages and featuring a high quality landscape, lying partly within the North Wessex Downs AONB.
- 5.65 The main settlement within the Community Area is Devizes, which is one of the largest market towns in Wiltshire. The urban area of Devizes includes the administrative area of Devizes Town Council and parts of Bishops Cannings and Roundway parishes. Devizes has a well regarded town centre and has a good range of shopping and recreational facilities. Although not within a strategic transport corridor, Devizes is located on the crossroads of the A361 and A342, which serve as important links to Chippenham, Swindon and the M4. The town has historically been the focus for development within east Wiltshire and has a large and varied employment base with a relatively high level of residents living and working in the town.

5.66 Devizes is identified as a location for strategic employment growth. The town retains a large and varied employment base and should be resistant to job losses from single business closures. Devizes has a good record of attracting employers, although given its location and transport access, these have tended to be small to medium businesses catering for local networks. The success of Devizes as an employment location and the status of the town should enable it to continue to be a strategic location for new employment outside the principle employment growth areas of Wiltshire.

### The strategy for the Devizes Area

5.67 The development strategy for the Devizes Community Area supports Devizes' role as a significant service centre providing jobs, homes and attractive retail opportunities within east Wiltshire whilst recognising existing constraints within the highway network and the town's rich built and natural environment. The town should support the role of the nearby larger villages providing access to schools, doctors and small scale convenience shopping. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Devizes Community Area this includes the North Wessex Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

5.68 Specific issues to be addressed in planning for the Devizes Community Area include:

- traffic congestion that is a major issue in Devizes and will be a significant consideration when discussing future growth in Devizes. A traffic simulation model has been developed to better understand the potential impact of new development<sup>34</sup>. A Devizes Town Transport Strategy is being prepared by Wiltshire Council in consultation with representatives of the local community and will consider sustainable transport solutions to reduce congestion as well as possible upgrades to existing junctions. All developments in Devizes that have the potential to increase the number of vehicles on the Devizes road network will be expected to contribute to the implementation of this strategy
- air quality that is becoming a major issue in Devizes. An Air Quality Management Area (AQMA) has been declared in relation to a discrete area around Shanes Castle. Other points along the A361 through Devizes are also being monitored and there are local concerns that these sites will also exceed the mandatory limits set by European Directive 2008/50. Measures to improve air quality in Devizes must be considered, particularly through actions arising from the Devizes Town Transport Strategy

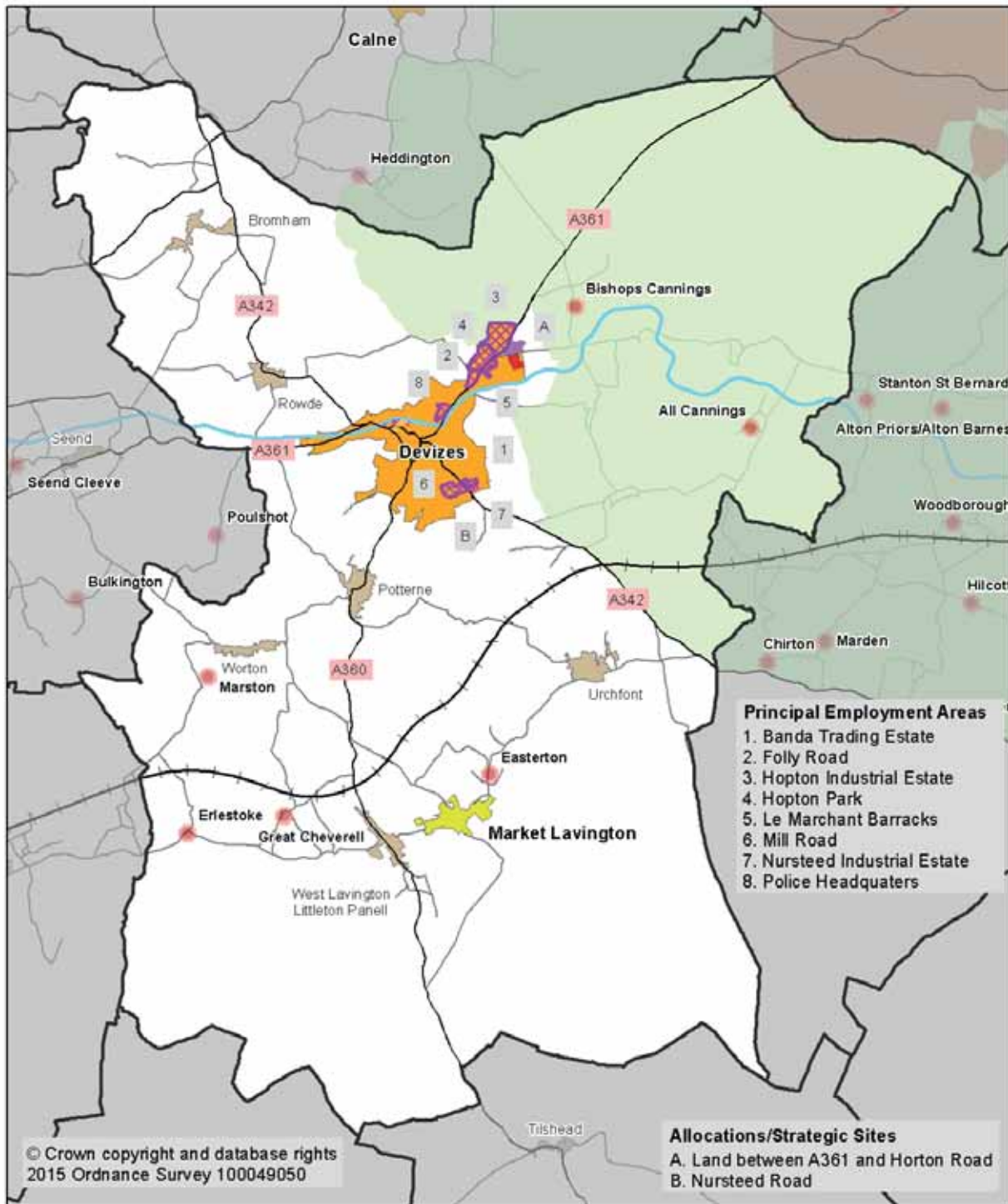
- that there is a long term aspiration in the Devizes Community Area to secure a railway station to serve the town. Locations at Lavington or Lydeaway have been suggested. Opportunities to develop a strategy for rail access to Devizes should be explored during the plan period
- the rate of development in Devizes should reduce compared to recent trends in recognition of the need to improve local infrastructure before significant new development takes place. Non-strategic growth should be brought forward in accordance with Core Policy 2 and phased throughout the plan period to deliver homes in a balanced manner that will enable infrastructure and traffic congestion issues to be addressed
- developer contributions from future housing growth should also help to deliver infrastructure necessary in the town. In particular, capacity improvements are needed to the water supply network and the sewer system, including likely relocation of discharge points. A replacement is also needed to Devizes Ambulance Station
- the cultural heritage of Devizes is very important. Two potential regeneration sites, the Wharf and Assize Courts, present an opportunity to enhance and develop this historic heritage through development that encourages tourism, recreation and community uses whilst retaining the historic integrity of each site. Development could have a dramatic impact on Devizes Wharf. Therefore, improvements to the public realm at the Wharf and guidance on appropriate development should be secured through the preparation of a supplementary planning document<sup>35</sup>
- the irregular street pattern in Devizes centre provides a unique and attractive retail environment, although it does also limit the potential for developing new larger format retailers. Recent research has concluded that Devizes is becoming less competitive within Wiltshire and has identified scope for an additional 840 sqm of new small scale comparison floorspace by 2015, rising to 2,125 sqm in 2020 to improve its competitiveness<sup>36</sup>. Within the primary shopping areas in Devizes, proposals for new comparison retail units will be supported provided the proposal is integrated with, and provides enhancement to, the existing fabric of the town centre and respects the historic character of the town
- providing for a range of employment growth at Devizes will help to further diversify the existing offer in the town, ensuring that it remains an area of key economic importance in Wiltshire for the future

- the loss of green space within the town for development would undermine the character of Devizes
- the rural identity of Bishops Cannings and Roundway parishes, together with sites of biodiversity value, are an important part of the landscape setting which helps define the character of Devizes
- all development within the Community Area will need to conserve the designated landscape of the North Wessex Downs AONB and its setting and where possible enhance its locally distinctive characteristics
- development associated with the Kennet and Avon Canal will need to protect and enhance its wildlife value, landscape setting and recreational use
- the north eastern section of the Devizes Community Area borders the Avebury section of the Stonehenge and Avebury World Heritage Site and contains a number of its attributes of outstanding universal value. Development will be particularly sensitive to these and the setting of the World Heritage Site.

#### How will the Devizes Community Area change by 2026?

5.69 Devizes will have a strengthened service centre role for employment, retail and community services within the Community Area and east Wiltshire. New residential, employment and retail development will have been delivered to support the town's high level of self containment. Additional housing will have been provided to help meet the needs of local people. The resilience of the town will have been reinforced by strengthening its small business economy and development will have had regard to capacity constraints within the town's road network and air quality. The Kennet and Avon Canal will continue to act as a vital social, environmental and economic asset to the area as part of a wider green infrastructure network linking Devizes, Trowbridge, Bradford on Avon, Bath and the wider countryside.

Figure 5.7 Devizes Community Area



Key			
	Principal Settlement		Residential Allocation
	Market Town		Mixed Use Allocation
	Local Service Centre		Employment Allocation
	Large Village		Significant Permission
	Small Village		Indicative Greenspace
	Principal Employment Area		World Heritage Site
	Regeneration Area		AONB
	Canal		Railway
	Motorway		Primary Route
	Other A Road		B Road
	Community Area Boundary		Minor Road

## Core Policy 12

### Spatial Strategy: Devizes Community Area

Development in the Devizes Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Devizes

**Local Service Centres:** Market Lavington

**Large Villages:** Bromham, Potterne, Rowde, Urchfont, West Lavington / Littleton Pannell and Worton

**Small Villages:** All Cannings, Bishops Cannings, Easterton, Erlestoke, Great Cheverell and Marston.

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Banda Trading Estate, Folly Road, Hopton Industrial Estate, Hopton Park, Le Marchant Barracks, Mill Road, Nursteed Industrial Estate and Police Headquarters.

Over the plan period (2006 to 2026), 9.9 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided including:

<b>Land between A361 and Horton Road</b>	New strategic employment allocation	8.4 ha
<b>Nursteed Road</b>	Saved Kennet District Plan allocation	1.5 ha

The strategic employment allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should be in accordance with the Development Templates shown by Appendix A.

Over the plan period (2006 to 2026), approximately 2,500 new homes will be provided of which about 2,010 should occur at Devizes. Approximately 490 homes will be provided in the rest of the Community Area. Growth in the Devizes Community Area may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Devizes Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.68 will be addressed.

Table 5.6 Delivery of Housing 2006 to 2026 - Devizes Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Devizes Town	2,010	1,316	361	0	333
Remainder	490	225	55	0	210
Community Area total	2,500	1,541	416	0	543



## Malmesbury Area Strategy

### Spatial information and context

- 5.70 Malmesbury Community Area is located in the north of Wiltshire; it is predominantly rural in character and includes parts of the Cotswold AONB. The area has important functional links with Cirencester to the north and includes the market town of Malmesbury and a number of rural villages including Ashton Keynes, Crudwell, Great Somerford, Oaksey and Sherston.
- 5.71 The hill top town of Malmesbury is almost surrounded by the River Avon and contains an historic core which includes Malmesbury Abbey, Town Walls and Market Cross, and has an important role as a tourist destination. There is a small employment



base in the town which is dominated by a single manufacturer, yet overall there is a pattern of net in-commuting to the town. Malmesbury is an important local retail centre for the surrounding rural area. The town's proximity to the M4 and the A429 is a real asset and should provide the impetus required for attracting increased employment growth. Malmesbury is also close to the Cotswold Water Park, which is an important tourist destination, and the former RAF Kemble (located on the border with Cotswold District Council and now called Kemble Business Park), which has developed into a business park.

### The strategy for the Malmesbury Area

- 5.72 Given Malmesbury's rural location and the characteristics of the town, it is not realistic to plan for significant growth, but some new homes will contribute towards alleviating affordability issues in the area. The strategy for Malmesbury is to support its role as an important tourist location in Wiltshire and local retail centre offering a range of shops and services for the wider community. It is important that some housing development occurs to meet local housing need and to support the employment, service and retail role that Malmesbury provides. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Malmesbury Community Area this includes the Cotswolds Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

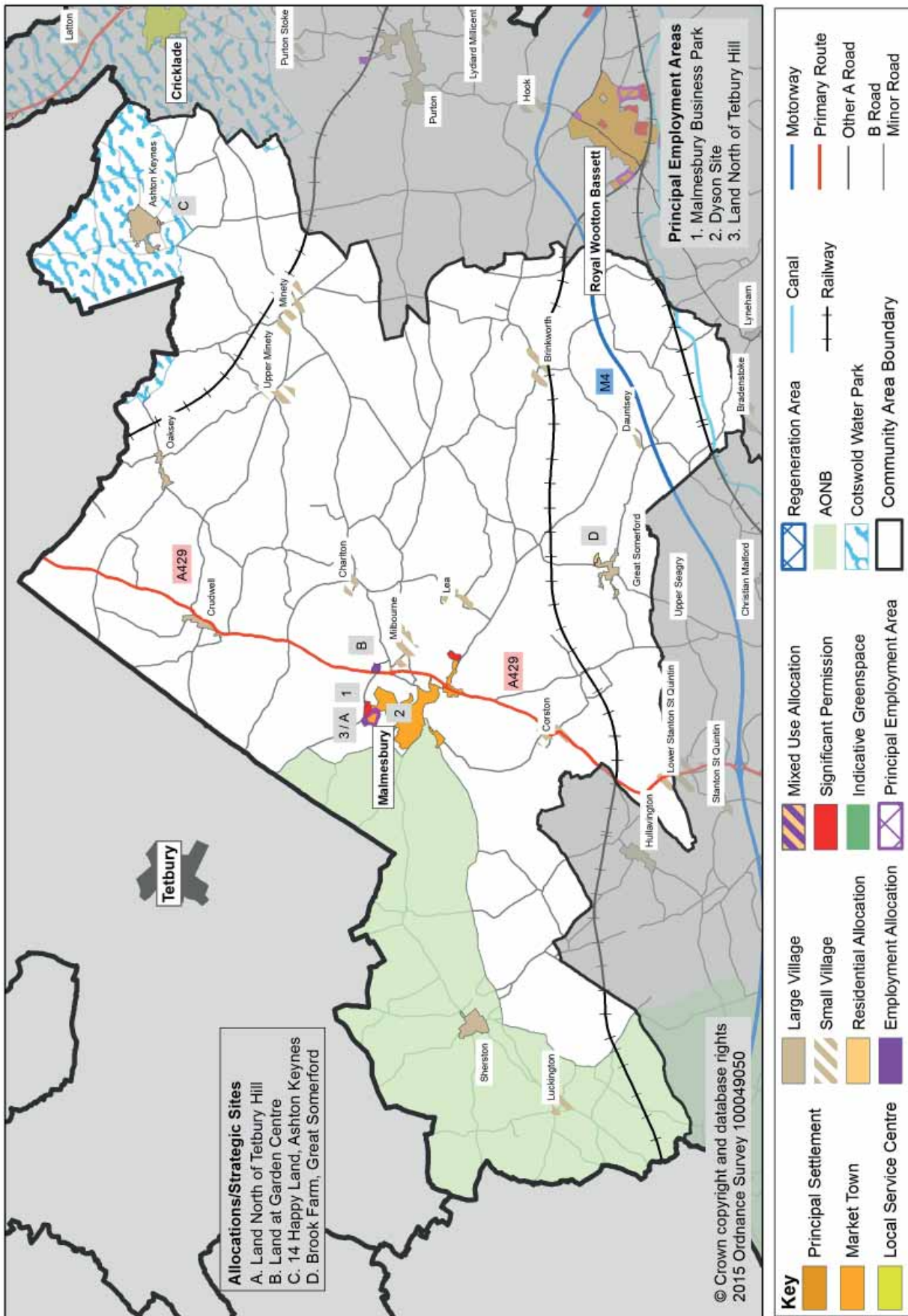
### Issues and considerations

- 5.73 Specific issues to be addressed in planning for the Malmesbury Community Area include:
- providing appropriate levels of housing in the town. Malmesbury has a high quality historic environment with few opportunities to bring forward new affordable homes on previously developed land. It is possible that a greenfield site may need to be identified to provide for housing need in the Community Area and enable the local economic base to diversify. Such opportunities should be identified through a community-led neighbourhood plan or in accordance with Core Policy 2
  - consideration for primary school places, as the existing schools in the town are close to capacity. Collaborative work to prepare a neighbourhood plan should also carefully consider how primary school capacity can be satisfactorily resolved in a timely manner and integrated with any future housing growth

- developer contributions from future housing growth should also help to deliver other infrastructure necessary in the town. This may include contributing to the relocation of Malmesbury fire station from the town centre to the northern part of Tetbury Hill
- diversification of the employment base, which will help to strengthen the local economy and reduce out-commuting. A more flexible approach to allow economic development on the edge of the town will be considered, providing the scale of development is appropriate and sensitive to the historic environment, as described below
- there is little capacity for additional convenience retail provision in Malmesbury. However, there has been market interest and as many residents from the town travel outside of the Community Area to shop, there may be scope for an appropriate scale of supermarket development at Malmesbury during the plan period, providing this contributes towards strengthening the town centre, be of high quality design and sensitive to the historic environment
- future development will be carefully managed to ensure the high quality built environment, including the important historic assets, such as Malmesbury Abbey and Conservation Area, are protected. Future development should be of high quality design and well integrated with the existing built form and landscape setting of the town, including using local materials where appropriate
- all development within the Community Area must conserve the designated landscape of the Cotswold Area of Outstanding Natural Beauty and its setting, and where possible enhance its locally distinctive characteristics
- The Cotswold Water Park is a changing landscape and expanding recreational resource for the county and its visitors. Development in the Cotswold Water Park should contribute towards the objectives of the Vision and Implementation Plan for the area
- work is currently underway to prepare neighbourhood plans in the Malmesbury Community Area, and these should also inform future planning decisions

- 5.74 Development within the Malmesbury Community Area will have reflected and respected its high quality built and natural environment. The River Avon will be a social, environmental and economic asset to the area as part of a wider green infrastructure network linking Malmesbury with the wider countryside. The Cotswold Water Park will provide a recreational resource for local communities and visitors to the area. The town of Malmesbury will continue to serve as an important service and employment centre for the Community Area. New development will have helped to meet local needs, while Malmesbury will have also widened its employment offer.

Figure 5.8 Malmesbury Community Area



## Core Policy 13

### Spatial Strategy: Malmesbury Community Area

Development in the Malmesbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Malmesbury

**Large Villages:** Ashton Keynes, Crudwell, Great Somerford, Oaksey and Sherston

**Small Villages:** Brinkworth, Charlton, Corston, Dauntsey, Lea, Luckington, Milbourne, Minety and Upper Minety

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Malmesbury Business Park, Dyson Site, and Land North of Tetbury Hill.

Over the plan period (2006 to 2026), 5 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

<b>Land North of Tetbury Hill</b>	Saved North Wiltshire District Plan allocation	1 ha
<b>Land at Garden Centre, Malmesbury</b>	Saved North Wiltshire District Plan allocation	4 ha

Over the plan period (2006 to 2026), approximately 1,395 new homes will be provided of which about 885 should occur at Malmesbury. Approximately 510 homes will be provided in the rest of the Community Area. Growth in the Malmesbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Malmesbury Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.73 will be addressed.

Table 5.7 Delivery of Housing 2006 to 2026 - Malmesbury Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Malmesbury Town	885	483	486	0	0 <sup>37</sup>
Remainder	510	273	86	0	151
Community Area total	1,395	756	572	0	151



## Marlborough Area Strategy

### Spatial information and context

5.75 The Marlborough Community Area lies within an area of high quality landscape which is entirely within the North Wessex Downs AONB and includes the settlement of Avebury which, together with its surrounding landscape, forms part of the Stonehenge and Avebury World Heritage Site. The market town of Marlborough has a rich built environment with an attractive and thriving retail centre with a good amount of independent retailers. The town and surrounding area have considerable tourism potential, which arguably has yet to be fully harnessed. The town is also well regarded as a local employment location and benefits from being situated only

eight miles from the M4. Marlborough has a relatively high level of self containment. Marlborough has a high average income above the national average, and some of the highest house prices in the county.

- 5.76 Marlborough is not identified as a location for new strategic employment growth. However, some employment should be delivered through the plan period. Marlborough has a relatively small but strong employment base with a reasonable level of self containment. The Marlborough Business Park has provided an important new location for employment growth and new business in Marlborough. Marlborough has some unusual employment patterns with a strong representation by the education sector and there is no indication that this sector will weaken in the planning period. Employment development in Marlborough should look to consolidate the existing employment base by encouraging small to medium sized businesses to fulfil a localised role.

### The strategy for the Marlborough Area

- 5.77 The strategy for the Marlborough Community Area will be to deliver housing growth appropriate to the scale of the town to help maintain and enhance Marlborough's role as a service and tourist centre; and help to meet local needs. Development will be planned to ensure minimal impact upon Marlborough's rich built, historic and landscape assets and to afford protection of the World Heritage Site and its setting. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Marlborough Community Area this includes the North Wessex Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

- 5.78 Specific issues to be addressed in planning for the Marlborough Community Area include:
- the strategy supports Marlborough's town centre to continue to function as a prominent retail centre within east Wiltshire and serve as a locally important employment centre
  - proposals for retail provision outside of Marlborough are likely to have an adverse impact upon the town centre. As such any additional comparison retailing should be located within the town centre of Marlborough

- the town currently has a narrow but strong economic base, catering for predominately local business needs. However, it is overshadowed by its proximity to Swindon, but is too far away to benefit from spin-off activity. Due to its strong economic base and lack of current employment land supply, evidence identifies that there is likely to be some demand for new employment space<sup>38</sup>. There is a need to ensure that a balance of employment and housing opportunities is achieved into the longer term
- future development should help to deliver early improvements to the existing infrastructure in the town. This may be achieved through direct delivery mechanisms and/or financial contributions. The existing GP surgery in the town is at capacity and will need to expand to allow any further growth to proceed. Extra childcare facilities are needed to support working parents and a replacement ambulance station is needed. There is an aspiration to merge the existing infant and junior schools in the town although extra capacity should be provided to cater for the long term needs of the town
- sustainable and measured growth throughout the plan period that will also help to deliver affordable housing in the Community Area and improve access to open market housing. This will help to provide a local workforce for current and new employers moving to the area
- proposals for the change of use of existing bed spaces provided in hotels or public houses to alternative uses will be resisted, unless it can be clearly demonstrated there is no longer a need for such a facility in its current use
- all development within the Community Area will need to conserve the designated landscape of the North Wessex Downs Area of Outstanding Natural Beauty and its setting, and where possible enhance its locally distinctive characteristics
- The World Heritage Site will be protected from inappropriate development both within the Site and in its setting so as to sustain its Outstanding Universal Value in accordance with Core Policy 59
- several sites of nature conservation importance lie in close proximity to the town, particularly Savernake Forest SSSI, River Kennet SSSI / CWS and Marlborough Railway Tunnel. Development will protect and, where possible, enhance the ecological value of these features

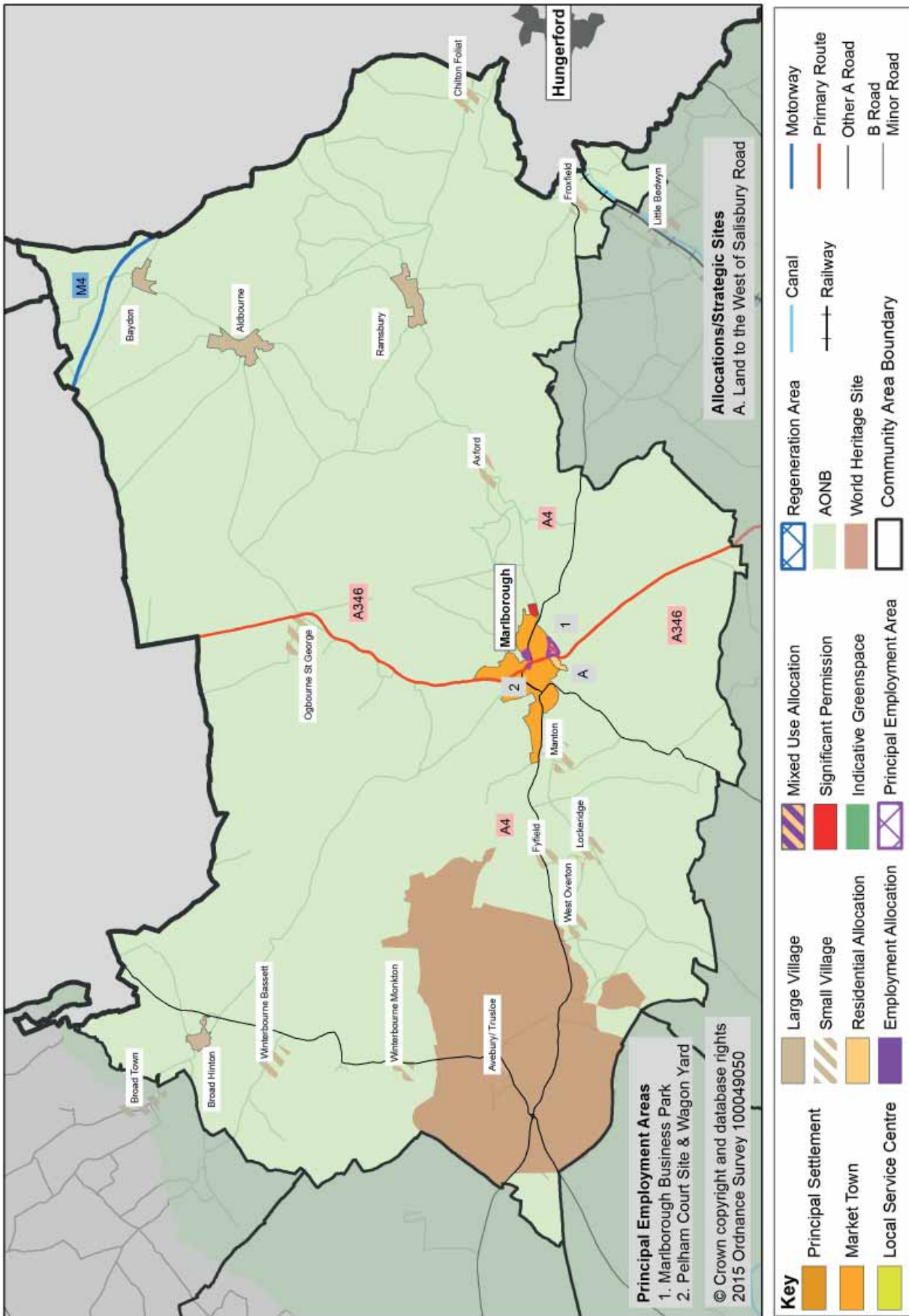


- survey is required of the potential impacts of development on protected bats (including roosting, foraging grounds and commuting routes) associated with the Savernake Forest bat roosts and other species. The hibernation roost of Annex II bats in the disused railway tunnel will be protected. Development must avoid adverse impacts on protected species and designated local wildlife habitats and features
- The Great Western Community Forest will also be maintained and enhanced as a significant green infrastructure resource within and beyond the Community Area
- an AQMA has been declared in the town<sup>39</sup> and there are local concerns that development will lead to mandatory limits set by European Directive 2008/50 being exceeded. Measures to improve air quality in Marlborough must be considered
- development proposals which improve tourist accommodation and facilities within the Marlborough area, in a sustainable manner, will be encouraged.

#### How will the Marlborough Community Area change by 2026?

- 5.79 A modest and sustainable level of development within the Community Area will have provided for a range of housing appropriate to the local needs and incomes of residents. The Community Area will have continued to benefit from high standards of housing, health, education and culture in the context of a growing economy in the area as a whole. Development will have protected and enhanced the Community Area's rich natural and historic assets including the Avebury element of the Stonehenge and Avebury World Heritage Site. The Kennet and Og Rivers and Savernake Forest will continue to provide social, environmental and economic assets to the area as part of a wider green infrastructure which will be used sustainably.

Figure 5.9 Marlborough Community Area



## Core Policy 14

### Spatial Strategy: Marlborough Community Area

Development in the Marlborough Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Marlborough

**Large Villages:** Aldbourne, Baydon, Broad Hinton and Ramsbury

**Small Villages:** Avebury / Trusloe, Axford, Beckhampton, Chilton Foliat, East Kennett, Froxfield, Fyfield, Lockeridge, Manton, Ogbourne St George, West Overton, Winterbourne Bassett, and Winterbourne Monkton

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Marlborough Business Park, Pelham Court Site, and Wagon Yard.

Over the plan period (2006 to 2026), 3 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided in Marlborough.

Over the plan period (2006 to 2026), approximately 920 new homes will be provided of which about 680 should occur at Marlborough, including land identified to the west of Salisbury Road for strategic growth.

<b>Land to the West of Salisbury Road</b>	New strategic housing allocation	220 dwellings
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The strategic allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should meet any requirements as set out in the development templates shown by Appendix A.

Approximately 240 homes will be provided in the rest of the Community Area. Growth in the Marlborough Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Marlborough Community Area will need to demonstrate the relevant issues and considerations listed in paragraph 5.78 will be addressed.

Table 5.8 Delivery of Housing 2006 to 2026 - Marlborough Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Marlborough Town	680	344	33	220	83
Remainder	240	112	37	0	91
Community Area total	920	456	70	220	174



## Melksham Area Strategy

### Spatial information and context

5.80 The Melksham Community Area is located in western Wiltshire and contains the market town of Melksham, one of the larger towns in the county. Melksham benefits from strong links by road with the larger centres of Trowbridge and Chippenham and the regionally significant A350 runs through the town from north to south. There are a large number of historic buildings within Melksham, but the town centre is in need of regeneration and the retail offer has suffered for a number of years. Community and health facilities in Melksham are under pressure, with most GP surgeries and primary and secondary schools at capacity. Although Melksham has a relatively strong existing employment base, and has the capacity for future employment growth, there is a high degree of economic out-commuting. Large numbers of residents travel to work in the nearby larger centres of Trowbridge, Chippenham and Bath, as well as smaller centres such as Calne, Corsham and Devizes.

5.81 Melksham is identified as having an important strategic employment role. It is located on the A350 and forms part of the key A350 employment growth area. The town has a reasonably broad economic base and has historically been able to attract large employers. However, a large number of jobs are provided by a single employer, which may leave the town vulnerable to mass job losses. Nevertheless, there are good opportunities to expand the employment base within Melksham.

### The strategy for the Melksham Area

5.82 A high level of residential development is already proposed in Melksham, including a planned urban extension to the east of the town on land identified in the West Wiltshire District Plan (2004). This planned development will go some way towards addressing the future affordable housing need in the town. The strategy for Melksham will be to ensure an appropriate and balanced mix of housing and employment growth is managed to provide contributions to town centre improvement and delivery of enhanced services in the town.

### Issues and considerations

5.83 Specific issues to be addressed in planning for the Melksham Community Area include:

- residential growth in Melksham should help address the shortfall in affordable housing and contribute towards delivering improved infrastructure
- growth should contribute towards town centre regeneration, including traffic management improvements and the revitalisation of the retail and employment offer
- improving Melksham's town centre is a priority and this should assist in improving the setting of the historic environment. The preparation of a 'town plan' or similar document (e.g. neighbourhood plan) may provide a useful step to help achieve the aspirations of the local community. Wherever possible, key community services and facilities should be located within or well related to the town centre to help promote and deliver the requisite regeneration. This should include consideration for how to best provide for the proposed new community campus for the town, which would offer a number of services and facilities, including leisure uses
- there is limited scope for any further convenience retail provision in the town. However, there is some potential for expansion of comparison retailing, which

should be focused in the central area of the town to support town centre regeneration. Any proposals for large format retail units should demonstrate how they would be integrated with and enhance the existing town centre businesses, incorporating high quality public realm and strong pedestrian linkages

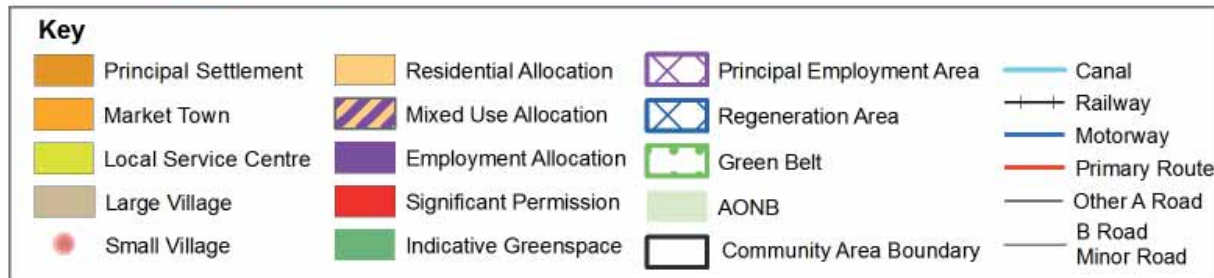
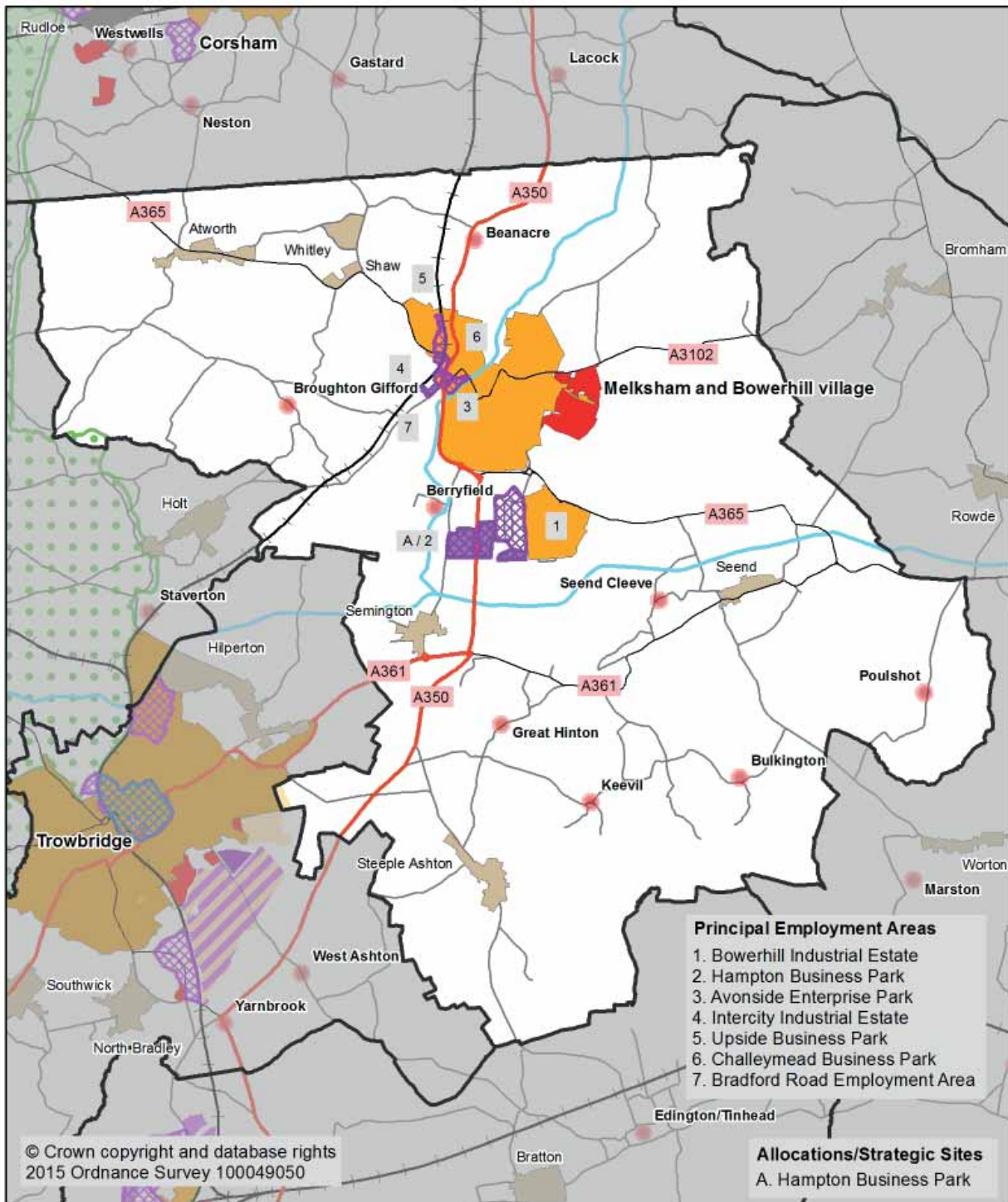
- further employment growth in Melksham will help to further diversify the employment base, providing protection against possible future changes in the employment market. The regeneration and improvement of existing employment sites, such as the Bowerhill Industrial Estate, remains a priority
- it is importance any new development in the town has strong walking and cycling linkages to the town centre. There is local concern around the current opportunities to access the Melksham Oak School and new Asda store
- new primary and secondary school capacity is needed for the area and this will need to be met through extension and rationalisation of the existing schools or through additional schools
- developer contributions from future housing growth should help to deliver infrastructure necessary in the town. In particular, there is a need to increase the capacity of GP surgeries, particularly towards the west of the town. Additional cemetery capacity is also needed
- the proposed restoration of the Wilts and Berks Canal provides an opportunity to promote tourism within the town and provide linkages with the nearby Kennet and Avon Canal, an important leisure corridor. Opportunities to maximise the benefit of the canal restoration will be supported, as discussed below. This matter could be addressed through future town or neighbourhood planning work
- all development should address the need for improvements to water supply and sewerage infrastructure
- opportunities to enhance the riverside area in Melksham as an important leisure corridor could be integrated into plans for the canal and any regeneration proposals. However, any proposals will need to be carefully considered through a community-led process, such as a neighbourhood plan
- a need to improve public transport provision in the area has been identified, including improving bus services; improving the railway station; promoting more frequent services; car parking at the station and access for buses; and establishing a safe cycle route network for Melksham

- Melksham and Bowerhill village have a functional relationship and are considered together for the purposes of this strategy. Therefore the housing growth identified for Melksham town will also serve to meet the needs of Bowerhill. The identity of these separate communities will need to be preserved through the planning process. Berryfield is considered separately and is identified as a small village. However, it is recognised that both Berryfield and Bowerhill have strong functional links to Melksham and have important individual characteristics which should be protected where practicable
- development at Melksham should protect the historic environment and in particular should protect the historic setting of the Spa
- Shaw and Whitley are being planned for together due to their close proximity and the importance of ensuring future development is coordinated across the wider area.

#### How will the Melksham Community Area change by 2026?

5.84 Melksham will be a thriving and accessible market town that respects its heritage and rural environment, whilst welcoming the expansion of local inward investment from new high quality businesses. The town's employment base will have been strengthened, helping to improve its economic self containment. Inward investment will also help support regeneration ambitions for the town centre, taking full advantage of its canal and riverside location. The River Avon, Kennet and Avon Canal and the restored Wilts and Berks Canal will provide social, environmental and economic assets to the area as part of a sustainably used green infrastructure network.

Figure 5.10 Melksham Community Area





## Core Policy 15

### Spatial Strategy: Melksham Community Area

Development in the Melksham Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Melksham and Bowerhill village

**Large Villages:** Atworth, Seend, Semington, Shaw / Whitley and Steeple Ashton.

**Small Villages:** Beanacre, Berryfield, Broughton Gifford, Bulkington, Great Hinton, Keevil, Poulshot and Seend Cleeve.

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Bowerhill Industrial Estate, Hampton Business Park, Avonside Enterprise Park, Intercity Industrial Estate, Upside Business Park, Challeymead Business Park and Bradford Road Employment Area.

Over the plan period (2006 to 2026), 6 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

<b>Hampton Business Park</b>	Saved West Wiltshire	Up to 6 ha
	District Plan Allocation	

Over the plan period approximately 2,370 new homes will be provided of which about 2,240 should occur at Melksham. Approximately 130 homes will be provided in the rest of the Community Area. Growth in the Melksham Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Melksham Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.83 will be addressed.

Table 5.9 Delivery of Housing 2006 to 2026 - Melksham Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Melksham Town <sup>40</sup>	2,240	1,239	390	0	611
Remainder	130	69	10	0	51
Community Area total	2,370	1,308	400	0	662

### Melksham link project

5.85 The proposed Melksham link project would provide a canal link to the south west of Melksham between the Kennet and Avon Canal and the River Avon, and to the north east of Melksham between the River Avon and the historic alignment of the Wilts and Berks Canal. The project provides a significant opportunity to improve the green infrastructure in the Community Area and provide a welcome boost to tourism, regeneration and the local economy. It also offers an opportunity to promote sustainable transport through the provision of walking and cycling routes, including providing linkages between Semington and Berryfield and Melksham town centre. The canal project and the link to the River Avon could particularly assist with the regeneration of Melksham town centre, and this is something which should be considered further through a 'town plan' or similar document. The proposed route will be protected using the same approach as that for safeguarding historic canal alignments, as set out in Core Policy 53 (Wilts and Berks and Thames and Severn Canals). Canal proposals along this route will need to demonstrate that particular concerns around water abstraction, water quality, biodiversity and flood risk have been fully addressed, and that adequate facilities for sewage disposal and waste collection will be provided. Canal proposals must also have regard to the status and objectives of the River Avon, as set out in the Severn River Basin Management Plan (2009) prepared under the Water Framework Directive.

## Core Policy 16

### Melksham link project

The proposed route for the Melksham link canal, as identified on the proposals map, will be safeguarded from inappropriate development. Development should not prejudice the future use of the route as part of the Wilts and Berks Canal restoration project. Proposals for the use of the route as part of the canal will need to demonstrate that the cultural, historic and natural environment will be protected and enhanced, with no overall adverse effect, and that adequate consideration has been given to potential impacts on ecology, landscape, flood risk, water resources (abstraction) and water quality. Proposals will also need to demonstrate that sufficient consideration has been given to the potential environmental impacts of both the Melksham scheme and the Wilts and Berks restoration project as a whole.



## Mere Area Strategy

### Spatial information and context

- 5.86 The Mere Community Area lies at the extreme western side of south Wiltshire and is predominately rural in character. A large part of the area is included within the Cranborne Chase and West Wiltshire Downs AONB.

- 5.87 Mere is the Local Service Centre for the area but settlements across the border in Dorset and Somerset, particularly Gillingham, also provide employment, education, retail, leisure and cultural opportunities. The A303 trunk road and A350 provide good routes across the area, particularly to and from Mere, ~~Salisbury~~ and East Knoyle, but access to other settlements is not generally of a high standard. The nearest railway station is on the Salisbury to Exeter line, at Gillingham.
- 5.88 There are employment opportunities in Mere, including some internationally and nationally renowned businesses such as the Hill Brush Company. However, supporting further employment growth is also important to maintain the self sufficiency of the area. The National Trust house and ornamental gardens at Stourhead, which is one of the Trust's most visited properties, is located within the Community Area and contributes to the local economy by bringing tourists to the area and providing additional employment opportunities.

### The strategy for the Mere Area

- 5.89 The strategy for the Mere Community Area is to provide for limited growth of both housing and employment to ensure development is balanced, thus helping to minimise out-commuting and also to provide support for local services and communities. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Mere Community Area this includes the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

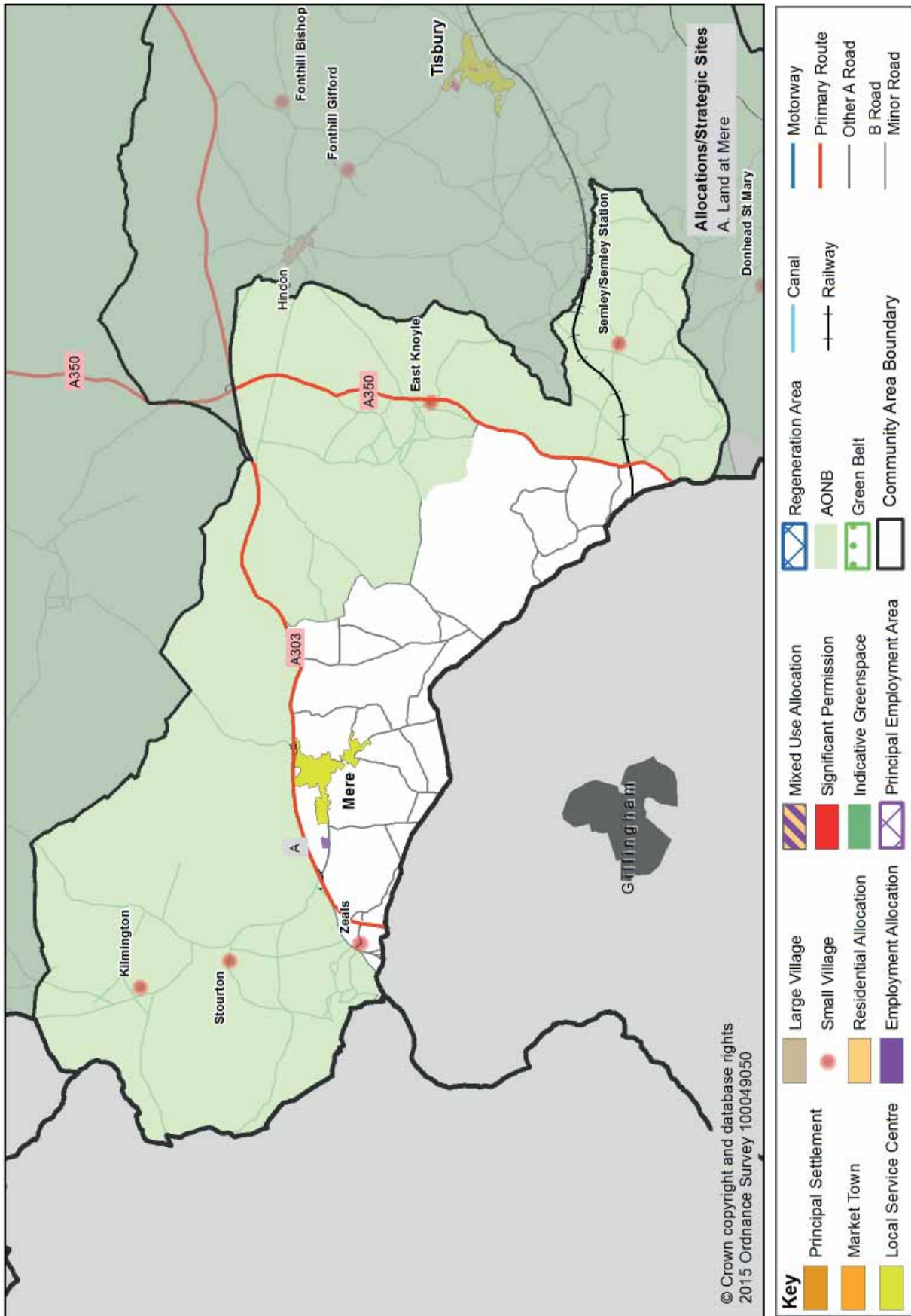
- 5.90 Specific issues to be addressed in planning for the Mere Community Area include:
- there are no settlements that perform a secondary large village role and the majority of growth will take place in Mere as the dominant settlement over the plan period
  - some employment land allocated in Mere has not been taken up and good access to the A303 may be seen as both a strength and a threat. As local wages are generally low and there is a predominance of out-commuting, there is a risk Mere will become a 'dormitory' type settlement. Future growth therefore needs to be balanced with a good mix of housing and employment

- there are a number of businesses that have been within Mere for a number of years, providing important local jobs. However, their buildings and sites are old and not necessarily appropriate for modern business needs. Therefore, in Mere itself, where a business wishes to modernise and the proposal concerns loss of employment land of more than 0.25ha, redevelopment of the original site for alternate uses should be permitted. This is provided that the business and job numbers remain in Mere and the loss of site is replaced with employment land of similar size elsewhere in Mere, subject to meeting other policies within the Development Plan
- although bus links to nearby towns such as Gillingham and Wincanton from Mere are generally good, opportunities to improve public transport connectivity need to be pursued for the more rural areas
- the need to address the shortage of affordable houses in the area by planning for some housing growth
- the area has a high quality natural and built environment and any future growth will be carefully managed in accordance with Core Strategy policies to ensure these assets are protected
- all developments within the Community Area will need to conserve the designated landscape of the Cranborne Chase and West Wiltshire Downs AONB and its setting, and where possible enhance its locally distinctive characteristics.

### How will the Mere Community Area change by 2026?

- 5.91 By 2026, the Mere Community Area will comprise thriving communities that reflect the aspirations of its residents. The area will have benefited from new housing and employment growth, managed in a way that delivers improved services and choice, and from the opportunities that this growth has attracted. In response to this challenge, Mere will continue to be the focus of appropriate levels of managed growth. It will provide a good range of services and good levels of employment.
- 5.92 The area will further benefit from the delivery of improved community facilities and better connectivity through improved footpaths, cycle ways and public transport choices. These developments will have been carried out in a manner that protects the built and natural heritage.

Figure 5.11 – Mere Community Area]



## Core Policy 17

### Spatial Strategy: Mere Community Area

Development in the Mere Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

Local Service Centres: Mere

Small Villages: East Knoyle, Kilmington, Semley / Semley Station, Stourton and  $\bar{z}$  als.

Over the plan period (2006 to 2026), 3 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided including:

**E12 Land at Mere**      Saved Salisbury District Plan Allocation      3 ha

There are no Principal Employment Areas in the Mere Community Area.

Over the plan period (2006 to 2026), approximately 285 new homes will be provided, of which about 235 should occur at Mere and approximately 50 homes will be provided in the rest of the Community Area. Growth in the Mere Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Mere Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.90 will be addressed.

Table 5.10 Delivery of Housing 2006 to 2026 - Mere Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Mere	235	120	9	0	106
Remainder	50	27	11	0	12
Community Area total	285	147	20	0	118



## Pewsey Area Strategy

### Spatial information and context

5.93 Pewsey Community Area is rural in nature containing one of the largest villages within Wiltshire - Pewsey, which provides an important role as a Local Service Centre for services and employment. Pewsey has good transport connections afforded by a rail link to London, and is located on the A345 approximately eight miles to the south west of Marlborough and 13 miles to the east of Devizes. The village offers a good range of community facilities and is popular as a commuter settlement, particularly with the benefits of a rail link. The area is home to a rich rural landscape including a proportion of the North Wessex Downs AONB, and the Kennet and Avon Canal passes through the Community Area, providing a significant green infrastructure asset.

### The strategy for the Pewsey Area

5.94 The strategy for Pewsey is to deliver a level of housing and employment provision which helps meet local need and support service and retail provision within the village. Pewsey will only receive modest amounts of growth appropriate to its needs. The role of Pewsey as a Local Service Centre will, however, be encouraged and strengthened and the allocation of modest growth in the Community Area will help to enhance employment, retail and service provision. Furthermore, there is an aspiration to promote Pewsey as a heritage village for tourism and proposals which positively contribute to this aspiration will be supported, providing they are of high quality design and well integrated with the existing built form and setting of the town, including using local materials where appropriate. The strategy will respond to the Community Area's location (in full or part) within a nationally designated



landscape. In the Pewsey Community Area this includes the North Wessex Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

5.95 Specific issues to be addressed in planning for the Pewsey Community Area include:

- the level of housing and employment growth in Pewsey will be appropriate to its role; in particular, it lacks the critical mass in terms of population and existing employment to accommodate significant amounts of housing or employment. In retail and employment terms, the village is overshadowed by Marlborough and Devizes
- all development within the Community Area will need to conserve the designated landscape of the North Wessex Downs Area of Outstanding Natural Beauty and its setting (Core Policy 51), and where possible enhance its locally distinctive characteristics
- development associated with the Kennet and Avon Canal will need to protect and enhance its wildlife value, landscape setting and recreational use
- development in the vicinity of the River Avon (Hampshire) or Salisbury Plain Special Areas of Conservation must incorporate appropriate measures to ensure that it will not adversely affect the integrity of those Natura 2000 sites
- development with the potential to increase recreational pressure upon the Salisbury Plain Special Protection Area will not be permitted unless proportionate contributions are made towards the maintenance of the Stone Curlew Management Strategy<sup>41</sup> designed to avoid adverse effects upon the integrity of the stone curlew population as a designated feature of the SPA
- the loss of small employment sites in Pewsey has been an issue in recent years. To mitigate this loss, opportunities to bring forward the saved Local Plan allocation for employment at Marlborough Road should be investigated through the neighbourhood plan process.

### How will the Pewsey Community Area change by 2026?

5.96 The Community Area will have continued to enjoy an attractive natural environment with a strong community spirit and local involvement. Pewsey's cultural heritage will

have been enhanced through the redevelopment of the Broomcroft site. The tourist industry in the area will have been developed in a manner compatible with Wiltshire's character and in line with the principles of sustainable development. The Kennet and Avon Canal, the River Avon and Salisbury Plain will continue to provide social, environmental and economic assets to the area as part of a wider green infrastructure which will be used sustainably. Modest development will have been delivered, reflecting the role of Pewsey as a Local Service Centre within the Community Area.

## **Core Policy 18**

### **Spatial Strategy: Pewsey Community Area**

Development in the Pewsey Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

Local Service Centres: Pewsey

Large Villages: Burbage, Great Bedwyn, Shalbourne and Upavon.

Small Villages: Alton Priors / Alton Barnes, Charlton St Peter, Chirton, East Grafton, Easton Royal, Ham, Hilcott, Little Bedwyn, Manningford Bruce, Marden, Milton Lilbourne, Oare, Rushall, Stanton St Bernard, Wilcot, Woodborough and Wootton Rivers.

The following locally important rural employment sites will be supported in accordance with Core Policy 35: Salisbury Road Business Park, Marlborough Road and Broomcroft Road, Pewsey; Manor Farm, Manningford Bohune; Hirata site, Burbage.

Over the plan period (2006 to 2026), 2 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided including:

<b>Land at Marlborough Road, Pewsey</b>	Saved Kennet Local Plan Allocation	1.66 ha
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Approximately 600 new homes will be provided in the Community Area. Growth in the Pewsey Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Pewsey Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.95 will be addressed.

Figure 5.12 – Pewsey Community Area

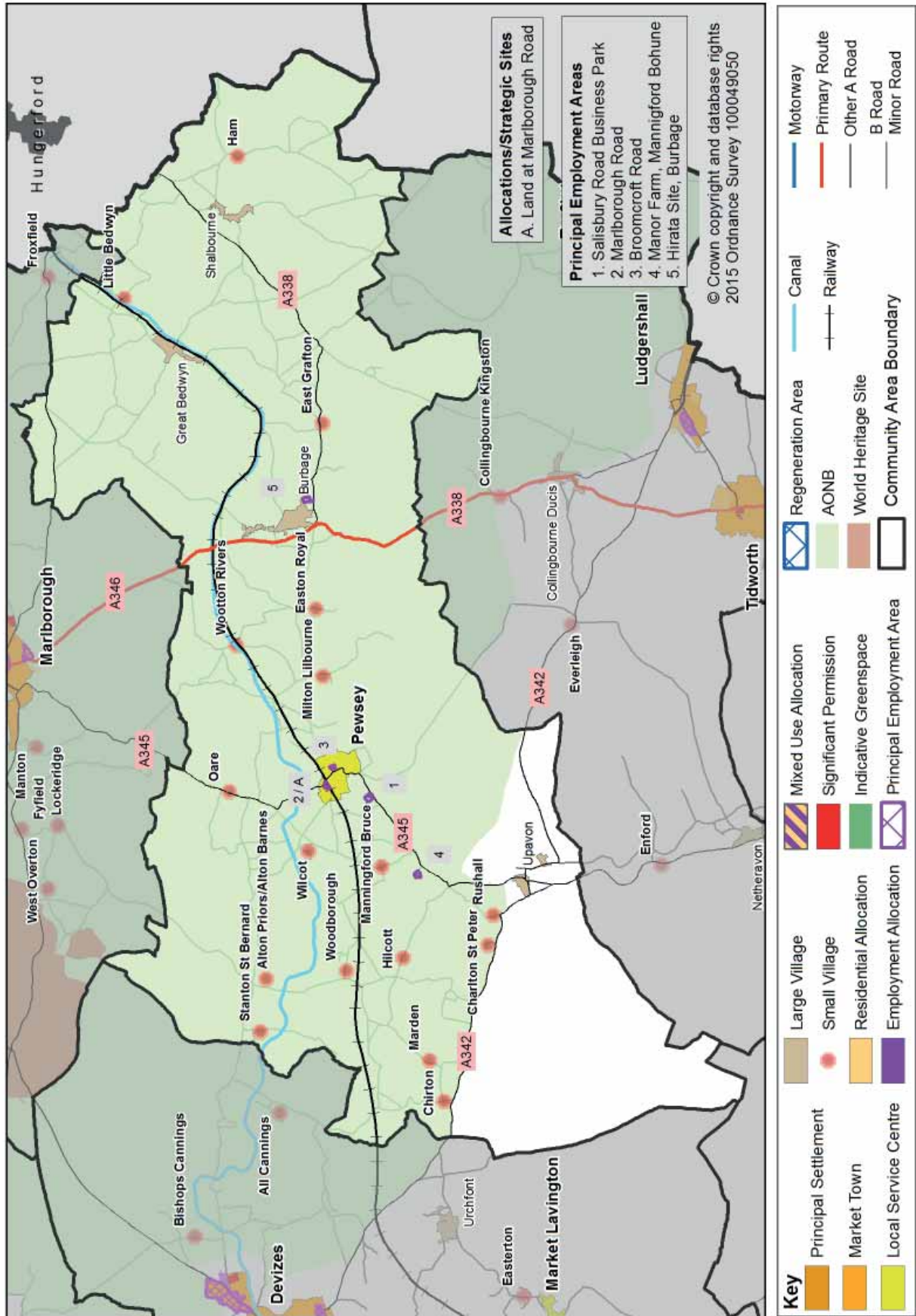


Table 5.11 Delivery of Housing 2006 to 2026 - Pewsey Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Pewsey Community Area total	600	306	157	0	137



## Royal Wootton Bassett and Cricklade Area Strategy

### Spatial information and context

- 5.97 The Community Area is predominately rural in character, containing many villages and has a strong landscape quality, containing parts of the North Wessex Downs AONB. The area is located in the north east of Wiltshire and contains the historic market towns of Royal Wootton Bassett and Cricklade. Although of differing size, both of these settlements play an important role in the Community Area, not least because of the relationship they have with the nearby higher order centre of Swindon.
- 5.98 Royal Wootton Bassett is the largest town within the Community Area, located approximately six miles from Swindon and two miles from the M4, and as such is ideally located to develop into an important employment centre. The town has therefore been identified as a location for new strategic employment growth, particularly to help reduce out-commuting, as the town currently has a dormitory role to Swindon. Although the town currently has a smaller employment base than might be expected for a town of its size, it does have a varied employment base and should be relatively resilient to mass job losses.
- 5.99 A recent decision to maintain an MoD presence at RAF Lyneham, following the relocation of the RAF Hercules transport fleet, is a significant boost to the local

economy. RAF Lyneham is a large UK military base located four miles to the south west of Royal Wootton Bassett, and strong links between the base and the town have been established over many decades. The continued MoD use of Lyneham is expected to have long term positive impacts on the local economy.

- 5.100 Although Cricklade is a smaller settlement, it nevertheless performs an important Local Service Centre role for the surrounding rural area. Some housing development is necessary in Cricklade to help facilitate the delivery of improvements to the retail offer and other facilities in the town.

### The strategy for the Royal Wootton Bassett and Cricklade Area

- 5.101 Housing growth in the main settlements will help improve their vitality and create a critical mass to deliver improvements in infrastructure. However, given that there are a number of existing outstanding housing commitments, no further strategic housing allocations are needed early in the plan period. Future growth should be brought forward in a balanced way to ensure infrastructure is delivered alongside housing. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Royal Wootton Bassett and Cricklade Community Area this includes the North Wessex Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

- 5.102 Specific issues to be addressed in planning for the Royal Wootton Bassett and Cricklade Community Area include:
- non-strategic growth should be brought forward in accordance with Core Policies 1 and 2 and phased throughout the plan period to deliver homes in a balanced manner that will enable infrastructure issues to be addressed
  - developer contributions from future housing growth should help to deliver infrastructure necessary in the Community Area. In particular, improved pedestrian and cycle linkages are needed between the town centres of Royal Wootton Bassett and Cricklade and local community facilities, to include enhancements to the Cricklade Country Way and a cycle way between Royal Wootton Bassett and Windmill Hill Business Park. Other infrastructure priorities include the completion of a Wessex Water scheme to reduce flood risk to areas in Royal Wootton Bassett, the expansion or re-location of one or both of the existing GP surgeries in Royal Wootton

Bassett, and additional fire and rescue provision in the west of Swindon area

- a mix of employment development alongside housing is also important and appropriate proposals for mixed development will be supported
- Royal Wootton Bassett currently loses main food shopping trips to neighbouring towns. Although there is no quantitative need for additional convenience retail in the town, additional floorspace may be appropriate to address qualitative need and improve the retention of convenience trade if a suitable site is identified. There is limited capacity for up to 400 sq m of comparison retail in the town
- work is ongoing to identify appropriate action to help address capacity issues associated with Junction 16 of the M4. Any major development proposals should demonstrate how this matter has been taken into account and propose appropriate sustainable transport solutions to help address this problem
- the long established policy of protecting the distinct character and identity of the villages and settlements remains a priority for local communities. This applies particularly to the parts of the Community Area which adjoin the administrative area of Swindon Borough Council where there may be unplanned development pressure. The open countryside should be maintained to protect the character and identity of the area in accordance with Core Policy 51. The local community may also wish to consider this matter further in any future community-led neighbourhood planning work
- given the proximity of Swindon to the Community Area, planning for this area needs to be managed holistically to ensure development at Swindon is as balanced and sustainable as possible while also affording appropriate protection to rural areas. This matter is discussed further below
- there are a number of environmental constraints around Royal Wootton Bassett, including areas prone to flooding and a SSSI to the south which will need to be considered and appropriately protected before selecting any sites for future housing growth
- all relevant development within the Community Area will need to conserve the designated landscape of the North Wessex Downs AONB and its setting, and where possible enhance its locally distinctive characteristics
- the Cotswold Water Park is a changing landscape and expanding recreational

resource for the county and its visitors. Development in the Cotswold Water Park should contribute towards the objectives of the Vision and Implementation Plan for the area

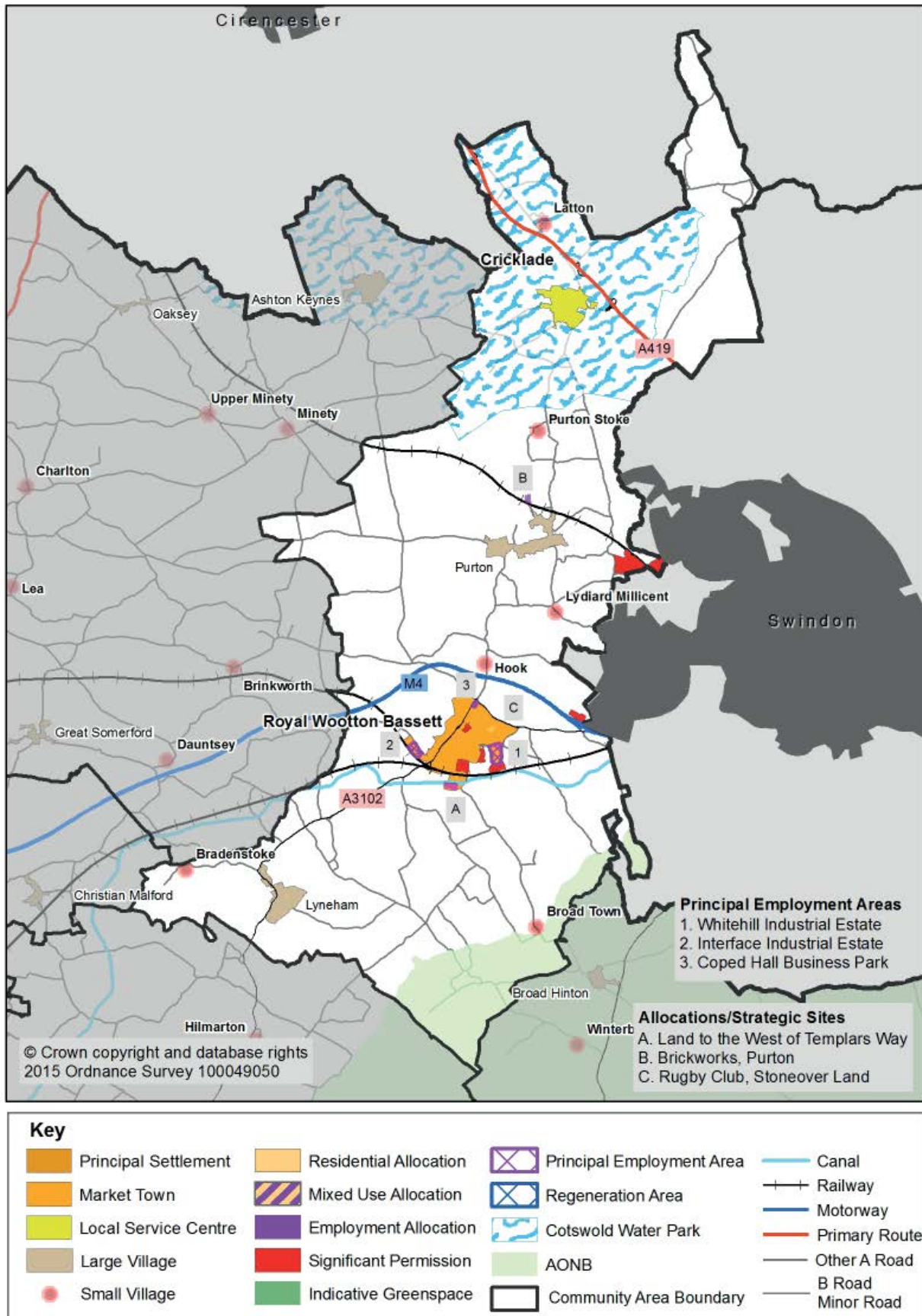
- further work is needed to identify how improvements to the recreational facilities in the Community Area can be delivered. These include Ballards Ash Sports Hub, Cricklade Country Way and the restoration of the Wilts and Berks and Thames and Severn Canals
- the historic alignment of the Wilts and Berks and Thames and Severn Canals pass through the Community Area and will be safeguarded in accordance with Core Policy 42 and the emerging Swindon Core Strategy
- the Great Western Community Forest will also be maintained and enhanced as a significant infrastructure resource within and beyond the Community Area
- the development of a Royal Wootton Bassett railway station will be promoted and encouraged in line with Core Policy 66
- the proposed route of the Swindon and Cricklade railway line will be protected from development between Mouldon Hill to Moredon Bridge Junction and the Swindon and Gloucester railway line<sup>42</sup>
- recognised local concerns regarding the impacts of HGV traffic on the local road network.

#### How will the Royal Wootton Bassett and Cricklade Community Area change by 2026?

5.103 Royal Wootton Bassett will continue to function as the main service centre within the Community Area. Cricklade will perform a similar role, but with a more local focus. The separate identity of both Royal Wootton Bassett and Cricklade and the villages, especially those closest to Swindon, will have been maintained and enhanced where appropriate. The retail offer of Royal Wootton Bassett will have been enhanced and the town will enjoy a good supply of housing including affordable dwellings. The town will have an appropriate level of facilities for its size, with a hub for sports provision at Ballards Ash. People within the Community Area will have access to a range of jobs within the towns, which will have helped to alleviate the existing high levels of out-commuting. Along with the Rivers Key and Ray, the restored and enhanced Cricklade Country Way will provide social, environmental and economic assets to the area as part of a wider green infrastructure network linking Cricklade

with Swindon and the Cotswold Water Park, which will continue to be a valuable recreational resource for visitors and local communities.

Figure 5.13 – Royal Wootton Bassett and Cricklade Community Area





## Core Policy 19

### Spatial Strategy: Royal Wootton Bassett and Cricklade Community Area

Development in the Royal Wootton Bassett and Cricklade Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Royal Wootton Bassett.

**Local Service Centres:** Cricklade.

**Large Villages:** Lyneham and Purton.

**Small Villages:** Bradenstoke, Broad Town, Hook, Latton, Lydiard Millicent and Purton Stoke.

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Whitehill Industrial Estate, Interface Industrial Estate and Coped Hall Business Park.

Over the plan period (2006 to 2026), 5 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

<b>Land to the West of Templars Way</b>	Saved North Wiltshire District Plan Allocation	3.7 ha
<b>Brickworks, Purton</b>	Saved North Wiltshire District Plan Allocation	1.0 ha remaining

Over the plan period (2006 to 2026), approximately 1,455 new homes will be provided of which about 1,070 should occur at Royal Wootton Bassett. Approximately 385 homes will be provided in the rest of the Community Area. Growth in the Royal Wootton Bassett and Cricklade Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Royal Wootton Bassett and Cricklade Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.102 will be addressed.

Table 5.12 Delivery of Housing 2006 to 2026 - Royal Wootton Bassett and Cricklade Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Royal Wootton Bassett Town	1,070	583	494	0	0
Remainder	385	248	24	0	113
Community Area total	1,455	831	518	0	113

### Planning for Swindon

- 5.104 Although Swindon falls within a separate administrative area, its proximity to the Royal Wootton Bassett and Cricklade Community Area means that planning for future growth in Swindon should be considered holistically and with appropriate co-operation between neighbouring authorities, and involve collaborative working with the Wiltshire and Swindon Local Enterprise Partnership and the Wiltshire and Swindon Local Nature Partnership.
- 5.105 The strategy for future growth in Swindon is to support the most sustainable pattern and scale of development, ensuring that the level of new housing is more balanced with employment opportunities, to ensure Swindon is more self-contained and the need for out-commuting is reduced.
- 5.106 A comprehensive assessment of potential development sites around Swindon has been conducted jointly between Wiltshire Council and Swindon Borough Council to identify the most sustainable locations for development. These are outlined in the emerging Swindon Core Strategy<sup>43</sup>. The study outlines which sites have been assessed and concludes that development to the west of Swindon, including within the Royal Wootton Bassett and Cricklade Community Area, is unnecessary and does not represent the most sustainable option for future growth in Swindon. However, there is a permitted site at Moredon Bridge on the west of Swindon and an explicit allowance of 200 homes has been made for this development within the housing requirement.
- 5.107 Furthermore, the emerging Swindon Core Strategy seeks to protect the countryside for its intrinsic character and beauty in accordance with Policy RA 3. This approach is consistent with the Wiltshire Core Strategy (Core Policy 51).



## Salisbury Area Strategy

### Spatial information and context

- 5.108 Salisbury is located in the south east of Wiltshire, near the edge of Salisbury Plain, and sits at the confluence of five rivers – the Nadder, Ebble, Wylde, Bourne and Avon. Salisbury railway station serves the city and is the crossing point between the west of England main line and the Wessex main line making it a regional interchange. The city is the main centre of south Wiltshire, acting as a focal point for a wide rural catchment with its influence stretching into parts of Hampshire and Dorset.
- 5.109 The presence of Salisbury Cathedral and the city's proximity to Stonehenge make Salisbury an international tourist destination and this brings significant revenue to the city. A café culture has been encouraged around the Market Place and the markets, along with several museums, also attract many visitors to the city. The city provides leisure activities to people living in Salisbury and the surrounding area and in recent years, a swimming pool complex has been added at the Five Rivers Leisure Centre. Both St Edmund's Arts Centre and Salisbury Playhouse have also undergone major refurbishments.

5.110 Salisbury has experienced a historic undersupply of housing over recent years. Without delivering a step change in housing delivery the character of Salisbury will slide into the role of a dormitory settlement with an ageing population, lack of viable workforce, anti-competitive investment environment, declining retail sector and consequential environmentally harmful out-commuting. Sustainable growth with employment development alongside new housing is therefore needed in Salisbury whilst ensuring that no harm comes to the natural and built environment.

### The strategy for the Salisbury Area

5.111 The delivery of mixed-use, strategic sites will help to achieve more sustainable, resilient and self-contained communities, and provide a range of choices for investors and regeneration imperatives highlighted in the Salisbury Vision. The city centre is healthy and performing well but the historic character of Salisbury partially constrains expansion; there is also increasing competition from centres such as Bournemouth, Southampton and Winchester. The strategy for Salisbury seeks to take proactive steps to ensure that the city does not decline as a significant retail centre, whilst also ensuring balanced and sustainable housing and employment growth are provided to meet the long term needs of the city.

### Issues and considerations

5.112 Specific issues to be addressed in planning for the Salisbury Community Area include:

- ensuring that Salisbury can maintain its place as an important retail centre in the face of intense sub-regional competition, including from nearby centres such as Southampton, Bournemouth and Winchester
- significant enhancement to the retail core of Salisbury will be supported by setting a policy framework to develop the Central Car Park site to complement the historic street pattern of Salisbury, by providing additional retail floorspace and a choice of department stores
- the Core Strategy seeks to deliver 29 ha of employment land based on B1, B2 and B8 uses and up to 40,000 sq m gross external area retail and leisure floorspace. Evidence<sup>44</sup> suggests that for new jobs the market need is mainly for B1 business use (offices)
- the administrative boundaries around the city have led to a large proportion of the development allocations in this Core Strategy being located outside of the

boundary of the city. Some are, for example, located on new greenfield sites in the adjoining parishes which are within the Southern Wiltshire and Wilton Community Areas. These allocations are, however, considered to contribute towards the requirement for housing and employment for Salisbury and are included within this Salisbury Area Strategy

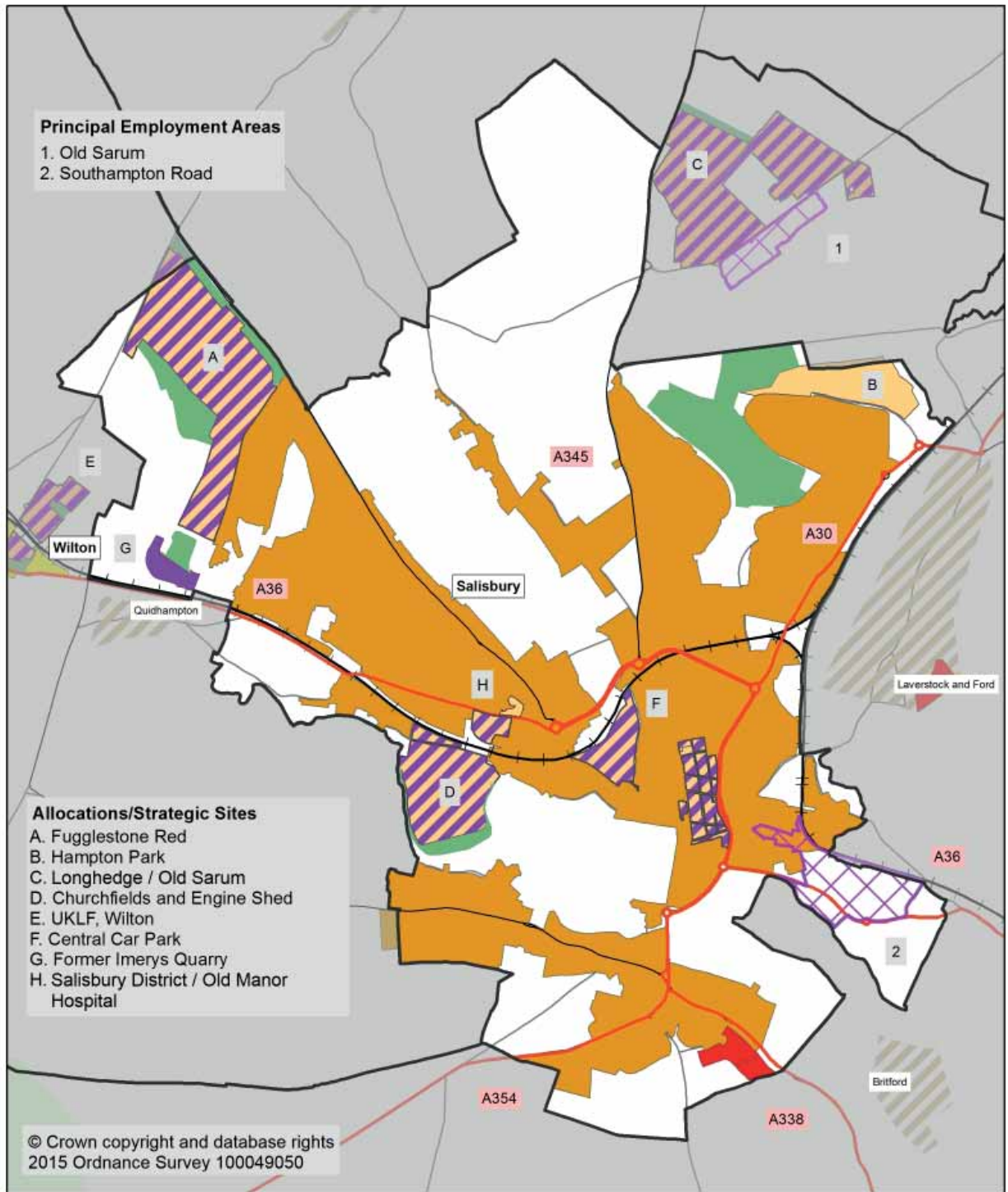
- the UKLF site is located within the Wilton Community Area and is part of wider strategic growth for the area; the site will also help to contribute towards the employment needs of the Wilton area itself
- broad areas of search for future development around Salisbury are mapped in Topic Paper 19 (see map 'Potential Areas for Strategic Growth in and around Salisbury/Wilton')<sup>45</sup>. If further land is required in the future, sites at Netherhampton and additional growth at Longhedge should be considered as part of the council's ongoing monitoring process
- development in the vicinity of the River Avon (Hampshire) must incorporate appropriate measures to ensure that it will not adversely affect the integrity of those Natura 2000 sites
- a mix of housing and employment growth will facilitate the delivery of improved infrastructure and community facilities in Salisbury through developer contributions. These will include alterations to the Wiltshire Fire and Rescue Service infrastructure to serve new development, and improvements to green infrastructure in the city. There is also a need for expansion of existing GP surgeries with a longer term aspiration for a new 'super surgery' to be provided, along with improvements to the sewer network, particularly to reduce vulnerability to flooding
- new secondary school capacity is also needed for Salisbury and this will initially be met through extension and rationalisation of the existing schools with a longer term aspiration for a new secondary school. New primary schools will be provided at strategic sites at Fugglestone Red, Hampton Park and Longhedge
- the cumulative impact of all strategic development sites at Salisbury will need to be considered in transport assessments for major developments
- transport solutions will be delivered in accordance with the evolving Salisbury Transport Strategy, and will support growth, as concluded through the Options Assessment Report, based on the radical option identified which would best enable

Salisbury to meet the challenges of addressing future growth in travel demand in a sustainable manner.

### How will the Salisbury Community Area change by 2026?

- 5.113 Salisbury will have developed its historic role as a thriving and prosperous city that is self-contained providing the necessary range of homes to support this role and offering a range of employment, retail, cultural and leisure facilities to a wide hinterland, stretching into Hampshire and Dorset. Its own distinct character will have been retained and enhanced through the successful implementation of the Salisbury Vision including schemes such as the market place enhancement.
- 5.114 Salisbury's tourism role will have been enhanced and there will be a lively café culture around the enhanced market square, along with improved leisure, arts and theatre facilities. Partnership working with the cathedral authorities and English Heritage at Stonehenge on implementation of their respective management plans will have greatly enhanced Salisbury's reputation as a major international tourist destination.
- 5.115 The retail, leisure and cultural function of the city will have been greatly enhanced by the successful redevelopment of the Maltings/Central Car Park that is well integrated into the city centre, bringing benefits for the whole area. Significant growth in new homes and jobs will have been successfully integrated into the city in a manner that meets local needs. The highly valued views of the Salisbury roofscape and spire views will have been retained. The new homes, balanced with the economic opportunities, will have provided local opportunities to work and live in the local area and will have successfully reduced the amount of out-commuting.

Figure 5.14 – Salisbury Community Area



Key			
Principal Settlement	Residential Allocation	Principal Employment Area	Canal
Market Town	Mixed Use Allocation	National Park	Railway
Local Service Centre	Employment Allocation	AONB	Motorway
Large Village	Significant Permission	Community Area Boundary	Primary Route
Small Village	Indicative Greenspace		Other A Road
			B Road
			Minor Road

## Core Policy 20

### Spatial Strategy: Salisbury Community Area

Development in the Salisbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

### Principal Settlements: Salisbury

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Old Sarum and Southampton Road.

Over the plan period (2006 to 2026), 29 ha employment land and approximately 6,060 new homes will be provided within the Community Area, which should occur either within Salisbury or the town of Wilton, including land identified for strategic growth as described below:

<b>Fugglestone Red</b>	1,250 dwellings	8 ha employment
<b>Hampton Park</b>	500 dwellings	0 ha employment
<b>Longhedge (Old Sarum)</b>	450 dwellings	8 ha employment
<b>Churchfields and Engine Shed</b>	1,100 dwellings	5 ha employment
<b>UKLF, Wilton</b>	450 dwellings	3 ha employment
<b>Central Car Park Retail and Leisure floorspace</b>	200 dwellings	Up to 40,000 sqm gross external area
<b>Former Imerys Quarry</b>	0 dwellings	4 ha employment

The strategic allocations will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should deliver any requirements as set out in the development templates as shown by Appendix A.



Growth in the Salisbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Salisbury Community Area will need to demonstrate how those issues and considerations listed in paragraph 5.112 will be addressed.

**Table 5.13 Delivery of Housing - Salisbury Community Area**

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Salisbury <sup>46</sup>	6,060	1,596	640	3,950	0

### Salisbury Central Area Regeneration

5.116 The Salisbury Central Area Regeneration Programme comprises a number of brownfield development opportunities that have been identified as important to the future economic and social prosperity of the city. In simple terms, the programme will provide an improved quality of life for residents, an improved experience for visitors and an improved economic environment for businesses. It aims to do this by providing more office and employment space, a wider range of shops, more housing (particularly affordable housing), additional high quality hotels, improved cultural facilities, an improved public transport system, a much more attractive, 'green' and more pedestrian and cyclist friendly city.

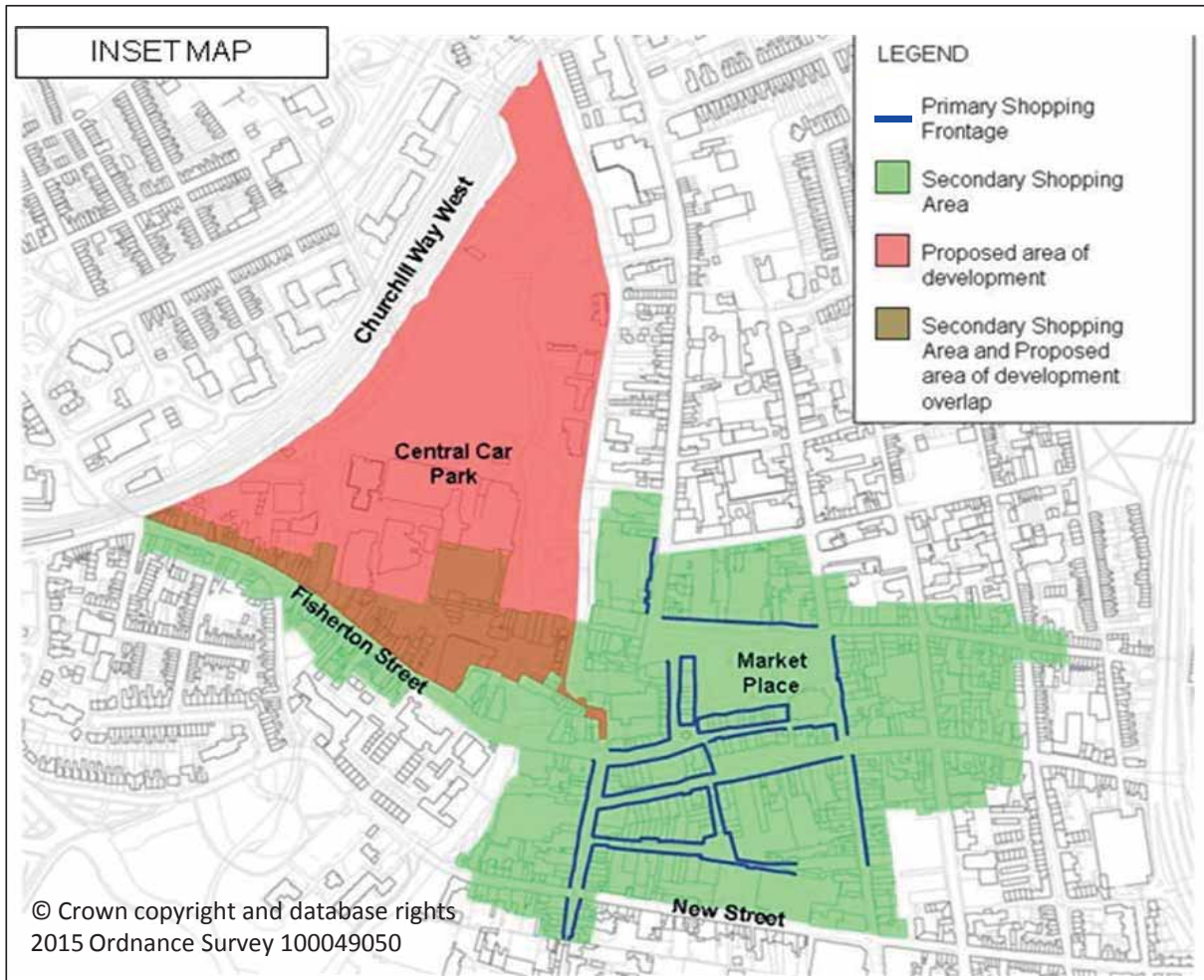
5.117 The Salisbury Central Area Regeneration Sites also represent a key source of housing delivery. Although not classified as strategic sites (Core Policy 20), as there is uncertainty over the deliverability timescale, any development must be balanced with clear community, stakeholder and key landowners support. These sites will be brought forward through masterplanning in a similar way to the strategic sites in accordance with Core Policy 20. The sites where further work is needed include:

- Salt Lane (10 dwellings)
- Brown Street (15 dwellings)
- Bus station (10 dwellings)

- Bus depot (25 dwellings)
- Southampton Road (750 dwellings).

5.118 Key projects are summarised below.

### Churchfields Industrial Estate and Engine Shed Site



5.119 This existing employment site should be redeveloped into a mixed-use residential led scheme, to form a new neighbourhood in a sustainable location close to the city centre. This will provide 1,100 homes and 5 ha of predominately B1 employment land, together with supporting infrastructure and community facilities (in accordance with Core Policy 20). Enough employment land supply is provided in the south Wiltshire area to enable the decant of Churchfields Industrial Estate, including employment land on a number of strategic sites included in the Core Strategy.

5.120 This strategy promotes the sensitive regeneration of a mixed-use retail led development on the Maltings and Central Car Park. Not only is the site sequentially preferable, but it also offers an excellent opportunity large enough to deliver the level of retail development needed for the city within a central location. Its proximity to the existing city centre means it can complement the existing centre rather than compete with it. This will help contribute towards the continued viability and vibrancy of the whole of Salisbury city centre and should incorporate an element of residential, office and leisure uses. It is important that the development on the Maltings and Central Car Park does not result in a decline of specialist, independent and other retailing elsewhere in the primary and secondary shopping areas. Comprehensive redevelopment of the area should therefore incorporate other regeneration projects including:

- improved legibility created along and through the Market Walk to draw visitors to the market square and onwards
- improved legibility between Fisherton Street, the Playhouse and City Hall to the proposed new development through to a scheme such as the creation of 'Fisherton Square' as depicted in the Salisbury Vision Document
- the development is shown to nurture and support the existing retailers and can demonstrate how it will complement and boost existing patterns of trade and not have a detrimental impact upon them
- the proposal will contribute towards a City Centre Retail Strategy to manage the transition of retail change within the city centre and ensure that the impact on the existing retail circuit is not undermined.

## Core Policy 21

### The Maltings/Central Car Park

The area around the Maltings, Central Car Park and Library is allocated for a retail-led mixed-use development to enhance Salisbury city centre's position as a sub-regional shopping and cultural centre. The development will consist of convenience and comparison shopping, leisure uses, housing, offices, library and cultural quarter.

The redevelopment of the Maltings/Central Car Park will be sensitive to Salisbury's skyline and respect the scale and building forms of the historic urban fabric. It will build on the city's already strong retail offer to create a new quarter specifically designed to meet the demands of the modern shopper, and the modern retailer, with simple, regular shaped interior spaces which can be easily configured to meet a wide variety of needs and shop sizes.

The Maltings/Central Car Park will not be an enclosed shopping centre or self-contained mall style development, but a high quality outward looking design, which integrates into the city centre. Retail, residential and leisure areas will be linked by open, pedestrianised streets and public spaces, with an improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street. Relocation or remodelling of the library will open up links to the market square. This open streetscape will connect the prime retail units and will include retail with an anchor store, residential and leisure areas.

The development will also meet any additional requirements as set out in the development templates shown in Appendix A.

### Salisbury Skyline

- 5.121 The long-standing policy that limits the height of new buildings to not more than 12.2 metres (40ft) in order to protect views of the cathedral and city roofscape has played a major part in preserving the unique character of the city. There is no evidence that it has had a retarding effect on Salisbury's economy. An independent appraisal and focus group with English Heritage concluded that its simplicity was a major contributory factor to this<sup>47</sup>. The policy requires slight modernisation to further clarify exceptional circumstances criteria, which have been too vague in the past.

## Core Policy 22

### Salisbury Skyline

In the Salisbury Central Area as shown on the policies map:

- i. New development will be restricted to a height that does not exceed 12.2 metres above ground level.
- ii. 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.
- iii. 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:
  - a. would have no demonstrable harm on the roofscape of the city and / or views of the cathedral
  - b. would be essential for the long-term economic viability of the city
  - c. has the height that is required to ensure the development is making the most efficient use of the land.

## Southern Wiltshire Area Strategy

### Spatial information and context

5.122 The Southern Wiltshire Community Area sits in the south east corner of Wiltshire and the area contains parts of the New Forest National Park, which is planned for separately<sup>48</sup>. Downton functions as a Local Service Centre for its surrounding area, yet the nearby city of Salisbury exerts a strong functional influence, especially over the more northern settlements such as Alderbury, Britford, Odstock and Bodenham. Salisbury therefore provides the main employment, retail, leisure and cultural centre for the area. The area also has good A-road connectivity to the south coast, and so the influence of larger centres such as Bournemouth and Southampton is also strong, especially for employment and retailing.

5.123 The Southern Wiltshire Community Area has four secondary schools, one in Downton and three in Laverstock, which include children from the Salisbury city catchment area and beyond. Statistically, the area is relatively affluent, but pockets of deprivation do exist.

5.124 Due to the highly constrained nature of Salisbury, it is inevitable that a significant proportion of the growth required to meet its long-term needs will be located on greenfield sites on the edge of the city. Because the administrative boundaries are drawn tightly around the city, this will result in growth in several neighbouring parishes. Many development site options for growth have been considered but discounted due to many issues ranging from wildlife impacts in the Winterslow area to congestion on the A36 at Alderbury.

### The strategy for the Southern Wiltshire Area

5.125 The strategy for the Southern Wiltshire Community Area is to provide for balanced growth of both housing and employment to deliver sustainable communities and help address the shortfall in affordable housing. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Southern Wiltshire Community Area this includes the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and the New Forest National Park. It will deliver, within the overall objective of conserving the designated landscapes, a modest and sustainable level of development.

### Issues and considerations

5.126 Specific issues to be addressed in planning for the Southern Wiltshire Community Area include:

- strategic growth is not appropriate for the Southern Wiltshire Community Area. This is in part due to congestion on the A36, particularly at the Alderbury bypass, which has been raised by the Highways Agency
- two major growth sites have been identified in the parish of Laverstock which are described within the Salisbury Area Strategy, above. Details relating to these specific development sites will be outlined in a subsequent planning document
- a transport assessment is required for all major applications proportionate to the scale of development which must include an assessment of congestion on the A36, particularly the Alderbury bypass and how the development proposal would affect this issue.

- some managed growth is necessary to support ongoing business growth and development, to ensure the existing strong employment opportunities in the area are maintained. Limited development will also help to address the shortfall in affordable housing in the area
- consideration should be given to the existing shortage of long-term beds in care homes
- the New Forest National Park is an important resource and so protecting the natural environment is a priority. The Core Strategy sets a policy framework to prevent detrimental impacts on the national park from neighbouring development. Development that would increase recreational pressures must not adversely affect Natura 2000 designations of the New Forest and must contribute to the implementation of the Recreation Management Strategy. Development within the national park boundary will be considered by the New Forest National Park Authority
- ongoing protection and enhancement of the stone curlew and calcareous grassland habitat at Porton Down must be secured through the implementation of an Integrated Business and Environmental Management Strategy, to effectively avoid potentially adverse impacts of further development at the site, maintaining the integrity of the Natura 2000 designations
- development in the vicinity of the River Avon (Hampshire) must incorporate appropriate measures to ensure that it will not adversely affect the integrity of this Special Area of Conservation
- development within the Community Area will need to conserve the designated landscape of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and its setting, and where possible enhance its locally distinctive characteristics.

#### How will the Southern Wiltshire Community Area change by 2026?

5.127 By 2026, the Southern Wiltshire Community Area will comprise thriving communities reflecting the aspirations of its residents. The area will be comfortable with its relationship with Salisbury and will have benefited from the opportunities that growth has attracted to provide new homes and jobs, in a managed way that delivers improved services and choice.

5.128 In response to this challenge, Downton will continue to be the focus of appropriate levels of managed growth. It will have a choice of transport and provide a good range of services, and good levels of employment. The need to grow Salisbury will have been recognised by the community, who will continue to benefit from the enhanced facilities and job opportunities that the city offers. The area will further benefit from the delivery of improved community facilities and better connectivity through improved footpaths, cycle ways and public transport choices.

## **Core Policy 23**

### **Spatial Strategy: Southern Wiltshire Community Area**

Development in the Southern Wiltshire Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

#### **Local Service Centres: Downton**

**Large Villages:** Alderbury, Coombe Bissett, Morgan's Vale / Woodfalls, Pitton, Whiteparish and Winterslows / Middle Winterslow

**Small Villages:** Bodenham, Britford, Charlton All Saints, East Grimstead, Farley, Firsdown / Winterbourne, Laverstock and Ford, Lopcombe Corner, Nunton, Odstock, West Dean and West Grimstead

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Downton Business Centre.

Over the plan period (2006 to 2026), approximately 615 new homes will be provided of which 190 should occur at Downton. About 425 homes will be provided in the rest of the Community Area. Growth in the Southern Wiltshire Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Southern Wiltshire Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.126 will be addressed.



Figure 5.15 – Southern Wiltshire Community Area

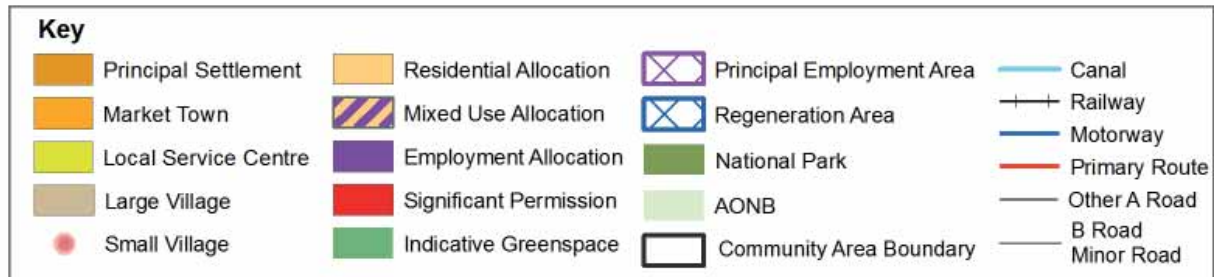
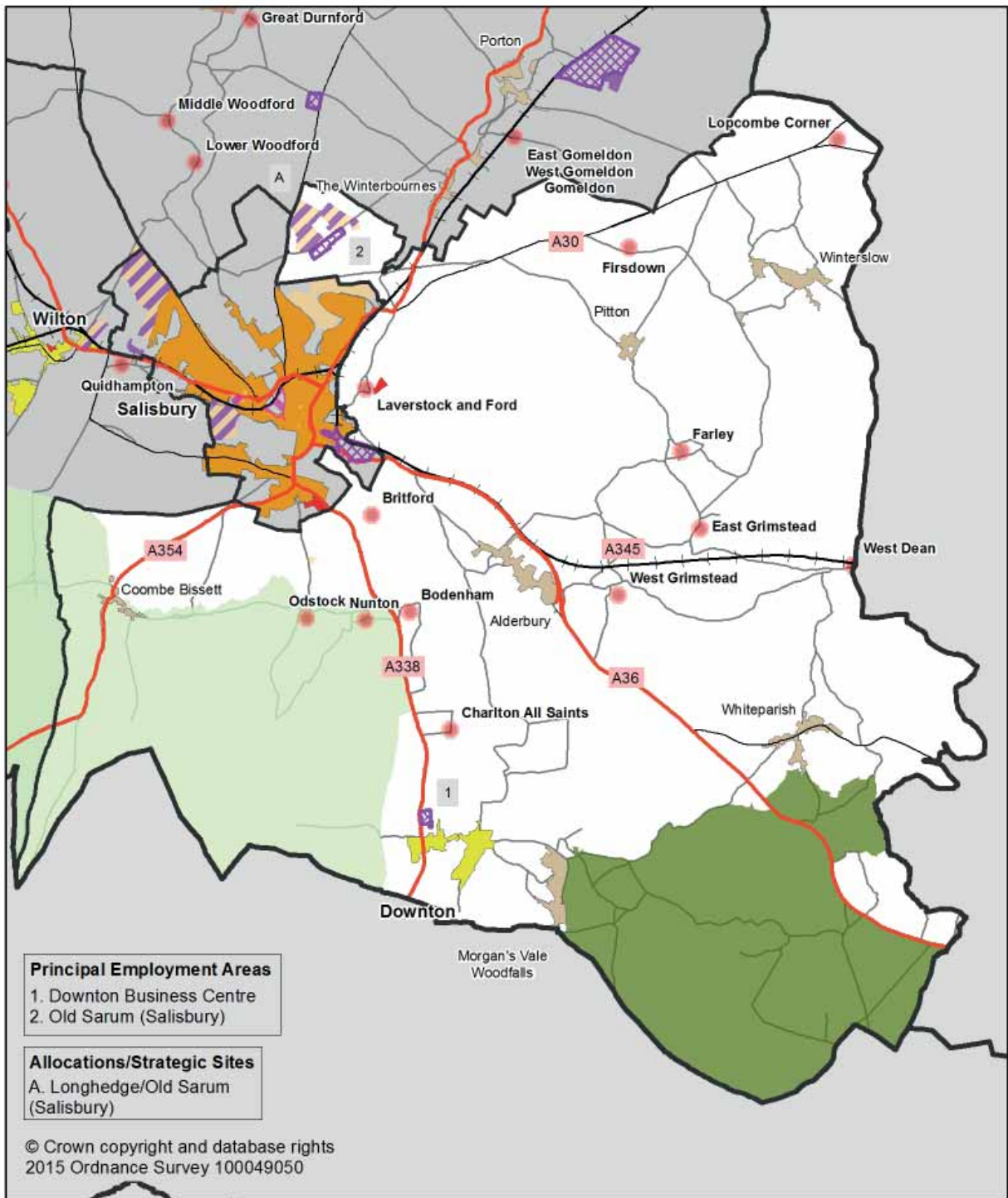


Table 5.14 Delivery of Housing 2006 to 2026 – Southern Wiltshire Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Downton	190	54	14	0	122
Remainder	425	315	54	0	56
Community Area total	615	369	68	0	178

### New Forest National Park

- 5.129 The south eastern boundary of the area covered by this strategy overlaps with the New Forest National Park. Parts of the parishes of Redlynch, Landford and Whiteparish lie within the National Park and, although they are located in Wiltshire, these areas are under the New Forest National Park Authority (NPA) for all planning purposes. The policies contained in this strategy do not therefore apply to development within these areas.
- 5.130 The New Forest National Park Management Plan (2010-2015) was formally approved by the NPA in December 2009 with the authority's Core Strategy & Development Management Policies DPD adopted in December 2010. These plans cover the whole of the national park, including the parts of the national park in South Wiltshire, and supersede the New Forest policies within the Salisbury District Local Plan 2003.
- 5.131 Some development in the remainder of south Wiltshire might impact on the national park, and the NPA will continue to be consulted on proposals that are considered to potentially impact on their aims.
- 5.132 It may also be the case that development in some areas of south Wiltshire may have an impact on the New Forest SPA and SAC through increased recreational disturbance. Adverse effects upon these sites may be avoided through implementation of the New Forest Recreation Management Strategy. This is further discussed in Core Policy 50.

## Core Policy 24

### New Forest National Park

Development will only be permitted where it does not have a negative impact on the:

- i. conservation and enhancement of the unique character and environment of the New Forest National Park, and in particular the special qualities of its landscape, wildlife and cultural heritage
- ii. encouragement of understanding and enjoyment of the New Forest National Park's special qualities
- iii. social and economic wellbeing of local communities in ways that sustain the national park's special character.

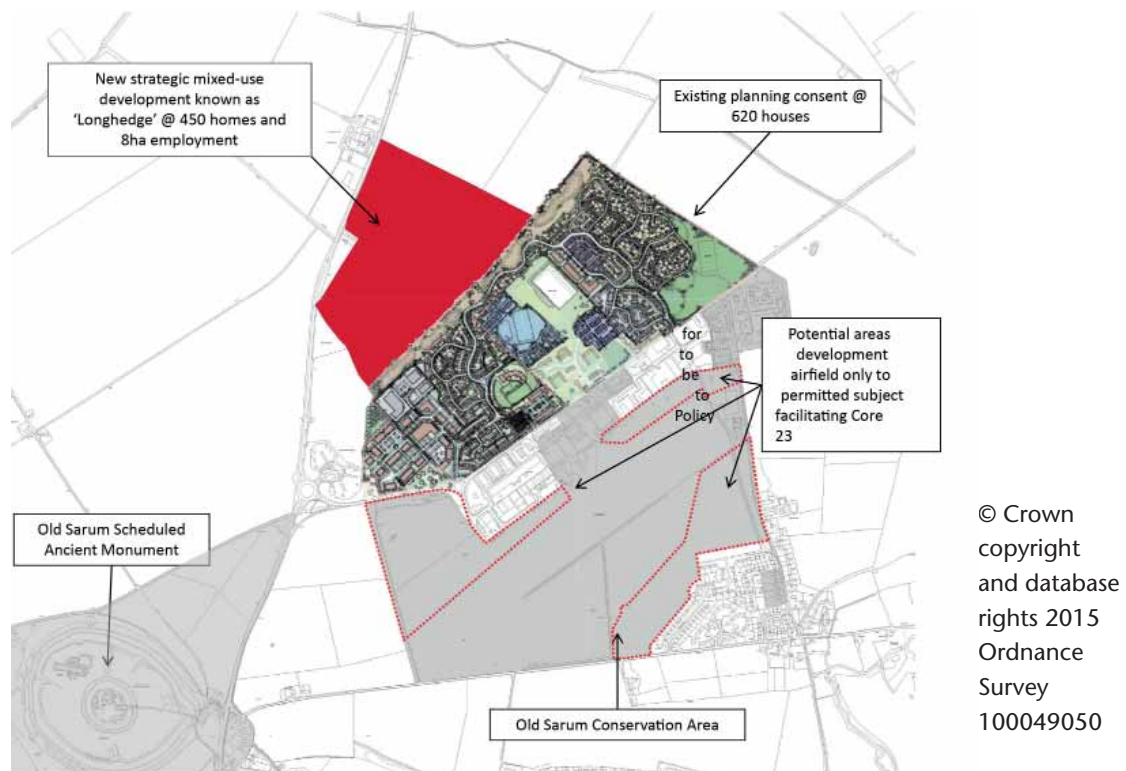
### Old Sarum Airfield

5.133 Old Sarum Airfield dates from the First World War and is one of the best preserved in the country as it has remaining technical buildings and three listed hangars, which still have a functional relationship to the grass airstrip. The facility is highly valued locally for the historical and recreational opportunities it provides. However, there are a number of issues relating to the site that this Core Strategy seeks to resolve.

5.134 The heritage value of the airfield has been damaged by the intrusion of functional late 20th century industrial sheds, which compromise its historic character. There are no controls over the level and intensity of flying activity from the airfield, and there has been a long history of complaints from local residents about the noise, which has been caused largely by aeroplanes flying over the city, in training circuits, especially during the summer months. While there is no local wish to prevent flying altogether, there is a desire to seek some control and strike an appropriate balance between the flying activity and amenity of Salisbury's residents.

5.135 This strategy will allow sympathetic new development on the airfield perimeter, including high quality residential use, where it can be fully demonstrated that it will deliver the outcomes identified in the following policy. The Masterplan will be developed in partnership with the local community, local planning authority and the developer prior to any application being considered.

Figure 5.16: Old Sarum Airfield



## Core Policy 25

### Old Sarum Airfield

New development will only be permitted on Old Sarum Airfield if it delivers:

- i. a long-term proactive strategy for the enhancement of the Conservation Area, including management plan and public access and visitor/interpretive material on its historic relevance
- ii. a high quality strategic landscape improvement to mitigate impacts of existing intrusive buildings, to soften impacts when viewed both out and into the Conservation Area and from Old Sarum Scheduled Ancient Monument
- iii. the completion of a legal agreement (section 106) to agree reasonable controls over flying activity in the interests of the amenity of local residents
- iv. submission, agreement and implementation of a development masterplan, which delivers a high quality development that takes opportunities to enhance the historic environment and protects the amenity of existing residents
- v. retains and safeguards flying activity from the airfield
- vi. community benefit for the Old Sarum residents.



## Tidworth Area Strategy

### Spatial information and context

5.136 The Tidworth Community Area is located in the eastern part of Wiltshire. The area is predominantly rural in character and includes parts of Salisbury Plain and the North Wessex Downs AONB. The two main towns in the Community Area, Tidworth and Ludgershall, have complementary roles and are being planned for jointly to help them develop a number of shared facilities and resources. This complementary role will enable a more sustainable community, where a mix of military and civilian employment and shared facilities serve a permanent population.

5.137 The Tidworth Community Area is dominated by the presence of the military, which is by far the largest local employer, utilising large parts of Salisbury Plain as a training area. Although Tidworth and Ludgershall provide local centres, Andover and Salisbury offer the majority of higher order services and facilities, such as hospitals and cinemas, and public transport in the area is based around access to these centres. The A303 is located just south of the Community Area and is a strategic transport route linking Wiltshire to the south-east and south-west of England.

## The strategy for the Tidworth Area

- 5.138 Tidworth/Ludgershall is not identified as a location for new strategic employment growth. The employment mix in the town is dominated by the MoD and this causes there to be a number of unusual commuting patterns with a high percentage of people walking to work and a relatively good level of self containment. Nevertheless, there remains significant out-commuting with limited employment beyond jobs associated with the MoD. New employment at Tidworth and Ludgershall should concentrate on providing a range of opportunities to diversify the job market. Although not a strategic location for employment growth, Castledown Business Park is an important allocation that will fulfil the requirements of Tidworth/Ludgershall in the short and medium term.
- 5.139 The dominance of the military and the unique living and working practises of military life mean that the Community Area displays some unusual patterns and population profiles. The military lifestyle also has a fundamental effect on how people interact with higher order service centres around the area. As the Tidworth, Netheravon and other garrisons in the Salisbury Plain area have been designated as a 'Super Garrison', the military population in the area is expected to grow and new military housing is planned. Military personnel are also likely to remain in the area for longer. This strategy will help to deliver wider improvements to services and facilities in the Community Area and thus contribute to the integration of the civilian and military community. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Tidworth Community Area this includes the North Wessex Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

## Issues and considerations

- 5.140 Specific issues to be addressed in planning for the Tidworth and Ludgershall Community Area include:
- employment growth will need to be provided to help diversify the economic base, thus reducing the reliance on the MoD, but also allowing opportunities for related industries to locate to the area and benefit from being co-located with specialist military services. The area's excellent road connectivity adds to its attractiveness to employers

- the re-use of brownfield military land will be a priority to support sustainable local employment growth. This will be particularly important as there is currently a shortage of quality employment premises for small and medium sized enterprises, including incubation facilities and managed workspaces in the area
- the use of brownfield land may also enable the protection of sensitive areas around the Community Area including the Salisbury Plain SSSI, SPA and SAC and the North Wessex Downs AONB. However, the re-use of this land needs to be considered carefully in relation to the wider needs of the area
- developer contributions from future housing growth should also help to deliver infrastructure necessary in the town. In particular, a permanent and centrally located ambulance standby point is needed, along with additional infant and nursery places. In addition the fire and rescue service would consider relocating the fire station within Ludgershall and additional facilities may be required
- development with potential to increase recreational pressure upon the Salisbury Plain Special Protection Area will not be permitted unless proportionate contributions towards the maintenance of the Stone Curlew Management Strategy<sup>49</sup> designed to avoid adverse effects upon the integrity of the stone curlew population as a designated feature of the SPA are made
- all development within the Community Area will need to conserve the designated landscape of the North Wessex Downs Area of Outstanding Natural Beauty and its setting, and where possible enhance its locally distinctive characteristics
- development in the vicinity of the River Avon (Hampshire) or Salisbury Plain Special Areas of Conservation must incorporate appropriate measures to ensure that it will not adversely affect the integrity of those Natura 2000 sites
- further improvements to the retail offer of Tidworth and Ludgershall are a priority to help improve the self-sufficiency of the area. Regeneration is particularly important as both town centres currently are poorly defined and suffer from a lack of continuity. The centres also have a generally weaker retail offer than for comparable sized nearby market towns. In planning for Tidworth and Ludgershall together, it is therefore important that any additional retail provision is directed to the central area of Tidworth to help improve the retail offer and the vitality and viability of the area overall. Ludgershall centre should be consolidated to provide for local needs

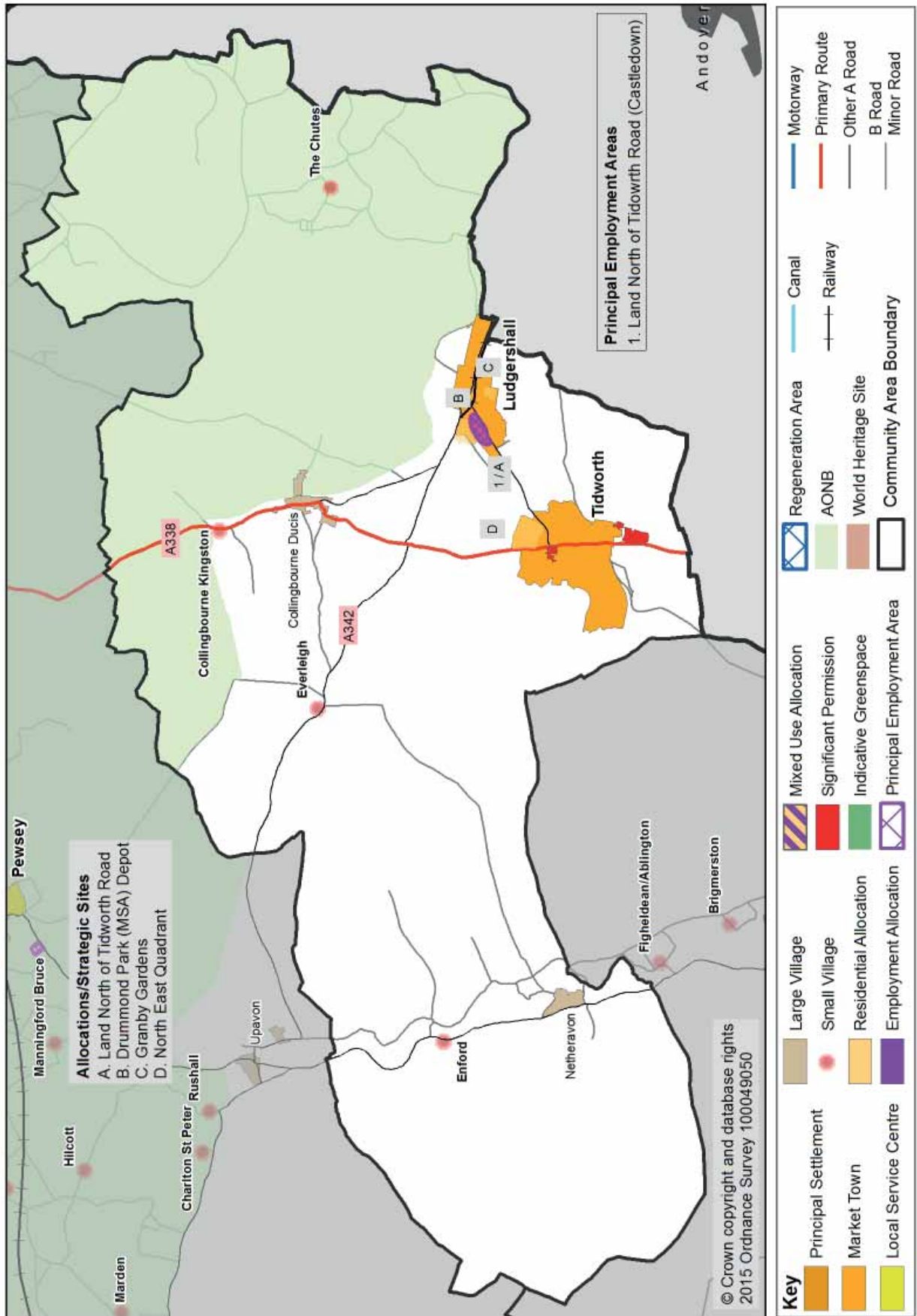
- sustainable traffic demand management and containment solutions will be needed to limit the impact of new development on the A303. Other improvements should include enhanced public transport connectivity, including a local bus service in Tidworth, and improved rights of way and cycling links between Tidworth and Ludgershall
- the development of land at Tidworth will need to carefully consider matters in relation to the appropriate disposal of foul and surface water. Such matters should be scoped and addressed through the planning application process.

### How will the Tidworth Community Area change by 2026?

5.141 The settlements of Tidworth and Ludgershall will have developed their complementary roles and taken full advantage of opportunities to develop sustainable brownfield sites. Growth will have reflected the need to create a more balanced community and act as a catalyst to attract inward investment with new employment opportunities complementing those provided by the MoD. The future of existing and former MoD sites will be carefully integrated into the needs of the wider community. The River Bourne Corridor, Salisbury Plain and Chute Forest will continue to provide social, environmental and economic assets to the area as part of a wider green infrastructure network which will be used and managed sustainably.



Figure 5.17 – Tidworth Community Area



## Core Policy 26

Development in the Tidworth Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1:

**Market Towns:** Tidworth and Ludgershall

**Large Villages:** Collingbourne Ducis and Netheravon

**Small Villages:** Collingbourne Kingston, Enford, Everleigh and The Chutes (Chute Cadley / Chute Standen, Lower Chute and Upper Chute)

Over the plan period (2006 to 2026), 12 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided including:

<b>Land North of</b>	Saved Kennet District	12 ha
<b>Tidworth Road</b>	Plan Allocation	

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Castledown, Land North of Tidworth Road.

Over the plan period (2006 to 2026), approximately 1,920 new homes will be provided of which about 1,750 should occur at Tidworth and Ludgershall, including land identified at Drummond Park (MSA Depot), Ludgershall for strategic growth.

**Drummond Park (MSA) Depot** 475 dwellings

The strategic allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should be in accordance with the development template shown by Appendix A. Approximately 170 homes will be provided in the rest of the Community Area. Growth in the Tidworth Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Tidworth Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.140 will be addressed.

Table 5.15 Delivery of Housing 2006 to 2026 - Tidworth Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Tidworth & Ludgershall Town	1,750	330	863	475	82
Remainder	170	80	6	0	84
Community Area total	1,920	410	869	475	166



## Tisbury Area Strategy

### Spatial information and context

5.142 The Tisbury Community Area is made up of 16 rural parishes within the Cranborne Chase and West Wiltshire Downs AONB. Tisbury is the Local Service Centre in the Community Area and lies to the west of Salisbury. However, the rural nature of the area and its proximity to neighbouring towns in Dorset mean that many residents turn to towns such as Shaftesbury, Gillingham and Wincanton, for their immediate day to day needs.

5.143 Tisbury benefits from excellent rail connections to Exeter and Salisbury, with a direct service to London Waterloo in less than two hours. There are also two A-roads passing through the area: the A303 running east to west and the A30 Salisbury to Shaftesbury road. Although Tisbury is close to these links, locally the road network is poor making it feel remote and car ownership and long-distance commuting are above average. This area is a very safe place to live with the lowest crime rates per person in the county. There are six primary schools in the area and two independent schools, but no secondary schools, with Shaftesbury and Gillingham mainly providing these for the area.

5.144 Although there is modest employment in Tisbury, the community feel that there are limited job opportunities and some employment land should be allocated but this should be small scale, well designed and in keeping with the village and surrounding countryside. The scale of any employment development must also take into account the poor road access to the village.

### The strategy for the Tisbury Area

5.145 The strategy for Tisbury Community Area is to provide for modest growth of both housing and employment to ensure development is balanced, thus helping to minimise out-commuting and also to provide support for local services and communities. Identifying suitable non-strategic allocations will include working closely with existing employers to ensure they have the potential to meet their future needs<sup>50</sup>. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Tisbury Community Area this includes the Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

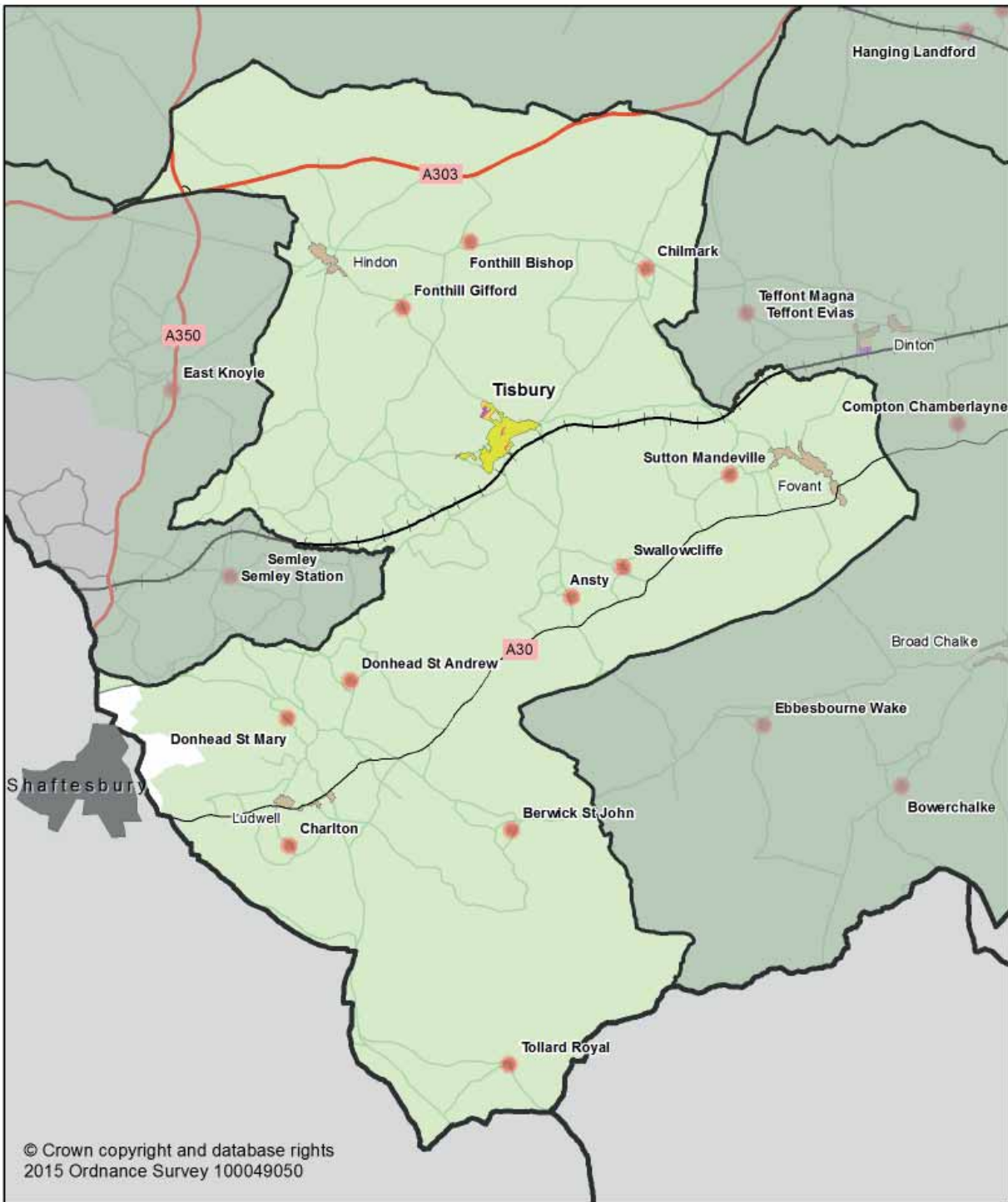
- 5.146 Specific issues to be addressed in planning for the Tisbury Community Area include:
- it will be important to maintain Tisbury's role as a local employment centre and managed growth will be important, in close cooperation with local employers and to ensure any negative impacts are avoided
  - although the area benefits from some good quality tourist accommodation, there is a lack of bed spaces, especially B&Bs

- the Core Strategy will seek to ensure that modest new growth in Tisbury will be sympathetically designed and located so it blends with the village and takes account of the constraints presented by narrow access roads and the sensitive landscape of the AONB
- all development within the Community Area will need to conserve the designated landscape of Cranborne Chase and West Wiltshire Downs AONB and its setting, and where possible enhance its locally distinctive characteristics. All development will be required to maintain the integrity of the Chilmark Quarries Special Area of Conservation, having particular regard to the Wiltshire Bats SAC guidance<sup>51</sup>
- the Tisbury Parish Plan (page 6) identifies that there is a major concern about insufficient parking being available in the area of the station as the number of rail users from outlying areas continues to increase. The scope and need for further station parking, particularly on the Station Works site and fields adjacent to the South Western Hotel, should be examined to address this.

#### How will Tisbury Community Area change by 2026?

5.147 Both housing and employment development will have helped to improve the self-sufficiency of the area and will have helped to reduce out-commuting. The services, facilities and retail that exist at Tisbury are important to local quality of life and convenience, and will have been protected and enhanced. Modest new growth in Tisbury will have been sympathetically designed and located so it blends with the village and takes account of the constraints presented by the narrow access roads and the sensitive landscape of the AONB. The rural area outside of Tisbury will have changed little as new development will have been limited to modest levels appropriate to the scale of the settlements. The Community Area will benefit from increased tourism and new faster broadband provision will have helped to alleviate rural exclusion.

Figure 5.18 Tisbury Community Area



Key			
	Principal Settlement		Residential Allocation
	Market Town		Employment Allocation
	Local Service Centre		Indicative Greenspace
	Large Village		AONB
	Small Village		Community Area Boundary
	Significant Permission		Principal Employment Area
	Mixed Use Allocation		Regeneration Area
	National Park		Canal
	AONB		Railway
	Community Area Boundary		Motorway
			Primary Route
			Other A Road
			B Road
			Minor Road

## Core Policy 27

### Spatial Strategy: Tisbury Community Area

Development in the Tisbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

#### Local Service Centres: Tisbury

#### Large Villages: Fovant, Hindon and Ludwell

**Small Villages:** Ansty, Berwick St John, Charlton, Chilmark, Donhead St Andrew, Donhead St Mary, Fonthill Bishop, Fonthill Gifford, Sutton Mandeville, Swallowcliffe and Tollard Royal

There are no Principal Employment Areas in the Tisbury Community Area.

Over the plan period (2006 to 2026), 1.4 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

<b>Hindon Lane,</b>	Saved Salisbury District	1.4 ha
<b>Tisbury</b>	Plan allocation	

Over the plan period (2006 to 2026), approximately 420 new homes will be provided, of which about 200 should occur at Tisbury and approximately 220 homes will be provided in the rest of the Community Area. Growth in the Tisbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Tisbury Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.146 will be addressed.

Table 5.16 Delivery of Housing 2006 to 2026 - Tisbury Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Tisbury	200	124	37	0	39
Remainder	220	51	11	0	158
Community Area total	420	175	48	0	197



## Trowbridge Area Strategy

### Spatial information and context

5.148 Trowbridge has a strong industrial heritage and as the County Town of Wiltshire maintains an important strategic role. It has good transport links to many nearby settlements, including Bath and Bristol, and is less than 20 miles from the M4. The town has good rail connectivity to the west, via Bath and Bristol, and the south, via Westbury and Southampton. The strategically important A350 links Trowbridge with the M4 and the south coast. Trowbridge plays an important role as an employment, administration and service centre for Wiltshire. The town does, however, suffer from a lack of infrastructure, particularly leisure, entertainment and cultural facilities. Improvements associated with the need to better integrate the various modes of public transport are also needed, including the potential for a fundamental re-design of the railway station as the gateway to the town centre. The regeneration of the central area of Trowbridge is a priority for the council, the town council and local businesses.



## The strategy for the Trowbridge Area

5.149 It is important that Trowbridge grows to strengthen its principal service centre role and deliver improved infrastructure and facilities in the town. Sustainable growth with employment development alongside new housing is needed both within the central area of the town and in the form of an urban extension, which is fully integrated with the town centre. Further land will be identified in the Housing Site Allocations DPD. It will look to accommodate housing needs toward the end of the plan period and beyond 2026, since further significant house building on greenfield sites will only be able to commence if adequate education infrastructure exists, such as delivered on the Ashton Park extension. New employment land will be allocated to create new jobs and strengthen the town's role as a strategic employment centre for the wider west Wiltshire area. Employment and housing growth will help improve town centre vitality and deliver improved infrastructure that will enhance the attractiveness of Trowbridge for employers to locate to.

## Issues and considerations

5.150 Specific issues to be addressed in planning for the Trowbridge Community Area include:

- developer contributions from future housing growth should help deliver infrastructure necessary in the town. In particular, improved doctors surgeries and facilities for emergency services are needed
- delivering housing growth will also strengthen the viability for new and improved entertainment and cultural facilities in the town, such as a cinema. Ensuring growth is balanced between the central and edge of town areas will also deliver an improved evening economy, such as restaurants in the town centre, particularly adjacent to the River Biss corridor. Town centre growth should be a priority with greenfield development being phased throughout the plan period
- strategic growth at Trowbridge will create the environment to attract investment in high value skilled jobs including office development and supporting infrastructure, such as hotel accommodation. The wider work of the council in terms of employer engagement schemes, such as the 'Wiltshire 100' to support employment and skills, will help deliver high value jobs and assist young people to acquire the appropriate competencies and experience to access opportunities in the work environment. Additional employment provision will also facilitate uplift and improvements necessary to secure a long term future for existing trading estates

- strategic growth at south-east Trowbridge will facilitate delivery of strategic improvements to the A350, particularly at Yarnbrook and West Ashton where existing junction arrangements are over capacity. This is currently a source of traffic congestion and improvements will have a significant benefit to the town. Responsibility for delivery of these improvements will be shared between the developer(s) and the council – these schemes are given an especially high ranking by the Wiltshire and Swindon Local Transport Body (LTB), which has included them in its list of schemes that will attract funding support post 2015. More details relating to the LTB can be found on the Swindon Borough Council website<sup>52</sup>
- there is a requirement to provide a site for a secondary school to the south east of Trowbridge, to serve the proposed urban extension and linked by a new road to recent developments at Paxcroft Mead and other planned development to the east of Trowbridge. This would help to address cross town traffic which is currently a problem as the only secondary schools are located to the west and south west of the town. A new primary school will also need to be delivered as part of the permitted development on land south of Paxcroft Mead and two further primary schools delivered as part of the Ashton Park strategic allocation
- it is recognised that the villages surrounding Trowbridge, particularly Hilperton, Southwick North Bradley and West Ashton, have separate and distinct identities as villages. Open countryside should be maintained to protect the character and identity of these villages as separate communities. The local communities may wish to consider this matter in more detail in any future community-led neighbourhood planning
- the regeneration of Trowbridge central area is a priority that will need to be delivered over the life of the plan to support the development of the town as a whole. A Masterplan is being developed to consolidate and deliver improvements to the central area of Trowbridge through regenerating key sites and the Wiltshire Core Strategy provides support for this work through Core Policy 28. The Masterplan, amongst other things, provides details in relation to the delivery of improvements to the rail station providing a new gateway to Trowbridge and improved public transport connectivity. The regeneration of centrally located vacant sites will improve the services and facilities the town needs and provide new employment uses. Sustainable and coherent regeneration of Trowbridge town centre is needed to maximise the potential of vacant sites, to improve pedestrian linkages and to enhance the quality of the public realm. The town centre is

currently defined in the West Wiltshire Local Plan – First Alteration and constitutes a “commercial area” (saved policy SP1). All town centre boundaries will be revisited plus shopping frontages (and associated policies) through the Core Strategy Partial Review process

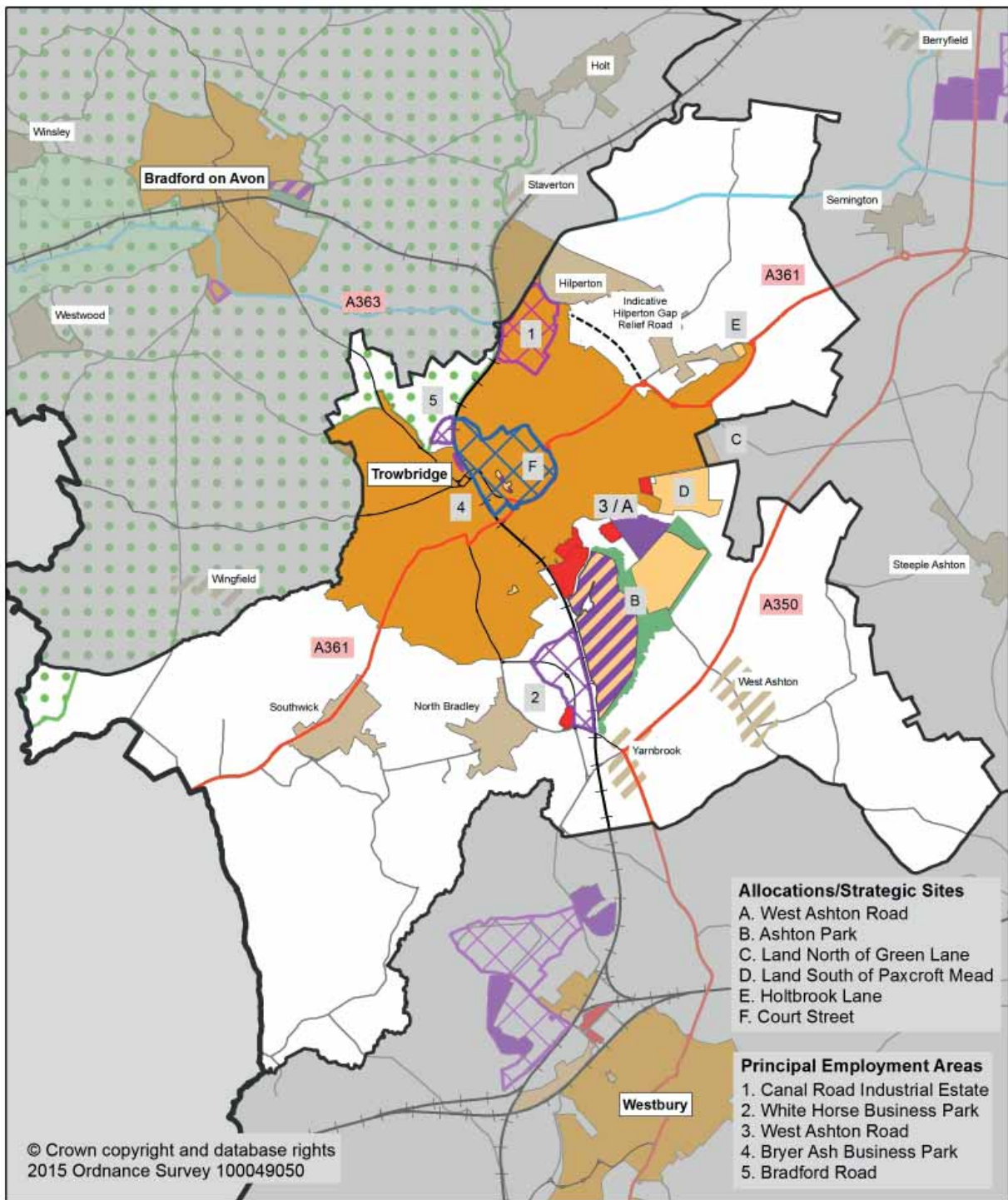
- a transport assessment is required for all major applications proportionate to the scale of development which must include an assessment of the likely future implications of delivering the Hilperton Relief Road. The assessment and relevant applications should optimise linkages providing permeable road, cycle and footpath connections between Ashton Park and the existing and committed improvements to the strategic road system at East Trowbridge
- although the strategy is based around the Wiltshire Community Areas, it does plan for the continuous urban area of Trowbridge. Areas such as Staverton, which adjoins Trowbridge but is located within the Bradford on Avon Community Area, should therefore be considered both in relation to Trowbridge and Bradford on Avon
- although the regeneration of the Trowbridge Masterplan sites provides an opportunity to deliver improved leisure facilities (e.g. a new leisure centre), further work is needed to investigate how additional formal sports pitches and courts provision can be delivered in the town
- Trowbridge is well provided for in terms of its convenience retail offer and there is no capacity for additional major food retail during the plan period, as evidenced by the Wiltshire Town Centre and Retail Study. There is, however, considerable opportunity for additional comparison provision. Recent edge of centre retail development in Trowbridge has led to the repositioning of the town centre and future development should be focused in central locations around the Masterplan sites (paragraph 5.153)
- Trowbridge has a strong industrial heritage and features a number of key landmark buildings, including the Town Hall, mill buildings and a hierarchy of buildings associated with the cloth industry. Future development should have regard to this important heritage and ensure proposals enhance, rather than negatively impact on the existing townscape
- there are strong functional relationships between Trowbridge, Frome and Westbury, particularly for retail. Strategic growth in Trowbridge can strengthen the

employment role of Trowbridge for the wider area and provide a complementary retail offer to that provided by the nearby higher order centre of Bath

- improvement needs to be made to the River Biss to provide an attractive and important pedestrian corridor connecting different parts of the town centre and with the Ashton Park Urban Extension. The River Biss is currently an under-utilised resource and new development within the town must contribute to improving connectivity with the river and thereby improve the character of this important green corridor
- all development in Trowbridge should be sensitive to constraints, such as the local County Wildlife Sites, SSSIs, Ancient Woodland, the Western Wiltshire Greenbelt and areas at risk of flooding
- land proposed for development to the south-east of Trowbridge has the opportunity to deliver biodiversity and general green infrastructure enhancements through new planting to link existing woodland sites, which will also contribute to the delivery of the Strategic Nature Area (SNA) for woodland in this area (Nature Map), the provision of open space, improvements along the River Biss corridor to the central area of Trowbridge, and by reducing the risk of flooding in the town. Flood mitigation should relate to development impact only
- a more detailed Strategic Flood Risk Assessment (Level 2) is needed to provide a robust understanding of flood risk and inform decisions about the town's growth and appropriate selection of sites for development. Such work would consider all aspects of flood risk and, where practicable, the scope of the assessment should be agreed with the council and the Environment Agency
- development proposals should consider and seek to deliver appropriate measures to ensure that potentially harmful recreational pressures upon woodland sites to the south east of Trowbridge are avoided in the first instance and/or mitigated
- woodland sites to the south east of Trowbridge support a breeding population of Bechstein bats, associated with the Bath and Bradford on Avon Bats SAC. All development will be required not to adversely affect this designation and to ensure that connectivity with the SAC is maintained, having particular regard to the Wiltshire Bats SAC Guidance<sup>53</sup>.

5.151 The role of Trowbridge as an employment, administration and strategic service centre will be strengthened. The strategy for growth at the town will provide the catalyst for private sector investment into the town to deliver improved infrastructure. Improved entertainment, leisure and cultural facilities will have been developed alongside an enhanced retail offer within the central area. Strong linkages will be established between town centre and edge of town growth, with improved public transport integration and an attractive walk and cycle route via the River Biss corridor connecting regeneration sites. Significant and focused road infrastructure improvements will have been made to the A350 and the location of a new secondary school to the south east of the town will have helped to reduce cross town traffic. The attractiveness of the town centre will be substantially improved, in part through enhancements to the River Biss corridor. Significant growth in employment provision will have taken place at Trowbridge, helping to strengthen the town's strategic employment role and this will consist of both town centre and edge of centre development. A range of new jobs will be created including office based employment opportunities.

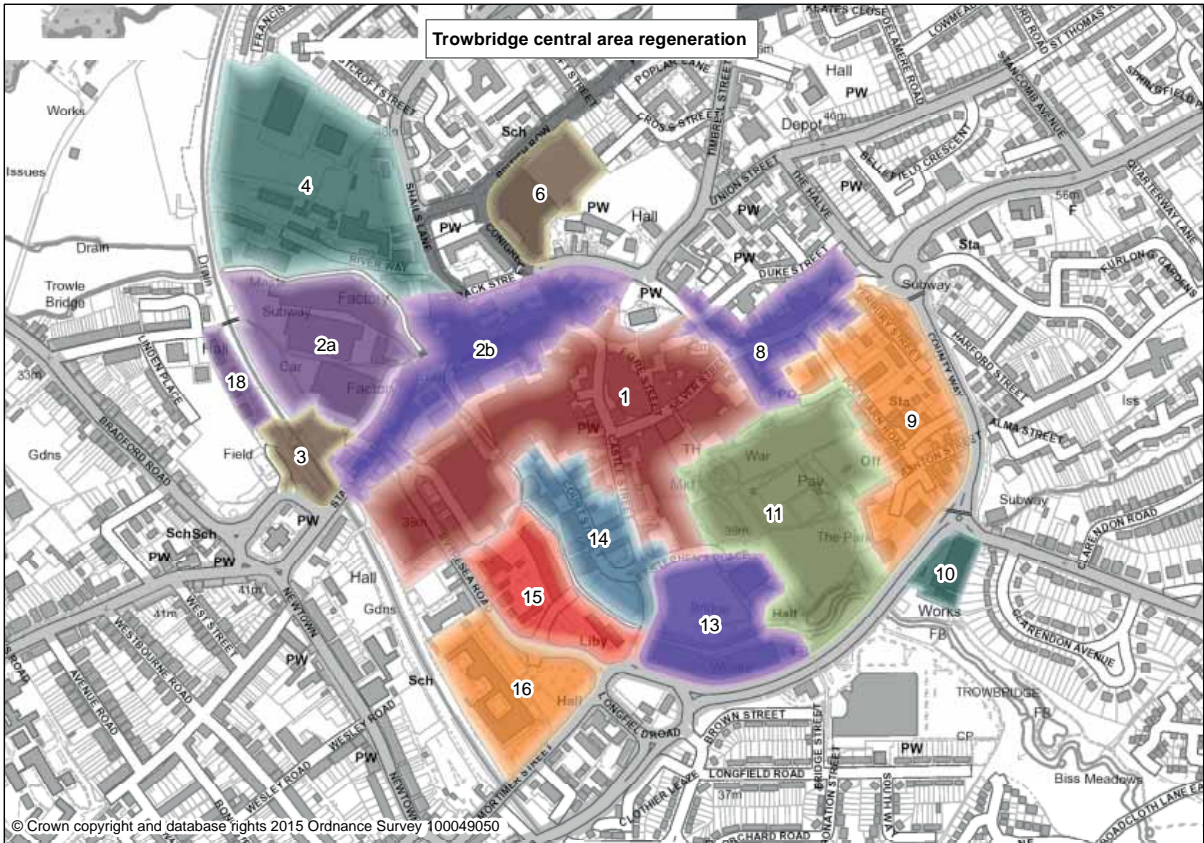
Figure 5.19 - Trowbridge Community Area



5.152 The regeneration of the central area of Trowbridge is a priority and a number of development sites have been identified. The development of these sites should incorporate a sustainable mix of retail, leisure, business and residential uses and be compatible with Core Policy 36 and the emerging Masterplan for Trowbridge<sup>54</sup> which could be adopted as a Supplementary Planning Document once completed.

5.153 The Masterplan for Trowbridge identifies character areas (areas of opportunity) which are shown on the following map and are described in more detail below. Where it is clearly demonstrated, through an open-book approach and agreed by the local planning authority, that the uses proposed in the Masterplan are not viable, alternative uses may be supported where they are consistent with the objective of securing a sustainable mix of uses for the Regeneration Area as a whole and would not be to the detriment of the delivery of other sites.

Figure 5.20 - Trowbridge central area regeneration



Area	Site Name & Existing/Permitted Land Uses	Masterplan Objectives
1	Trowbridge People's Park Civic and public open spaces.	<p>Improve activity around the edges of park and quality of existing sports and recreation facilities.</p> <p>Improve way-marking and linkages with the town centre and edge of centre retail / leisure facilities.</p>
2	North east edge of town centre  Services, secondary retail and residential uses.	Improve functional links with the town centre through improvements to public realm and way-marking.
3	Historic town centre  Primary / secondary retail and service core.	<p>Improve public realm and relationship with surrounding areas of opportunity and existing uses.</p> <p>Explore opportunities for above ground-floor level residential uses and office accommodation.</p> <p>Preserve and enhance listed buildings and other heritage assets.</p> <p>Enhance the historic character of the town and its County Town status through way-marking, use of public arts and interactive media.</p>
4a / 4	Bythesea Road / Wicker Hill / Stallard Street  Range of edge of centre retail schemes at various scales and residential uses.	Improve public realm, way-marking and links to the town centre and between edge of centre uses.
5	Former Bowyers site  Comprehensive redevelopment of the site.	Improve links to town centre, way-marking and public realm to complement surrounding uses.
6	County Hall (municipal uses)  Town administrative centre including library and cafe.	<p>Enhance linkages to transport interchanges.</p> <p>Improve links to town centre and edge of centre retail / leisure uses</p> <p>Improve way-marking.</p>
7	St Stephen's Place  Comprehensive redevelopment of the site comprising multi-screen digital cinema / hotel, restaurants / cafes / bars / retail and associated car parking / public realm and pedestrian and cycle links.	Improve links to the town centre, way-marking and public realm to complement surrounding uses.
8	Gateway Enhancement Area	Seek enhancements to improve public realm, way-marking and links to the town centre.



Area	Opportunity Sites Site Description	Potential Land Uses / Masterplan Objectives
9	<p>East Wing</p> <p>Council owned site comprising a mix of one and two storey office buildings and vacant four storey library building. Currently used a long term car park and secure storage.</p>	<p>Opportunity Sites 9, 10 and 11 are considered to be priority sites for comprehensive regeneration supporting high quality, vibrant, mixed use developments.</p> <p>Create a series of linked destinations along the river corridor to encourage people to make linked trips to the town/ edge of centre uses.</p>
10	<p>Court Street Car Park (Council owned car park)</p>	
11	<p>Cradle Bridge</p> <p>Redundant factory site with ancillary office accommodation.</p>	<p>Establish a new east-west pedestrian and cycle link across the River Biss.</p> <p>Improve public realm and reconnect the currently fragmented elements of the town centre.</p>
12	<p>Court Street Area</p> <p>Existing mix of employment sites comprising a number of under-used former mill buildings, warehouses, workshops and office accommodation.</p>	<p>Create an attractive working environment supporting innovation and growth in independent / cultural and creative business.</p> <p>Create the opportunity for linked trips between the town centre and edge of centre uses.</p> <p>Protect and enhance the existing heritage assets of the area and provide new pedestrian links to the river.</p> <p>Improve public realm and the traditional warehouse facades.</p>
13	<p>Castle Street</p> <p>Key north-south route into the historic core of the town centre supporting a mix of smaller independent businesses. Some vacant units.</p>	<p>Support complementary retail, leisure and commercial uses allowing for a mix of day and night time activity.</p> <p>Promote Castle Street as key walking street and thereby encouraging linked trips between the town centre and edge of town retail / leisure attractions to the north / west and south.</p> <p>Support the potential redevelopment of the toy shop and adjacent garage site.</p> <p>Improve public realm and create an attractive, safe and comfortable walking environment.</p> <p>Improve way-marking.</p>

14	<p>Town Bridge / Wicker Hill</p> <p>An important access point and gateway to the town and river.</p>	<p>Create a new civic space at Town Bridge focussed on the River Biss through comprehensive public realm works.</p> <p>Maximise active development frontage onto the River Biss corridor and Wicker Hill.</p> <p>Improve way-marking.</p>
15	<p>ASDA and The Shires</p> <p>Shopping centre, multi-storey car park, supermarket and servicing.</p>	<p>Improve public realm, way-marking and relationship with the riverside, historic core, the Gateway retail development and the rail station.</p> <p>Create a new public space centred on the river.</p> <p>Explore opportunities to reconfigure space to provide larger retail units set within an attractive environment.</p>
16	<p>Castle Place &amp; Car Park</p> <p>Shopping centre, multi-storey car park and leisure centre.</p>	<p>Facilitate longer term redevelopment if the wider parking strategy for Trowbridge can be achieved.</p> <p>Support vibrant, mixed use development that will encourage people to make linked trips between town centre and St Stephen's Place and thereby actively address functional relationships with the People's Park.</p>
17	<p>Riverway Industrial Site (Shails Lane)</p> <p>Light industrial and recycling facilities.</p>	<p>Facilitate the longer term redevelopment opportunity for a mix of uses to include housing, office, business and / or leisure uses.</p> <p>Prepare a site specific development brief setting out the development and design principles for any future long-term use of the site.</p>



## **Core Policy 28**

### **Trowbridge Central Areas of Opportunity**

- i. High quality development designed to achieve a sustainable mix of land uses will be permitted on the opportunity sites (areas 9 to 17) identified in Figure 5.20 and the Masterplan for Trowbridge. Proposals for development on the Masterplan opportunity sites should complement existing and committed land-uses as well as contribute to the wider vision for the town centre as set out in the Masterplan.
- ii. Proposals should meet high quality design and sustainability standards, including exemplary public realm and strong pedestrian and sustainable travel linkages as set out in the Masterplan.
- iii. Proposals for major development<sup>55</sup> must be designed with the ability to connect to the Trowbridge energy network. Where this is deemed not to be viable, the evidence for this should be fully demonstrated within the Sustainable Energy Strategy as set out by Core Policy 41.

## **Core Policy 29**

### **Spatial Strategy: Trowbridge Community Area**

Development in the Trowbridge Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Principal Settlements:** Trowbridge

**Large Villages:** Hilperton, North Bradley and Southwick

**Small Villages:** West Ashton and Yarnbrook

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Canal Road Industrial Estate, White Horse Business Park, West Ashton Road, Bryer Ash Business Park and Bradford Road.

Over the plan period (2006 to 2026), 25 ha of new employment land (in addition to that already delivered or committed at April 2011) and approximately 7,000 new homes will be provided within the Community Area. At Trowbridge, approximately 5,860 dwellings will be delivered and will involve an area for strategic growth to the south east of the town (Ashton Park), which extends towards the A350 to the south and the railway line to the west. An additional 950 dwellings will then be developed at the town only once improved secondary school provision is in place towards the end of the plan period and there has been a further assessment of effects on protected bat species and their habitats to ensure that they are properly safeguarded.

<b>West Ashton Road</b>	Saved West Wiltshire District Plan Allocation	10 ha
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<b>Ashton Park Urban Extension</b>	15 ha employment	2,600 dwellings
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The strategic allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should deliver any requirements as set out in the development templates as shown by Appendix A. Further land for housing development at Trowbridge will be identified in the Housing Site Allocations DPD. Greenfield housing sites in addition to the strategic sites will only be permitted once improved secondary school provision has been delivered as a result of the Ashton Park urban extension. Any proposals which are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward.

Approximately 165 homes will be provided in the rest of the Community Area over the plan period. Growth in the Trowbridge Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Trowbridge Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.150 will be addressed.

Table 5.17 Delivery of Housing 2006 to 2026 - Trowbridge Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Trowbridge Town <sup>56</sup>	6,810	2,152	409	2,600	1,649 <sup>57</sup>
Remainder	165	230	7	0	0
Community Area total	6,975	2,382	416	2,600	1,649

### Trowbridge District Energy Network

5.154 The traditional distribution of energy from large non-renewable power stations is not efficient when it comes to minimising greenhouse gases. Significant losses of energy occur through its transmission over long distances, and the heat generated when electricity is generated is wasted. Generating energy (which may consist of electricity, heat and cooling) in close proximity to the customer can substantially reduce emissions, and therefore help to meet targets for tackling climate change in Wiltshire. A significant opportunity has been identified for a district energy network to be established in the centre of Trowbridge. Key opportunities include:

- a programme to substantially re-model County Hall, one of the main Wiltshire Council offices located close to the centre of Trowbridge, commenced in 2011. County Hall could form a significant 'anchor' customer to a new energy network
- the Trowbridge Masterplan identifying a central of area of Trowbridge (Area 15 – Riverside) as highly suitable for new leisure services. A new leisure centre would provide an ideal 'anchor' customer for an energy network
- the connection of other Trowbridge Masterplan sites may improve the viability of both the overall scheme, and the need to meet improvements to the energy performance for each of these developments.

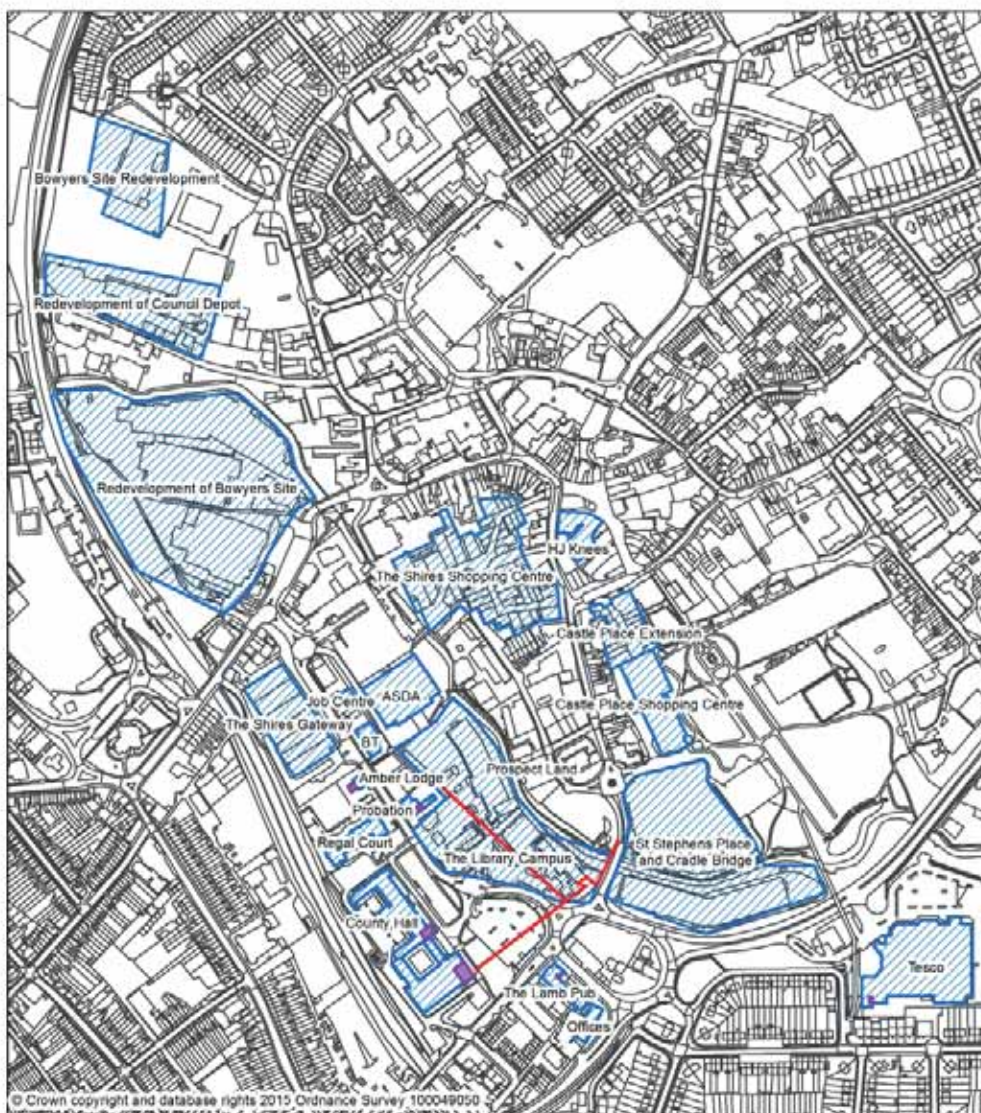
5.155 The development of a district energy network in Trowbridge will be supported in accordance with Core Policies 28 and 41.

## Core Policy 30

### Trowbridge Low-Carbon, Renewable Energy Network

- i. The development of a low-carbon, renewable district energy/heat network in Trowbridge will be encouraged and supported.
- ii. For major development<sup>s8</sup> and within the identified area of potential (refer to Figure 5.21), proposals for development should give consideration for the future routing of piping (electricity/heat/cooling), for network expansion and for the development of energy hubs. Applications for development must demonstrate how these matters have been considered in preparing the proposal and be set out in the Sustainable Energy Strategy as required by Core Policy 41. Connections to the Trowbridge energy network will be supported, in accordance with Core Policy 28.

Figure 5.21 Trowbridge energy network area of potential





## Warminster Area Strategy

### Spatial information and context

5.156 The historic town of Warminster is surrounded by a high quality landscape with Salisbury Plain to the east. The town has an attractive centre which functions as an important hub for a number of nearby rural settlements. The town itself is one of the larger employment centres in the county. Warminster is located near two regionally significant transport corridors, the A36 and the Cardiff to Portsmouth railway line. The town has strong functional linkages for employment and shopping with Frome. Warminster has been identified as a location for new strategic employment growth. It is one of the larger market towns and has excellent road (A36/A350) and rail connectivity. The MoD continues to be the largest employer, but there are a number of other significant employers in the town. Although, there have been relatively high volumes of empty industrial units in Warminster during late 2000s, redevelopment of the town has recently stimulated more demand in the town centre. Overall, Warminster has the capacity to enhance its contribution to the employment base within Wiltshire.

## The strategy for the Warminster Area

5.157 The strategy for Warminster is to increase the level of employment, town centre retail and service provision, along with residential development, as part of sustainable growth. New employment development in Warminster supports the overall strategy of concentrating on accessible locations within the A350 corridor. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Warminster Community Area this includes the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

## Issues and considerations

5.158 Specific issues to be addressed in planning for the Warminster Community Area include:

- a mix of housing and employment growth will facilitate the delivery of improved community facilities in Warminster through developer contributions. These may include expansion or alterations of the fire station and ambulance service centre, which are either at capacity or in need of major refurbishment. There is also a need for expansion or relocation of existing GP surgeries, facilities for young people in the town are also particularly lacking, the library is in need of enhancement and further cemetery provision is needed
- the options for expanding primary and secondary school provision in Warminster need to be resolved. The Princecroft Primary School could be replaced on-site with a larger facility and Kingdown Secondary School may need to relocate because the school's existing site is constrained. Consideration for relocating the secondary school may be appropriate in any future community-led neighbourhood planning
- it is essential that housing development to the west of Warminster facilitates the early delivery of employment growth, allowing an increased supply of jobs for local people. However, existing issues associated with traffic congestion and cross-town traffic will need to be addressed and carefully managed. A sustainable transport solution for pupils attending Kingdown Secondary School is required
- proposals set out within the Warminster Town Plan will be supported, providing they are consistent with the policy framework set out in the Wiltshire Core Strategy. Proposals for new comparison retail provision on the Central Car Park site



will be supported, providing it is clearly demonstrated how the proposals integrate with the existing fabric of the town centre, provide a high quality public realm and pedestrian linkages, and provide enhancement to the existing central area

- Warminster has limited locational opportunities for new development due to a range of environmental constraints such as the Cranborne Chase and West Wiltshire Downs AONB, a Special Landscape Area, a number of SSSIs and County Wildlife Sites. New development will need to be carefully managed to ensure appropriate mitigation is implemented
- all development within the Community Area will need to conserve the designated landscape of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and its setting, and where possible enhance its locally distinctive characteristics
- development in the vicinity of the River Avon (Hampshire) or Salisbury Plain must incorporate appropriate measures to ensure that it will not adversely affect the integrity of those Natura 2000 sites
- development which increases recreational pressure upon the Salisbury Plain Special Protection Area will not be permitted unless proportionate contributions are made to offset impacts through the Wessex Stone Curlew Project
- concentrations of water phosphate in the River Wylde are high, derived from the sewage treatment works in the town and agricultural activity in the surrounding area. These current phosphate issues may lead to potential impacts on the River Avon Special Area of Conservation (SAC) located downstream. Any additional development must ensure that the impact of phosphates in the water system are pro-actively managed to ensure the current issues are addressed; a Nutrient Management Plan is being prepared to identify appropriate mitigation for this matter. Where the Environment Agency has concluded that increased discharges at a sewage treatment works could not be fully mitigated through the Environmental Permitting Regime, all relevant development will provide effective mitigation where necessary, to ensure there are no detrimental impacts to the River Avon Special Area of Conservation in accordance with Core Policy 69
- a more detailed Strategic Flood Risk Assessment (Level 2) is needed to provide a robust understanding of flood risk and inform decisions about the town's growth and appropriate selection of sites for development. The strategic allocation can be

delivered in advance of the result of this assessment. Such work should consider all aspects of flood risk and, where practicable, the scope of the assessment should be agreed with the council and Environment Agency

- all development required to maintain the integrity of the Bath and Bradford Bats Special Area of Conservation (SAC), having particular regard to the Wiltshire Bats SAC Guidance<sup>59</sup>.

### How will Warminster Community Area change by 2026?

5.159 An increase in future housing in Warminster, compared to historic trends, will help facilitate the delivery of improved services and facilities in the town. The delivery of sustainable employment growth opportunities, alongside an appropriate mix of housing, will help improve the self-containment of the town and will strengthen the vitality and regeneration prospects for the town centre. Facilities for the young will have been improved. Warminster's role as a service and employment centre for the surrounding rural catchment will have been enhanced. The River Wylye and the woodlands at Longleat Park will continue to provide social, environmental and economic assets as part of a wider green infrastructure network.

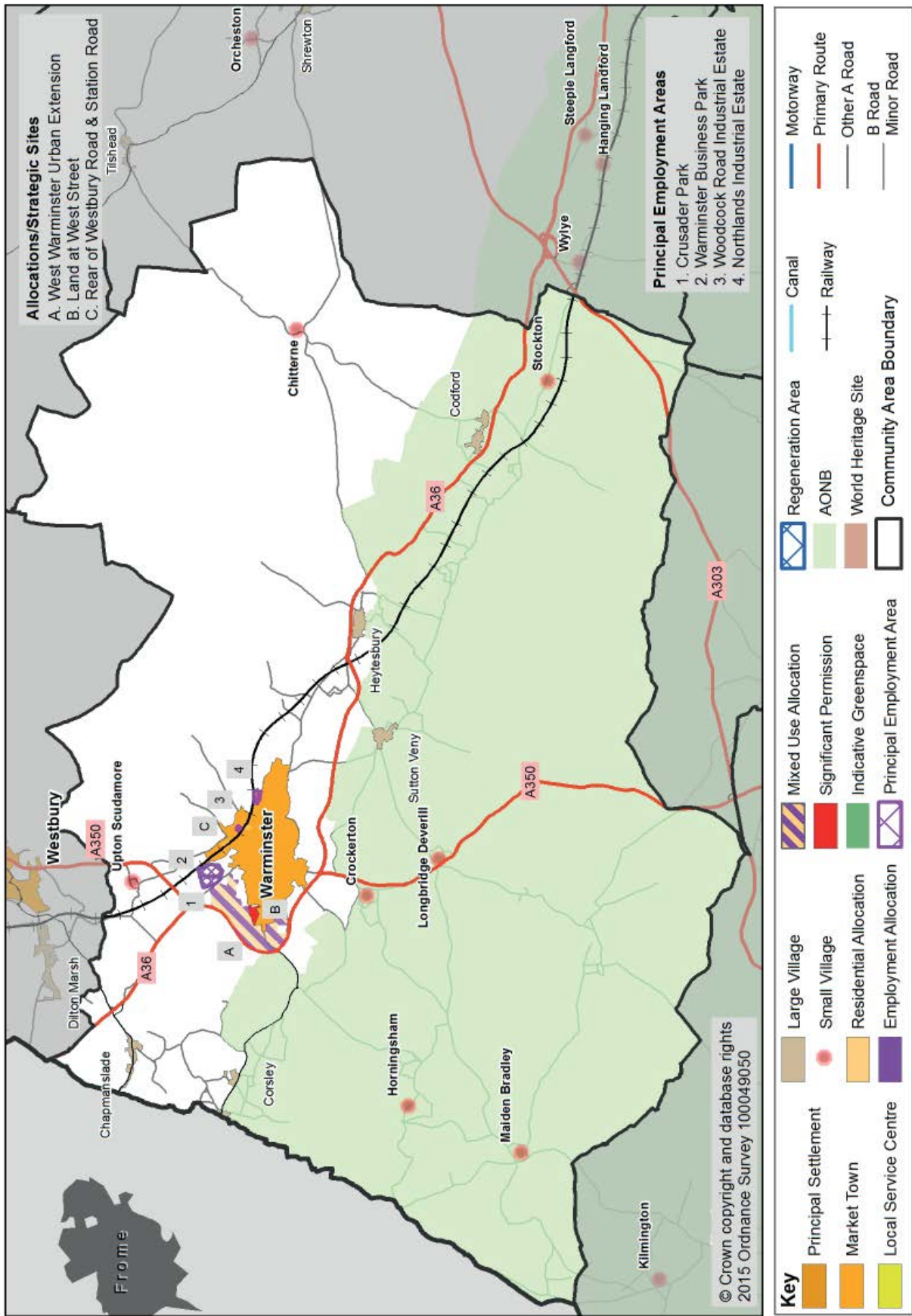
### Warminster Town Plan

5.160 Regeneration of the central area of Warminster is identified as a priority and a Town Plan has been prepared, led by the community<sup>60</sup>. This may be adopted as additional planning guidance in the future. The focus for the Town Plan is to strengthen and re-define the identity of the retail core of the town centre including:

- the provision of suitable premises for larger format comparison retailers
- rationalisation of parking provision
- improvements to public transport connectivity
- improved pedestrian linkages.

5.161 The proposals set out in the Town Plan are supported by the council. Proposals for the Central Car Park site, in particular, provide an opportunity to effectively integrate new comparison retail provision within the existing fabric of Warminster town centre. It is clear that the car park area is currently under-used and offers a unique opportunity to improve the retail offer to enhance the vitality and viability of the town centre overall.

Figure 5.22 Warminster Community Area



5.162 Where possible, key community services and facilities should be retained in the town centre, to assist with the aims of enhancing the central area of the town, in accordance with national planning policy.

## **Core Policy 31**

### **Spatial Strategy: Warminster Community Area**

Development in the Warminster Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Warminster

**Large Villages:** Chapmanslade, Codford, Corsley, Heytesbury, and Sutton Veny

**Small Villages:** Chitterne, Crockerton, Horningsham, Longbridge Deverill, Maiden Bradley, Stockton and Upton Scudamore

The following Principal Employment Areas will be supported in accordance with Core Policy 35: Crusader Park, Warminster Business Park, Woodcock Road Industrial Estate and Northlands Industrial Estate.

Over the plan period (2006 to 2026), 6 ha of new employment land (in addition to that already delivered or committed at April 2011) and approximately 2,060 new homes will be provided. Of these about 1,920 dwellings should occur at Warminster, including land identified to the west of Warminster, between the existing built form and the A350 for strategic growth.

**West Warminster Urban Extension**      6 ha employment      900 dwellings

#### **Extension**

The strategic allocation will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should be in accordance with the development templates shown by Appendix A.

Approximately 140 homes will be provided in the rest of the Community Area. Growth in the Warminster Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Warminster Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.158 will be addressed.

Table 5.18 Delivery of Housing 2006 to 2026 - Warminster Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Warminster Town	1,920	504	199	900	317
Remainder	140	67	24	0	49
Community Area total	2,060	571	223	900	366



## Westbury Area Strategy

### Spatial information and context

5.163 Westbury is an historic market town located in the west of Wiltshire between Trowbridge and Warminster. Although the town is smaller than other nearby settlements, including Frome, it has a significant employment base of strategic value and enjoys excellent rail connectivity, with direct links to Bristol, London, Portsmouth and Exeter. The town has seen significant housing development in the past which has not been matched by an appropriate provision of services, facilities and new jobs. The town has a good representation of independent retailers, which should be enhanced.

5.164 Westbury has been identified as a location for new strategic employment growth. The town's location between Warminster and Trowbridge, allied with its position as a junction for rail travel, makes it an accessible location and enhances its catchment. Furthermore, the employment base in Westbury should be relatively resilient to change. However, recent growth in housing has not as yet been matched by employment growth. The town has potential to be a key location for delivering economic development in Wiltshire and new employment development in Westbury supports the overall strategy of concentrating on accessible locations within the A350 corridor.

### The strategy for the Westbury Area

5.165 The strategy for Westbury will deliver a reduction in housing growth compared to historic trends, with a focus on improving facilities, services and job creation. Existing employment in Westbury will be protected and expanded to reflect the wider strategic needs of west Wiltshire. Overall, the town should not seek to compete with the larger nearby centres, including Frome, but rather consolidate and enhance its existing role and improve linkages with neighbouring settlements.

### Issues and considerations

- 5.166 Specific issues to be addressed in planning for the Westbury Community Area include:
- the strategic employment role of Westbury will be maintained and enhanced and a new strategic employment site is allocated at Hawkeridge to provide for a mix of uses. This site will provide much needed expansion to the employment base in the area. This development will deliver high quality landscaping and environmental standards in accordance with the development template set out in Appendix A
  - linkages between the town and the industrial sites located to the north of the town will be strengthened through developing the area in proximity to the railway station
  - the delivery of strategic housing growth at Station Road, Westbury (former West Wiltshire housing allocation - H14 West Wiltshire District Plan<sup>61</sup>) will deliver an enhanced gateway to the town, in addition to providing a new crossing of the railway line, thus alleviating traffic from Oldfield Road and providing a connection to Mane Way
  - the strategic development around Westbury railway station should also deliver improved access, particularly for buses, with improved and integrated public transport connectivity; quality pedestrian and cycle linkages with the town centre; and high quality public space with exemplar design

- proposals for development in Westbury away from the Station Road site discussed above, should demonstrate how they will contribute to the enhancement of the central area of the town, in accordance with the community-led town planning process. This should facilitate the delivery of town centre enhancement and improved community facilities through financial contributions. Any large format retail expansion in Westbury is not appropriate, as evidenced by the Wiltshire Town Centre and Retail Study<sup>62</sup>, with the focus instead being on protecting the existing independent sector and enhancing the town centre with stronger linkages between areas which currently feel fragmented and by improving the public realm
- the redevelopment of the High Street precinct will be supported, providing this incorporates high quality design, is sensitive to the historic character of Westbury and will clearly enhance and strengthen the existing independent retail sector in the town
- Westbury suffers from traffic issues, including congestion from the A350 which runs through the town centre, which is also designated as an AQMA. Further detailed work is needed to identify appropriate mitigation measures to alleviate existing traffic related issues which should be undertaken in partnership with the community
- the provision of a new secondary school in Westbury could help deliver improved services, such as sports facilities with additional public access. However, the possible relocation of the existing school and identifying suitable funding opportunities needs further detailed assessment. This matter may be best addressed through a subsequent Westbury town or neighbourhood plan to be led by the community
- development with potential to increase recreational pressure upon the Salisbury Plain Special Protection Area will be required to provide proportionate contributions towards the maintenance of the Stone Curlew Management Strategy<sup>63</sup>, designed to avoid adverse effects upon the integrity of the stone curlew population as a designated feature of the SPA
- ensuring the future of the Lafarge cement works is appropriately resolved including:
  - i. the potential for continuing a cement manufacturing base on site
  - ii. the appropriate demolition of redundant buildings and restoration of the site

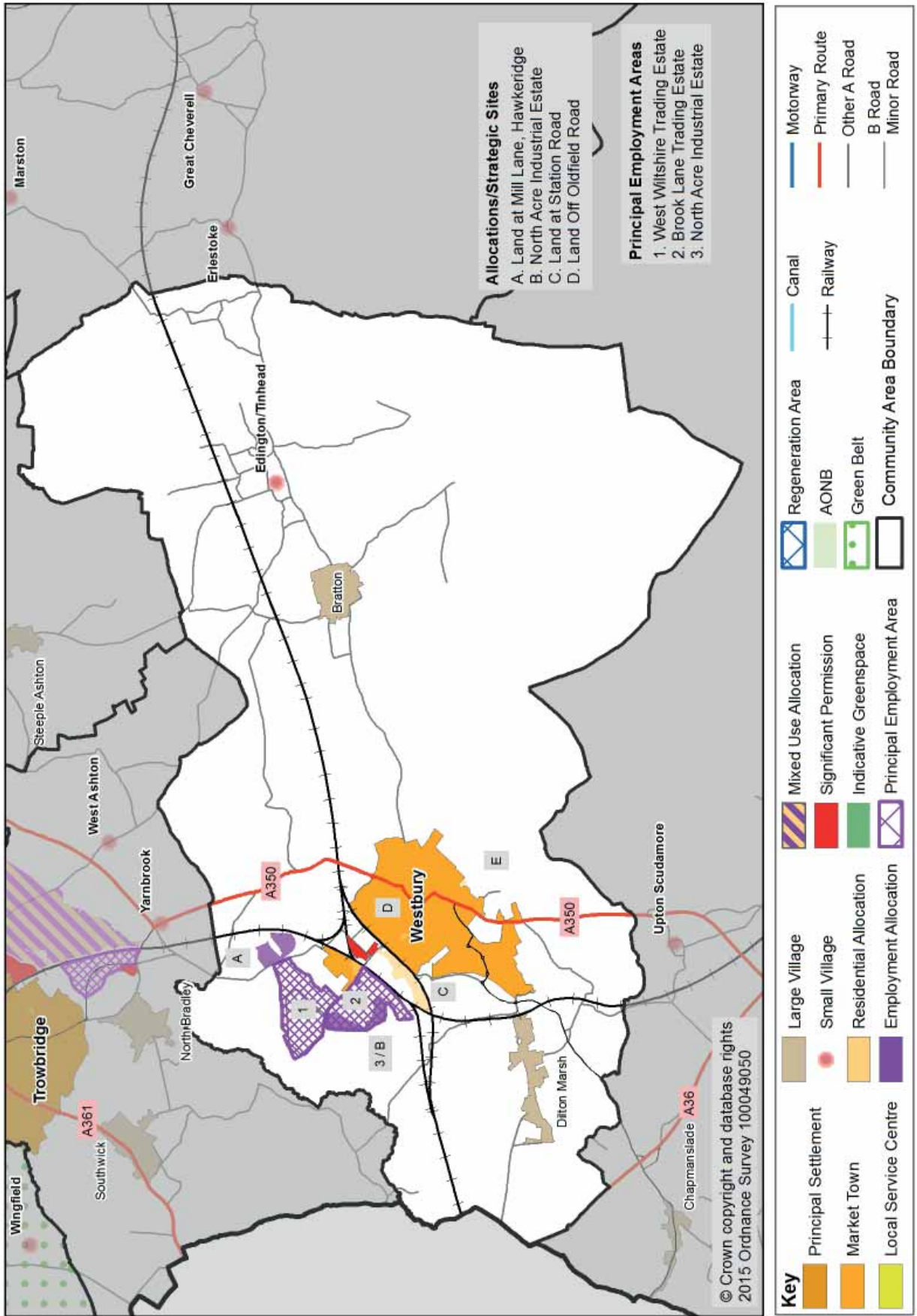
- iii. the satisfactory restoration of the former chalk and clay quarries (including long-term aftercare arrangements)
  - iv. appropriate alternative uses for land within the footprint of the former cement works
  - v. the rail connection to the former Lafarge site should be retained.
- all development will be required to maintain the integrity of the Bath and Bradford Bats Special Area of Conservation (SAC), having particular regard to the Wiltshire Bats SAC Guidance<sup>64</sup>
  - the strategic allocation at Station Road will be progressed in line with the principles of the development template set out in Appendix A. If necessary and in order that the objectives of the Core Strategy are secured, this will be subject to early review and amendment through a formal planning process such as the Site Allocation DPD.

#### How will the Westbury Community Area change by 2026?

5.167 Housing development will be at a reduced rate compared to the past with a focus on improving and consolidating the town's infrastructure and services. Public transport will be more integrated, particularly with improved linkages to the railway station and the industrial sites to the north of the town. Housing growth on a strategic allocation at Station Road will have helped to deliver public realm enhancements, particularly around the railway station, and deliver a new rail crossing. Town centre improvements will have been delivered with strengthened linkages and public realm. The important strategic role of employment provision in Westbury will be maintained and expanded. The scarp of Salisbury Plain including the White Horse will continue to provide social, environmental and economic assets to the area as part of a wider green infrastructure network which will be used and managed sustainably.



Figure 5.23: Westbury Community Area



- 5.168 The enhancement of Westbury town centre is a priority for the community who are leading a town planning process. The preparation of a town plan, which could be adopted as additional planning guidance, or other similar document (e.g. a neighbourhood plan) may offer an opportunity to assist in the delivery of town centre enhancement. The town has a strong independent retail sector and contains many important historical buildings. However, the central area of the town currently feels fragmented and its quality overall is weakened by the post-war shopping precinct, which is not in character with the rest of the town centre. Redeveloping and shaping the high street precinct, with a more organic street pattern containing a mix of uses, would help to substantially improve the central area of the town.
- 5.169 Contributions from future development should be focused on delivering enhancement to the town centre in line with the emerging community-led town planning work. A Westbury Vision and Scoping Study<sup>65</sup> identifies a number of key recommendations for strengthening the town centre. Where possible, key community services and facilities should be retained in the town centre, to assist with the aims of enhancing the central area of the town, in accordance with national planning policy.

## **Core Policy 32**

### **Spatial Strategy: Westbury Community Area**

Development in the Westbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

**Market Towns:** Westbury

**Large Villages:** Dilton Marsh and Bratton

**Small Villages:** Edington / Tinhead

The following Principal Employment Areas will be supported in accordance with Core Policy 35: West Wiltshire Trading Estate, Brook Lane Trading Estate and North Acre Industrial Estate.

Over the plan period (2006 to 2026), 18.5 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided including:

<b>Land at Mill Lane, Hawkeridge</b>	New strategic employment allocation	14.7 ha
<b>North Acre Industrial Estate</b>	Saved West Wiltshire Local Plan allocation	3.8 ha

Over the plan period (2006 to 2026), approximately 1,615 new homes will be provided, of which about 1,500 should occur at Westbury, including land identified at Station Road for strategic growth.

<b>Land at Station Road</b>	New strategic housing allocation	250 dwellings
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The strategic allocations will be brought forward through a masterplanning process agreed between the community, local planning authority and the developer and should be delivered in accordance with the development templates set out in Appendix A.

Approximately 115 homes will be provided in the rest of the Community Area. Growth in the Westbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Westbury Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.166 will be addressed.

**Table 5.19 Delivery of Housing 2006 to 2026 - Westbury Community Area**

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Westbury Town	1,500	674	408	250	168
Remainder	115	53	7	0	55
Community Area total	1,615	727	415	250	223



## Wilton Area Strategy

- 5.170 The Wilton Community Area lies to the west of the city of Salisbury. The area is characterised by chains of settlements along the river valleys and main arterial roads emanating towards Salisbury and Wilton from Salisbury Plain and the south western corner of the county, from Shaftesbury. The area lies partially within the Cranborne Chase and West Wiltshire Downs AONB.
- 5.171 Wilton is the Local Service Centre for the area, but Salisbury also provides significant employment, retail, leisure and cultural opportunities. One of Salisbury's park and

ride sites is located in Wilton. There is good A-road connectivity through the area, although there is room for improvement in access to some of the rural settlements. The A36 and A30 meet at Wilton and much of the traffic is 'through traffic' going to Salisbury and beyond in the east or heading west to Shaftesbury or north west towards Bath and Bristol. The nearest railway station is in Salisbury. The area is short of affordable housing and many key workers are deterred from coming to the area due to the difficulty in getting a foot on the property ladder<sup>66</sup>.

- 5.172 The development of this Core Strategy has closely considered the functional relationship between the Wilton Community Area and the city of Salisbury. However, Wilton and the Wilton Community Area have important and unique characteristics, needs and opportunities. Due to their close proximity and the importance of planning for the area holistically, the housing requirements for Salisbury outlined in this strategy include the town of Wilton. Strategic growth is proposed at the redundant UK Land Forces HQ site in Wilton, which is an important regeneration site capable of accommodating sustainable employment and housing for the local area.

### The strategy for the Wilton Area

- 5.173 The strategy for the Wilton Community Area is focused around ensuring balanced employment and housing growth which is appropriate to its location and protects the individuality of the area. This strategy seeks to ensure that growth will help to address the shortfall in affordable housing. Protecting the natural environment has also been identified as a top priority<sup>67</sup>. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Wilton Community Area this includes the Cranborne Chase and West Wiltshire Downs AONB. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development.

### Issues and considerations

- 5.174 Specific issues to be addressed in planning for the Wilton Community Area include:
- the need to ensure that Wilton's character and individuality as the 'ancient capital of Wessex' is maintained and that the town retains its identity and does not coalesce with Salisbury. A landscape gap between the proposed developments at Salisbury and Wilton will be ensured via the masterplanning of the UKLF and Fugglestone Red sites. The challenge is to achieve more than just a 'physical gap'. The social dynamic and individuality of the two settlements should be maintained.

Continued individuality needs to be achieved whilst maintaining key linkages and access between the two settlements and acknowledging that Salisbury does provide key services such as supermarket shopping

- the relocation of the MoD from the UKLF site in Wilton to Andover has resulted in the loss of some 1,200 jobs as well as creating potential knock-on effects regarding the viability of services. This strategy seeks to offset these impacts through the strategic allocation on the UKLF site
- future work to identify additional sites to accommodate growth in the area should take account of the unique relationship between Wilton and Salisbury, as well as acknowledging the environmental capacity of the Wilton Community Area. It may be the case that Salisbury could help accommodate housing and employment growth needed in the Wilton area in a more sustainable manner than this being located in Wilton itself
- the need to protect the built and natural environment of the Community Area, and to conserve and enhance views into and out of the Wilton Conservation Area including Wilton Park and House, as well as conserving the historic gateway to Wilton along The Avenue
- all development within the Community Area will need to conserve the designated landscape of Cranborne Chase AONB and its setting, and where possible enhance its locally distinctive characteristics
- development in the vicinity of the River Avon (Hampshire) or Prescombe Down must incorporate appropriate measures to ensure that it will not adversely affect the integrity of those Natura 2000 sites.

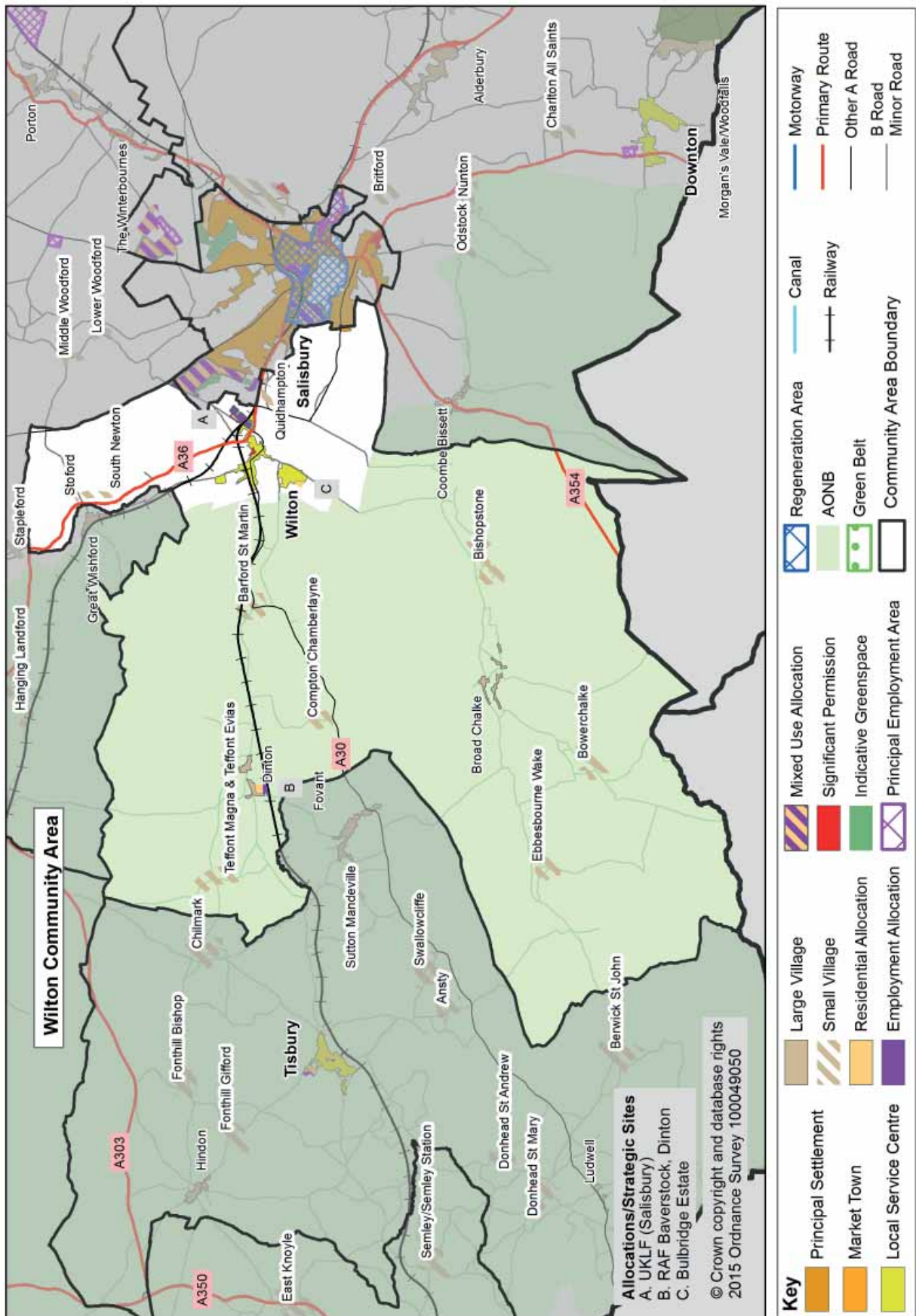
### How will the Wilton Community Area change by 2026?

5.175 By 2026 the Wilton Community Area will be thriving, reflecting the aspirations of its residents. The area will be comfortable with its relationship with Salisbury and will have benefited from new homes and jobs and the opportunities that growth has attracted.

5.176 Growth in Salisbury will not have been seen as a threat, but will have benefited the Wilton Community Area by providing a range of high quality shops, services and facilities on its doorstep, whilst maintaining the physical separation vital to prevent any impression of coalescence. The area will further benefit from the delivery of

improved community facilities and better connectivity through improved footpaths, cycle ways and public transport. All of these developments will have been carried out in a manner that protects the built and natural heritage.

Figure 5.24 – Wilton Community Area



## Core Policy 33

### Spatial Strategy: Wilton Community Area

Development in the Wilton Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

### Local Service Centres: Wilton

### Large Villages: Broad Chalke and Dinton

**Small Villages:** Barford St Martin, Bishopstone, Bowerchalke (inc. Misselfore), Compton Chamberlayne, Ebbesbourne Wake, Quidhampton, South Newton, Stoford and Teffont Magna / Teffont Evias

There are not any Principal Employment Areas in the Wilton Community Area.

Approximately 255 new homes will be provided in the Community Area. Growth in the Wilton Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Wilton Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.174 will be addressed.

Table 5.20 Delivery of Housing 2006 to 2026 - Wilton Community Area

	Requirement 2006-26	Housing already provided for		Housing to be identified	
		Completions 2006-14	Specific permitted sites	Strategic sites	Remainder to be identified
Wilton remainder <sup>68</sup>	255	111	42	0	102







# 6

## 6 Delivering the Spatial Objectives: Core Policies





## 6 Delivering the Spatial Objectives: Core Policies

6.1 In addition to the three Core Polices set out in Chapter 4 of this document and those place specific polices as contained in the area strategies, the evidence upon which this strategy is based indicates the need for a number of polices which will be required to ensure delivery of the spatial objectives. These policies will apply across Wiltshire and are presented under each of the six strategic objectives, as follows:

Strategic objective 1: delivering a thriving economy

Strategic objective 2: addressing climate change

Strategic objective 3: providing everyone with access to a decent, affordable home

Strategic objective 4: helping to build resilient communities

Strategic objective 5: protecting and enhancing the natural, historic and built environment

Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities.

- 6.2 The objective of delivering a resilient, sustainable and competitive economy characterised by a greater proportion of higher value, higher skilled jobs aligns with the emerging Swindon and Wiltshire Local Enterprise Partnership<sup>69</sup> which identifies the following priorities to deliver this goal:
- 10,000 new private sector jobs created (6,000 within Wiltshire)
  - Safeguarding of 8,000 jobs within existing business base
  - Achieving 91% coverage of superfast broadband
  - Using planning powers to build a supportive economic environment
  - Delivering regeneration in our primary population centres of Chippenham, Trowbridge and Salisbury
  - Allocation of strategic employment sites
  - Reduction on CO<sup>2</sup> emissions
  - Delivering resilient rural communities
  - Targeting growth in the tourism sector.
- 6.3 The Core Strategy aims to deliver ‘an economy that is fit for the future’<sup>70</sup> that brings about the objectives of the Swindon and Wiltshire Local Enterprise Partnership partly through providing new strategic employment sites to support new business creation and attract inward investment. In addition, facilitating the relocation, modernisation and expansion of existing businesses will be important, as will assisting the delivery of regeneration sites in the Principal Settlements of Chippenham, Salisbury and Trowbridge. This will ensure that appropriate employment opportunities are available for Wiltshire’s residents providing the opportunity for people to live and work locally, helping to reduce levels of out-commuting and increase the self-containment of settlements. Overall it will provide choice and flexibility for businesses. Support for rural based businesses is as important for Wiltshire as new investment in the main settlements.
- 6.4 This section includes policies which seek to:
- support the delivery of additional opportunities for employment provision, over and above those identified at allocated sites, in the Principal Settlements, Market Towns and Local Service Centres and for rural based businesses

- protect existing employment sites where appropriate, particularly where these are considered critical to the economic role of the Principal Settlements and Market Towns
- support opportunities for the regeneration of brownfield sites in the Principal Settlements, Market Towns and Local Service Centres
- support the appropriate reuse of redundant MoD facilities
- protect the vitality and viability of town centres and support appropriate proposals for tourism development and accommodation.

6.5 This Core Strategy plans for the provision of around 178 hectares (ha) of new strategic employment land over the plan period to 2026, to supplement that already built or granted planning permission between 2006 and 2011. The overall strategy for employment growth is set out in Core Policy 2, and specific sites are identified in the Area Strategies. The strategic sites allow for a range of employment choices in sustainable locations around Wiltshire's Principal Settlements and Market Towns. However they do not provide for all employment land that may be needed over the plan period and the Core Strategy also provides for additional employment opportunities to come forward. There may be proposals that arise during the plan period that are of exceptional strategic importance to the Wiltshire economy and do not strictly accord with the Strategy, which may merit consideration. In such circumstances, potential will be explored in conjunction with the Swindon and Wiltshire Local Enterprise Partnership, with consideration being given to the sub-regional context and impacts on the overall development strategy, in particular not undermining the delivery of the strategic employment sites already planned at settlements.

6.6 Whether the new allocated employment sites will be delivered alongside allocated housing sites or on their own, these sites will be master-planned to deliver a range of job types and unit sizes. The masterplans will take into account the most recent Employment Land Review evidence and the needs of displaced businesses as a result of regeneration projects. Wiltshire's economy outside the Principal Settlements is based on a large number of small businesses and, as such, business units should predominantly be planned to meet this more local demand<sup>71</sup>.

6.7 Sites will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start-up units with some 'follow on' space, to provide continuing opportunities for small business, business start-ups and continuation.

Start-up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare green travel plans.

- 6.8 Research undertaken on behalf of the Wiltshire Military/Civilian Integration Programme<sup>72</sup> has identified the value that Wiltshire's significant military presence brings to the local economy. However, changing requirements mean that a number of MoD sites in Wiltshire could become surplus or due for release during the plan period. The Core Strategy's approach to the re-use of military establishments is set out in Core Policy 37.

### Core Policy 34: Additional employment land



- 6.9 The evidence<sup>73</sup> indicates that Wiltshire does not have land available in the right location at the right time to meet business needs and this could result in Wiltshire losing business to other locations where a more favourable business and regulatory environment exists. Core Policy 34 therefore 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. These opportunities will need to be in the right location and support the strategy, role and function of the town, as identified in Core Policy 1 (settlement strategy) and in any community-led plans, including neighbourhood plans.

6.10 A number of target sectors<sup>74</sup> have been identified for Wiltshire in order to promote the move towards a higher-value economy. These include:

- advanced engineering and manufacturing
- business services
- Bioscience
- environmental technologies
- food and drink
- ICT and creative industries
- agriculture and land-based industries
- tourism.

6.11 Proposals which support these target sectors will be supported providing they meet the requirements of Core Policy 34.

6.12 Core Policy 34 aims to support the rural way of life through the promotion of modern agricultural practices, appropriate diversification of the rural economy and provision of broadband. The policy includes criteria to be met for proposals relating to the retention or expansion of existing businesses within or adjacent to the Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages.

6.13 Core Policy 34 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 in addition to the employment land allocated by this Core Strategy, where such proposals are considered to be essential to the economic development of Wiltshire. It also allows for the possibility of development essential to the wider strategic interest of the economic development of Wiltshire. In considering criterion viii of Core Policy 34 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 at Principal Settlements or Market Towns. Support for such proposals will be an exception to the general approach, and any applications of this nature will need to be determined by the relevant planning committee (and not by officers using delegated powers).

## **Core Policy 34**

### **Additional employment land**

Proposals for employment development (use classes B1, B2 or B8) will be supported within the Principal Settlements, Market Towns and Local Service Centres, in addition to the employment land allocated in the Core Strategy. These opportunities will need to be in the right location and support the strategy, role and function of the town, as identified in Core Policy 1 (Settlement Strategy) and in any future community-led plans, including neighbourhood plans, where applicable.

Proposals for office development outside town centres, in excess of 2,500sq metres, must be accompanied by an impact assessment which meets the requirement of national guidance and established best practice, and demonstrate that the proposal will not harm the vitality or viability of any nearby centres. All such proposals must also comply with the sequential approach, as set out in national guidance, to ensure that development is on the most central site available.

Outside the Principal Settlements, Market Towns and Local Service Centres, developments will be supported that:

- i. are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements; or
- ii. support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification; or
- iii. are for new and existing rural based businesses within or adjacent to Large and Small Villages; or
- iv. are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council.

Where they:

- a. meet sustainable development objectives as set out in the policies of this Core Strategy and
- b. are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity and
- c. are supported by evidence that they are required to benefit the local economic and social needs and
- d. would not undermine the delivery of strategic employment allocations and
- e. are supported by adequate infrastructure.

### Core Policy 35: Existing employment sites

6.14 Achieving the strategic objective to deliver a thriving economy which 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 Core Strategy seeks to protect Wiltshire's most sustainable and



valued employment areas by applying policies to favour employment uses on these sites. On some of these employment areas there are strong redevelopment pressures for other uses, notably residential and retail.

- 6.15 Principal Employment Areas have been identified in the Principal Settlements and Market Towns, as set out in the relevant area strategies in section 5. These Principal Employment Areas are considered to be critical to the economic role of these settlements and Wiltshire as a whole. In order 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 (use classes B1, B2 and B8) encouraged, as set out in Core Policy 35.
- 6.16 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.
- 6.17 In demonstrating that a site has no long term and strategic requirement to remain in employment use, the ability of the site to meet modern business needs must be considered, as well as its strategic value and contribution to the local and wider economy both currently and in the long 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 6 months), following genuine and sustained attempts to sell or let it on reasonable terms for employment use, taking into account prevailing market conditions. 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 Core Policy 35.

## Core Policy 35

### Existing employment sites

Wiltshire's Principal Employment Areas (as listed in the Area Strategies) should be retained for employment purposes within use classes B1, B2 and B8 to safeguard their contribution to the Wiltshire economy and the role and function of individual towns. Proposals for renewal and intensification of the above employment uses within these areas will be supported.

Within the Principal Settlements, Market Towns, Local Service Centres and Principal Employment Areas proposals for the redevelopment of land or buildings currently or last used for activities falling within use classes B1, B2 and B8 must demonstrate that they meet, and will be assessed against, the following criteria:

- i. The proposed development will generate the same number, or more permanent jobs than could be expected from the existing, or any potential employment use.
- ii. Where the proposal concerns loss of employment land of more than 0.25 ha in the Principal Settlements, Market Towns or Local Service Centres it is replaced with employment land of similar size elsewhere at that settlement.
- iii. It can be shown that the loss of a small proportion of employment floorspace would facilitate the redevelopment and continuation of employment uses on a greater part of the site, providing the same number or more permanent jobs than on the original whole site.
- iv. The site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area.
- v. There is valid evidence that the site has no long term and strategic requirement to remain in employment use; the ability of the site to meet modern business needs must be considered, as well as its strategic value and contribution to the local and wider economy both currently and in the long term. 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 6 months), following genuine and sustained attempts to sell or let it on reasonable terms for employment use, taking into account prevailing market conditions.

- vi. The change of use is to facilitate the relocation of an existing business from buildings that are no longer fit for purpose to more suitable premises elsewhere within a reasonable distance to facilitate the retention of employment.



### Core Policy 36: Economic regeneration

- 6.18 The Core Strategy supports regeneration opportunities and aims to maximise the re-use of previously developed land. The provision of economic development on previously developed land will therefore be supported.
- 6.19 The Salisbury, Chippenham and Trowbridge regeneration programmes provide a framework for co-ordinating and achieving the sustainable regeneration of the Principal Settlements. These identify a number of regeneration projects, focussed on the central areas, which are considered important to the future economic and social prosperity of the settlements. These projects are detailed in the Area Strategies.
- 6.20 Regeneration initiatives may also come forward in the Market Towns and Local Service Centres. The Core Strategy supports the development of community-led plans, including town plans and neighbourhood plans to support and facilitate economic regeneration in these settlements, and the preparation of masterplans for specific sites may also be appropriate. Initiatives in other settlements will be considered on an individual basis and against the objectives and policies of the Core Strategy in combination with any community led plan that may exist.

## Core Policy 36

### Economic regeneration

Regeneration of brownfield sites will be supported in the Principal Settlements, Market Towns and Local Service Centres where the proposed uses help to deliver the overall strategy for that settlement, as identified in Core Policy 1 (Settlement Strategy) and in any future community-led plans, including neighbourhood plans, and/or enhance the vitality and viability of the town centre by introducing a range of active uses that complement the existing town centre.

## Core Policy 37: Military establishments

6.21 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. The MoD 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.

6.22 The re-use of any significant redundant MoD sites will be determined through masterplans, developed with the local planning authority in conjunction with the local community, in order to ensure the holistic planning of a site or sites in a locality, rather than piecemeal development. Significant sites are those that would be classed as major development. The preparation of the masterplan should normally occur in advance of site disposal by the MoD. Due to the rural nature of many MoD sites consideration should also be given to:

- the location of sites in terms of accessibility
- the suitability for conversion and retention of existing buildings

- infrastructure capacity including impacts on transportation routes
- retaining areas of biodiversity, appropriate green space and landscaping measures
- consolidation of the buildings on a site and reversion of land to open countryside.

6.23 Applications for the development of operational facilities which conflict with other policies in the Core Strategy must be accompanied by a reasoned justification as to why the development should nonetheless be considered suitable<sup>75</sup>. During the plan period, provision of new housing on MoD land to accommodate military personnel, including service family accommodation and other operational facilities, will be required as a result of the Army Rebasing on Salisbury Plain (Army 2020)<sup>76</sup>. A single masterplan should be developed with the council, including front-loaded consultation and partnership working with the local community and other stakeholders. The masterplan should address these requirements and ensure that infrastructure needs arising from the proposed development are an integral part of any planned development in accordance with Core Policy 37, as well as other policy requirements within the plan.

## **Core Policy 37**

### **Military establishments**

New development and changes of use at operational facilities that help enhance or sustain their operational capability will be supported.

Redevelopment, conversion or change of use of redundant MoD sites and buildings will be supported provided they are well related to an existing settlement in terms of both location and scale. Sites that are remote from settlements should only be considered where the existing buildings and infrastructure on the site are suitable for redevelopment, conversion or change of use. Redevelopment proposals will not exceed the existing building footprint and floorspace unless they are well located to an existing settlement. The focus will be on employment-led development and other uses should be determined through a masterplanning approach with the local community.

Development at operational or redundant sites should enhance the overall character of the site. All development at operational or redundant sites should mitigate any adverse impacts on local infrastructure, and not erode the character

of the surrounding area. All proposals must ensure that the cultural and historical significance of the military facilities located on the site are understood and inform the scope of future development of that site.

## Core Policy 38: Retail and leisure

### Enhancing the vitality and viability of town centres

6.24 The Core Strategy 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 destinations to reduce the 'leakage' of trade to other larger competing centres such as Bath, Swindon and Southampton.

6.25 In line with government policy town centres, as well as primary and secondary retail frontages, should be identified on the policies map, with policies making clear which uses will be permitted in such locations. The larger centres of Chippenham, Salisbury and Trowbridge, and the Market Towns of Amesbury, Bradford on Avon, Calne, Corsham, Cricklade, Devizes, Malmesbury, Marlborough, Melksham, Warminster, Westbury and Royal Wootton Bassett, have designated frontages and corresponding policies in the relevant District/Local Plans, and these designations and policies will be carried forward. The relevant policies are as follows:

- Kennet Local Plan: Policies ED17 (Town centre development), ED18 (Prime shopping areas), ED19 (Devizes and Marlborough town centres) and ED20 (Retail development in Devizes town centre).



- North Wiltshire Local Plan: Policies R1 (Town centre primary frontage areas), R2 (Town centre secondary frontage areas) and R7 (Upper floors in town centres).
- Salisbury District Local Plan: Policies S1 (Primary frontages in Salisbury and Amesbury), S2 (Secondary shopping areas in Salisbury and Amesbury) and S3 (Location of retail development).
- West Wiltshire District Plan: Policies SP1 (Town centre shopping), SP4 (Primary retail frontages), SP5 (Secondary retail frontages), and TC1 (Upper floor uses in town centres).

Any necessary amendments to these frontages and corresponding policies will be identified through the Wiltshire Core Strategy Development Plan Document (Partial Review). The review will update retail/town centre policies across Wiltshire consistent with the National Planning Policy Framework (NPPF). It will:

1. consider the network and hierarchy of centres
2. define the extent of primary and secondary frontages, town centres and primary shopping areas in designated centres
3. set policies to make it clear which town centre uses will be permitted in town centres/primary shopping areas
4. allocate a range of suitable sites to meet the scale and type of town centre uses needed
5. set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.

6.26 All Principal Settlements, Market Towns and Local Service Centres should have defined town centres or designated frontages and associated policies, and these need to be developed for Downton, Ludgershall, Market Lavington, Mere, Pewsey, Tidworth, Tisbury and Wilton<sup>77</sup>. Frontages and corresponding policies for these settlements will be developed through the Wiltshire Core Strategy (DPD) Partial Review timetabled to be adopted in 2016.

6.27 There is currently a national requirement that proposals for retail and leisure development with over 2,500 sqm gross floorspace, which are not in the town centre and not in accordance with an up to date development plan, should be accompanied by an assessment of impacts on centres. However, evidence<sup>78</sup> has identified that a

succession of planning applications, each individually lower than the gross threshold set nationally, could have a cumulative adverse impact on town centres. Core Policy 38 therefore requires that all proposals for edge-of-centre or out-of-centre retail or leisure development in excess of 200 sqm gross floorspace, which are not within a town centre, are accompanied by an impact assessment. The impact assessment required will be proportionate to the scale of the proposed development.

- 6.28 Specific challenges and priorities relating to retail provision in the Principal Settlements and Market Towns are identified where appropriate in the Area Strategies.
- 6.29 In addition to retail development, it is also important that other services and facilities are retained in the central areas of the Market Towns, in order to maintain the vitality and viability of the town centres. The Core Strategy envisages that each Market Town develops more detailed local policy through neighbourhood planning or another similar process.

## **Core Policy 38**

### **Retail and leisure**

All proposals for retail or leisure uses on sites not within a town centre in excess of 200 sqm gross floorspace, including extension of existing units, must be accompanied by an impact assessment which meets the requirement of national guidance and established best practice, and demonstrates that the proposal will not harm the vitality or viability of any nearby centres. All such proposals must also comply with the sequential approach, as set out in national guidance, to ensure that development is on the most central site available.

## Core Policy 39: Tourist development

### Achieving growth in Wiltshire's tourism sector

- 6.30 Tourism is important to Wiltshire's economy and is worth over £779 million a year<sup>79</sup>. Wiltshire has a wealth of natural and heritage assets which attract visitors from home and abroad that range from one of the world's most famous and recognisable monuments, Stonehenge, to renowned attractions such as Longleat Safari and Adventure Park to country houses, museums and gardens. Rural countryside within the AONBs, Wiltshire's canal network, historic villages such as Lacock and farm and animal attractions also draw visitors to the area. Wiltshire is also well placed for visiting attractions such as the New Forest National Park, the Cotswolds, Bath Spa and the major resorts and beaches at Bournemouth and Poole. Wiltshire's built and natural environment is a key part of the tourism product and the future success of the area's tourism industry is, in many ways, dependent on the effective management and conservation of the environment<sup>80</sup>.



## Core Policy 39

### Tourist development

Within Principal Settlements and Market Towns, proposals for tourist development of an appropriate scale (including attractions and tourist accommodation) will be supported subject to a sequential assessment. Proposals for large-scale tourist development must be assessed against all the policies of this Core Strategy, including transport implications and how the proposal could assist rural regeneration and the well being of communities.

Outside the Principal Settlements and Market Towns, tourist and visitor facilities 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. Any proposal needs to carefully consider the need to protect landscapes and environmentally sensitive sites with the objective of providing adequate facilities, enhancing enjoyment and improving the financial viability of the attraction. If new

buildings are required in the countryside for tourist development, these should be directed towards the Local Service Centres and Large and Small Villages.

In exceptional cases development may be supported away from the Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages where it can be demonstrated that all of the following criteria are met:

- i. There is evidence that the facilities are in conjunction with a particular countryside attraction.
- ii. No suitable alternative existing buildings or sites exist which are available for re-use.
- iii. The scale, design and use of the proposal is compatible with its wider landscape setting and would not detract from the character or appearance of the landscape or settlement and would not be detrimental to the amenities of residential areas.
- iv. The building is served by adequate access and infrastructure.
- v. The site has reasonable access to local services and a local employment base.

Extensions to existing facilities should be appropriate in scale to their location and help to ensure the future viability of the business, including farm diversification schemes.

Proposals for camping and touring caravan sites (including extensions) will be supported where they can be accommodated without adverse impact on the character and appearance of the landscape and meet criteria iii to v above.

#### **Core Policy 40: Hotels, bed and breakfasts, guest houses and conference facilities**

- 6.31 There is a lack of both budget and high quality leisure accommodation within parts of Wiltshire, particularly to the south<sup>81</sup>. For example, Salisbury is less successful in attracting business visitors than other, similar destinations and does not have the conference facilities needed for large events. With respect to hotel facilities, planning permission has been too easily obtained for change of use of some hotels away from tourist provision, for example to residential use, and this is further exacerbating the shortfall in bed space.

## **Core Policy 40**

### **Hotels, bed and breakfasts, guest houses and conference facilities**

Proposals for new hotels, bed and breakfasts, guesthouses or conference facilities, together with the sensitive extension, upgrading and intensification of existing tourism accommodation facilities will be supported within:

- i. Principal Settlements and Market Towns
- ii. Local Service Centres, and Large and Small Villages where the proposals are of an appropriate scale and character within the context of the immediate surroundings and the settlement as a whole
- iii. Outside the settlements above, proposals that involve the conservation of buildings that for contextual, architectural or historic reasons should be retained and otherwise would not be.

In all cases it must be demonstrated that proposals will:

- iv. not have a detrimental impact on the vitality of the town centre
- v. avoid unacceptable traffic generation.

Proposals for the change of use of existing bed spaces provided in hotels or public houses or conference facilities to alternative uses will be resisted, unless it can be clearly demonstrated there is no longer a need for such a facility in either its current use or in any other form of tourism, leisure, arts, entertainment or cultural use.



## Delivering strategic objective 2: to address climate change

6.32 The Wiltshire Core Strategy will contribute to tackling climate change through a number of different areas of policy. The Core Strategy includes policies which will assist in:

- delivering the most sustainable patterns of development through focusing growth at the Principal Settlements and Market Towns, as set out by the settlement strategy. This helps to minimise the need for travel and ensures that jobs, homes and services are provided in the most accessible locations, particularly by public transport
- building communities which are resilient to the future impacts of a changing climate as well as other social or economic challenges. This will in part be addressed by ensuring that new development can withstand future changes in the climate and will add minimally to the carbon emissions of Wiltshire
- providing an adequate network of green infrastructure which helps to provide shading, and so contributes to cooling in urban areas, and also provides habitats to assist biodiversity adapt to a changing climate; this will also promote healthier lifestyles with less reliance on the car by creating attractive, informal recreational areas for walking and cycling

- ensuring more sustainable forms of transport are supported through the development of sustainable transport strategies, thus helping to reduce greenhouse gas emissions
- reducing the risk of flooding by ensuring that new development is neither vulnerable to flooding nor increases the risk of flooding elsewhere.

6.33 The core policies contained within this section set out how the Core Strategy will ensure that development contributes towards:

- sustainable construction and low-carbon energy production
- standalone renewable energy installations.

People, Places and Priorities: Wiltshire Community Plan 2011-2026 sets an objective to: Significantly reduce domestic, business and transport carbon dioxide emissions across the county in line with national targets.

The government has pledged to reduce the UK's total carbon emissions by at least 34% by 2020, and by at least 80% by 2050, relative to 1990 levels. The government has also pledged for 15% of energy to be derived from renewable sources by 2020<sup>82</sup>.

To achieve these aims three key actions will be necessary in Wiltshire:

- Plan for new buildings that add only minimally to the existing energy demands of the county.
- Commission large scale, renewable, decentralised energy generation technologies.
- Consider where carbon savings can be made from the existing building stock.

To deliver almost 30% of the projected electricity demand in Wiltshire in 2020 (in line with the UK Renewable Energy Strategy), an installed renewable energy capacity of around 367 Megawatts (MW) would be needed<sup>83</sup>. In 2013, the installed renewable electricity capacity in Wiltshire, excluding Swindon, was 61.9MW of electricity and 14.7MW of heat<sup>84</sup>.

The future impacts of climate change in Wiltshire have been investigated and new development needs to be planned to minimise future vulnerability to a changing climate<sup>85</sup>. Planning policy can make a significant contribution to tackling climate change and helping to meet government targets. This can apply both in terms of 'adaptation' – how we deal with the unavoidable consequences of a changing

climate and 'mitigation' – how we help to reduce the overall severity of the long term impacts.

### Core Policy 41: Sustainable construction and low carbon energy

6.34 Core Policy 41 identifies how sustainable construction and low-carbon energy will be integral to all new development in Wiltshire. In doing so, this policy sets the framework for meeting a number of national and local priorities (for example Part L of the current Building Regulations) that seek to achieve sustainable development and conserve natural resources. This policy will help to reduce Wiltshire's contribution to climate change through improved design and construction methods. This should be achieved by use of measures such as:

- i. orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes
- ii. locating windows at heights that allow lower sun angles in the winter and installing shading mechanisms to prevent overheating during summer months
- iii. using soft landscaping, including deciduous tree planting, to allow natural sun light to pass through during the winter months whilst providing shade in the summer
- iv. integrating passive ventilation, for example wind-catchers installed on roofs
- v. planting green roofs to moderate the temperature of the building to avoid the need for mechanical heating and/or cooling systems
- vi. where appropriate, use water recycling measures for energy efficiency and conservation of resources.





In meeting the requirements of the policy, proposals will need to be sensitive to potential impacts on landscape, in particular the AONBs and the Stonehenge and Avebury World Heritage Site and its setting. Core Policies 51 (landscape) and 59 (the Stonehenge, Avebury and associated sites World Heritage Site and its setting) should be considered alongside Core Policy 41.

- 6.35 In the case of major developments, evidence is required from developers in the form of Sustainable Energy Strategies setting out how proposed developments will meet carbon reduction targets, and identifying how maximum targets can be achieved, particularly where lower cost solutions are viable (such as combined heat and power). The text box below sets out the minimum information to be provided within a Sustainable Energy Strategy. The Sustainable Energy Strategy should clearly demonstrate how major development will meet national standards. Density and the number of residential units within a development scheme are important considerations in determining the practicality and viability of meeting carbon reduction targets, particularly for delivering district energy and heating. However, other characteristics such as building mix, location, proximity to existing high density development and site specific opportunities for certain renewable energy technologies are also important considerations. These matters can only be assessed on a site by site basis.
- 6.36 The council acknowledges that the viability of development on a site-by-site basis is critical to the deliverability of the Core Strategy. Therefore, the council will keep matters in relation to viability under continual review. Core Policy 41 directs new housing development to be built to at least Code for Sustainable Homes (CSH) Level 4 and as such the council will encourage development that exceeds this code where it is in accordance with Government guidance. It should also be noted that larger sites may offer scales of economy that enable the aspiration to deliver zero carbon development in advance of the national targets. The energy strategy required to support all major developments should be discussed with the council prior to any planning application being submitted.
- 6.37 The council will support flexible mechanisms, such as allowable solutions for zero-carbon development, in line with the definition published by central government. However, due to the low level of renewable provision in Wiltshire and the need for new strategic growth in the period up to 2016 to add minimally to the carbon footprint of the county, the council will support off-site provision of renewable energy to contribute towards meeting zero-carbon standards. This will be subject

to demonstration through the Sustainable Energy Strategy that the renewable energy provision is equivalent to the amount that would be needed to deliver carbon neutral development on-site. Any off-site renewable energy provision would need to be considered as standalone development and be in accordance with appropriate policies within this Core Strategy. The council will develop Wiltshire specific allowable solutions, to be in place by 2016, which will be published in a future planning policy document.

### Sustainable energy strategies

The following minimum information should be provided within a Sustainable Energy Strategy for all major developments, as required by Core Policy 41:

Technical proposal - including the proportion of the target to be met following the energy hierarchy (energy efficiency, followed by on-site and then off-site measures). Details for each part of the proposal and details of any infrastructure needed, such as district heating, along with details for any phased delivery should also be included. The exploration of opportunities to support the development of low-carbon infrastructure to serve existing developments should be included.

Technical feasibility - including space availability, integration with building energy systems, impact on townscape, running hours of plant.

Financial viability - including capital costs and whole life cost, taking into account market mechanisms such as feed-in tariffs.

Deliverability - including opportunities and requirements for delivery of infrastructure through Energy Service Companies (ESCOs).

Impact on overall viability - an assessment method, such as the Home and Communities Economic Viability model, should be used that will examine factors including land value, sale value, construction costs and other developer contributions.

## **Core Policy 41**

### **Sustainable construction and low-carbon energy**

#### **Climate change adaptation**

New development, building conversions, refurbishments and extensions will be encouraged to incorporate design measures to reduce energy demand. Development will be well insulated and designed to take advantage of natural light and heat from the sun and use natural air movement for ventilation, whilst maximising cooling in the summer.

#### **Sustainable construction**

New homes (excluding extensions and conversions) will be required to achieve at least Level 4 (in full) of the Code for Sustainable Homes<sup>86</sup>.

Conversions of property to residential use will not be permitted unless BREEAM's Homes "Very Good" standards are achieved<sup>86</sup>.

All non-residential development will be required to achieve the relevant BREEAM "Very Good" standards, rising to the relevant BREEAM "Excellent" standards from 2019<sup>86</sup>.

#### **Existing buildings**

Retrofitting measures to improve the energy performance of existing buildings will be encouraged in accordance with the following hierarchy:

- i. Reduce energy consumption through energy efficiency measures
- ii. Use renewable or low-carbon energy from a local/district source
- iii. 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.

#### **Renewable and low-carbon energy**

All proposals for major development<sup>87</sup> will be required to submit a Sustainable Energy Strategy alongside the planning application outlining the low-carbon strategy for the proposal.

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. Safeguarding of the significance of heritage assets should be in accordance with appropriate national policy and established best practice<sup>88</sup>.

In all cases the impact of these requirements on the viability of development will be taken into consideration.

### Core Policy 42: Standalone renewable energy installations

6.38 Core Policy 42 identifies how standalone renewable energy installations, of all types, will be encouraged and supported. The policy focuses on the key criteria that will be used to judge applications, and gives a clear criteria-based framework to encourage greater investment by the renewable energy industry within Wiltshire. This policy applies to all types of standalone renewable energy,



including wind turbines, biomass generators, anaerobic digestion plants and other energy from waste technologies, hydropower turbines, and ground mounted solar photovoltaic arrays. Applications for energy from waste should also be compatible with Policy WCS3 of the Wiltshire and Swindon Waste Core Strategy 2006-2026. It should also be noted that some renewable energy technologies require additional permissions over and above planning, such as abstraction licences, flood defence consents and environmental permits.

6.39 The development of most standalone renewable energy installations within Wiltshire will require careful consideration due to their potential visual and landscape impacts, especially in designated or sensitive landscapes, including AONBs and the Stonehenge and Avebury World Heritage Site, and their setting. Core policies

51 and 59, which relate to landscape and the World Heritage Site, should be considered alongside this policy. The size, location and design of renewable energy schemes should be informed by a landscape character assessment, alongside other key environmental issues as set out in Core Policy 42. This should help reduce the potential for conflict and delay when determining planning applications. Cumulative effects should be addressed as appropriate.

Additional guidance will be prepared to support the implementation of Core Policy 42.

## **Core Policy 42**

### **Standalone renewable energy installations**

Proposals for standalone renewable energy schemes will be supported subject to satisfactory resolution of all site specific constraints. In particular, proposals will need to demonstrate how impacts on the following factors have been satisfactorily assessed, including any cumulative effects, and taken into account:

- i. The landscape, particularly in and around AONBs
- ii. The Western Wiltshire Green Belt
- iii. The New Forest National Park
- iv. Biodiversity
- v. The historic environment including the Stonehenge and Avebury World Heritage Site and its setting
- vi. Use of the local transport network
- vii. Residential amenity, including noise, odour, visual amenity and safety
- viii. Best and most versatile agricultural land.

Applicants will not be required to justify the overall need for renewable energy development, either in a national or local context.

## Delivering strategic objective 3: to provide everyone with access to a decent, affordable home

6.40 Perhaps the biggest contribution that can be made in Wiltshire to addressing disadvantage and inequality is through providing everyone with access to a decent and affordable home. One of the key issues facing Wiltshire is the provision of new housing to help meet the needs of its communities. Core Policy 2 identifies the requirement for at least 42,000 new homes to be provided over the plan period, including affordable homes. The supply of affordable housing is a particular issue within Wiltshire which has been exacerbated by rising house prices in recent years. It is critical that any new homes benefit new and existing communities by:

- ensuring new homes are available, affordable and appropriate, in particular to help newly forming households and young people to stay in Wiltshire's communities
- delivering the right types of homes to support good health and social well being, including sufficient accommodation for Wiltshire's ageing population
- providing infrastructure improvements alongside new housing including new health care facilities and education provision.

People, Places and Priorities: Wiltshire Community Plan 2011-2026 sets an objective to: Address the lack of affordable housing, including social housing and shared ownership opportunities, by building new housing, bringing empty homes back into use, and through any other means that may become available to meet housing need.

6.41 This means building the right homes in the right places at the right time in order to develop more balanced communities where people can live and work locally. It's also critical that new housing developments provide for the necessary services and infrastructure to create thriving communities, and that they are built to high environmental standards and are well designed. It is also vital that a significant proportion of new housing is affordable. New jobs must be aligned to the delivery of new homes otherwise we are in danger of encouraging more commuting and congestion on roads and consequential environmental harm, as well as increased maintenance on Wiltshire's highway network leading to increased liability for the council and the taxpayer. Only by delivering both homes at the right price and a range of job opportunities can young people in Wiltshire be retained and the long term development of the economy supported. At the same time, the right kind of housing is needed for the ageing population.



### Core Policy 43: Providing affordable homes

- 6.42 Core Policy 43 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. It is anticipated that this strategy will deliver approximately 13,000 affordable homes within the plan period.
- 6.43 Appropriate tenure 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. The need for and type of affordable housing will be reviewed regularly throughout the plan period in line with good practice, and revised targets will be determined depending on the prevailing housing need and market conditions at the time, following a public consultation period. 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 where appropriate.
- 6.44 A broad assessment of viability across the plan area<sup>89</sup> clearly indicates that there are geographic disparities in terms of residual land values that warrant different affordable housing requirements. Core Policy 43 therefore contains two separate affordable housing zones (30% and 40%) as presented on the policies map.

**40% affordable housing zone** Marlborough and surrounding area, Pewsey, Bradford on Avon, Salisbury, rural villages of south Salisbury, Wilton and Chippenham

**30% affordable housing zone** Corsham, Amesbury, Devizes and surrounding villages, Melksham, Trowbridge, Westbury, Dilton Marsh, Calne, Warminster, Tisbury and Mere.

6.45 In adopting a two-zone approach, the objective of delivering an appropriate and sustainable rate of affordable housing to offset strategic and local needs is not compromised. The approach set out in Core Policy 43 will provide both certainty to the market and sufficient flexibility to allow development proposals to accommodate variations in scheme costs whilst still meeting the policy requirements of the plan.

6.46 The policy has regard to the practicalities of provision on small sites. While developments of five units and above will be expected to make provision on-site, on sites of four dwellings or fewer no affordable housing contribution will be sought. 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.

## **Core Policy 43**

### **Providing affordable homes**

#### **Provision**

On sites of five or more dwellings, affordable housing provision of at least 30% (net) will be provided within the 30% affordable housing zone and at least 40% (net) will be provided on sites within the 40% affordable housing zone. Only in exceptional circumstances, where it can be proven that on-site delivery is not possible, will a commuted sum be considered.

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. 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**

Tenure will be negotiated on a site-by-site basis to reflect the nature of the development and local needs as set out in Core Policy 45 (Meeting Wiltshire's housing needs).

### **On site distribution and standards**

Affordable housing units will be dispersed throughout a development and 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.

## **Core Policy 44: Rural exceptions sites**

6.47 Core Policy 44 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.

6.48 In doing so, the Core Strategy 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 (10 dwellings or fewer) outside but adjoining the development limits of Local Service Centres and Large Villages, or adjacent to the existing built area of Small Villages.



- 6.49 In exceptional circumstances the council may also consider exception site development that includes cross-subsidy from open market sales on the same site. However, 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.
- 6.50 If required, detailed guidance will be developed by the council in relation to the application of this exception policy including the appropriate assessment of viability.

## **Core Policy 44**

### **Rural exceptions sites**

At settlements defined as Local Service Centres, Large and Small Villages (Core Policy 1), and those not identified within the settlement strategy, a proactive approach to the provision of affordable housing will be sought in conjunction with parish councils and working with local communities and other parties. This exception to policy allows housing for local need to be permitted, solely for affordable housing, provided that:

- i. the proposal has clear support from the local community
- ii. the housing is being delivered to meet an identified and genuine local need
- iii. the proposal is within, adjoining or well related to the existing settlement
- iv. environmental and landscape considerations will not be compromised
- v. the proposal consists of 10 dwellings or fewer
- vi. employment and services are accessible from the site
- vii. its scale and type is appropriate to the nature of the settlement and will respect the character and setting of that settlement
- viii. the affordable housing provided under this policy will always be available for defined local needs, both initially and on subsequent change of occupant.

### Cross-subsidy

In exceptional circumstances a proportion of market housing may be considered appropriate where it can be demonstrated that the site would be unviable, as an exception site that meets the above criteria, without cross-subsidy. It should be recognised that the inclusion of open market housing will not normally be supported. In these exceptional circumstances:

- ix. the majority of the development is for affordable housing
- x. 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
- xi. no additional subsidy for the scheme and its affordable housing delivery is required.

### Core Policy 45: Meeting Wiltshire's housing needs

6.51 It is fundamental to the success of this strategy that the right types of homes are delivered. Core Policy 45 provides the basis for considering dwelling type, density and mix of housing to be built. 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.



People, Places and Priorities: Wiltshire Community Plan 2011-2026 looks to ensure high quality design within future development and with specific regard to housing requirements seeks: t.. he creation of sufficient adapted housing, extra care accommodation and residential care and nursing home facilities to meet expected demand.

6.52 The Wiltshire Strategic Housing Market Assessment (SHMA) identifies the accommodation needs of different groups within Wiltshire helping ensure that the

needs of Wiltshire's local communities can be addressed. The Wiltshire SHMA should be considered alongside Core Policy 45<sup>90</sup>. 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.

## Core Policy 45

### Meeting Wiltshire's housing needs

#### Type, mix and size

New housing, both market and affordable, must 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.

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 Strategic Housing Market 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 Strategic Housing Market Assessment or other credible evidence source.

In relation to affordable housing, other sources of credible evidence include the council's housing register and local needs surveys.

## Core Policy 46: Meeting the needs of Wiltshire's vulnerable and older people

- 6.53 Wiltshire has an ageing population, more so than the national average, and this needs to be taken into account when planning for new housing. This Strategy plans for 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. If and 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.



- 6.54 Core Policy 46 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<sup>91</sup>.
- 6.55 Wiltshire has an ageing population profile and research also suggests 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 Core Policy 46. 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.

## **Core Policy 46**

### **Meeting the needs of Wiltshire's vulnerable and older people**

The provision, in suitable locations, of new housing to meet the specific needs of vulnerable and older people will be required. Wherever practicable, accommodation should seek to deliver and promote independent living.

#### **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.

Developers will be required to demonstrate how their proposals respond to the needs of an ageing population.

#### **Specialist accommodation**

The provision of sufficient new accommodation for Wiltshire's older people will be supported, including:

- i. nursing accommodation
- ii. residential homes
- iii. extra-care facilities.

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. Therefore, proposals for extra care accommodation will be expected to provide an affordable housing contribution in line with Core Policy 43 (Providing Affordable Homes).

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

- iv. people with learning disabilities
- v. people with mental health issues
- vi. homeless people and rough sleepers
- vii. young at risk and care leavers.

Such accommodation should be provided in sustainable locations, where there is an identified need, within settlements identified in Core Policy 1 (normally in the Principal Settlements and Market Towns) where there is good access to services and facilities.

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

- viii. a genuine, and evidenced, need is justified
- ix. environmental and landscape considerations will not be compromised
- x. facilities and services are accessible from the site
- xi. its scale and type is appropriate to the nature of the settlement and will respect the character and setting of that settlement.

### Making provision for gypsies and travellers

- 6.56 Provision should be made to help meet the accommodation needs of all of Wiltshire's communities, including the gypsy and traveller community and travelling showpeople, who normally reside in or travel through the county.



In March 2012 the government published the National Planning Policy Framework and Planning Policy for Traveller Sites<sup>92</sup>. These documents include the general principle of aligning planning policy on traveller sites more closely with that for other forms of housing. Core Policy 47 reflects this approach by introducing a set of criteria which define broad locations where sites would be appropriate and against which potential sites will be tested, and also identifies a requirement for new pitches to 2021. The criteria have regard to local amenity, access to facilities and impact on the landscape in a similar way to policies for general housing.

- 6.57 The development of new permanent and transit gypsy and traveller caravan sites in suitable and sustainable locations will be considered in accordance with the criteria set out in Core Policy 47. The criteria have been informed by national policy in Planning Policy for Traveller Sites. In accordance with national policy, the council will apply these criteria positively where a proposed location complies with the criteria in Core Policy 47<sup>93</sup>.
- 6.58 To identify pitch requirements for inclusion in Core Policy 47, a review of the 2006 Gypsy and Traveller Accommodation Needs Assessment (GTAA) was undertaken in November 2011<sup>94</sup>. The conclusions are presented in Topic Paper 16, as amended in February 2014. As a result, a need for 66 additional permanent residential pitches over the next five years (2011-2016) in Wiltshire has been identified. A projection of anticipated need between 2016-2021 has also been identified with approximately 42 permanent residential pitches required. The review of need took into consideration the supply of permanent pitch provision since April 2006 (see Table 6.1 below) and

evidence presented by the July 2011 caravan count. The preference in meeting need in the future is for small, private sites.

- 6.59 The council will use national policy and a criteria-based approach, as set out by Core Policy 47, to identify the most suitable sites for gypsy and traveller pitches in the proposed Gypsy and Traveller Development Plan Document<sup>95</sup>. This will add detail to the interpretation and implementation of Core Policy 47 and identify specific sites to deliver the pitch requirements set out within Core Policy 47<sup>96</sup>. The council will release land in its ownership to help ensure the identified need is met. Applications that are submitted before the DPD is prepared will be assessed against the general criteria set in Core Policy 47.
- 6.60 The review in Topic Paper 16 identified a need for 25 new transit pitches across the county. The provision of new transit pitches will enable pitches to be provided to meet the needs of gypsies and travellers who come to the area but have no permanent place to stay or are travelling through the area. The Gypsy and Traveller DPD will include specific locations to provide these new transit pitches and will include consideration of a network of emergency stopping places to provide the travelling community with a range of options. This approach may be particularly suitable for new travellers who rely less on the need for permanent residential pitches.
- 6.61 The council will release land in its ownership and work with other public sector landowners to help ensure the need for both permanent and transit pitches is met. Opportunities will be considered through the DPD process, as well as bringing forward pitches in the short term through the planning application process.
- 6.62 The council is also carrying out a full Gypsy and Traveller Accommodation Needs Assessment to review and roll forward the pitch requirements in Core Policy 47 to ensure adequate pitch provision across the plan period. This review will inform amendments to the pitch requirements in Core Policy 47 to relate to the whole plan period and be included in the Gypsy and Traveller DPD. Core Policy 47, together with the policies and allocations proposed within the Gypsy and Traveller DPD, will ensure continued compliance with national policy.
- 6.63 National policy<sup>97</sup>, as well as including the general principle of aligning planning policy on traveller sites more closely with that for other forms of housing, requires the council to demonstrate a five year supply of pitches against a long term target based on clear evidence. Appendix C provides the current position in relation to a five year supply of traveller sites and demonstrates that at the time of the CS Examination



there was not a five year supply of traveller sites in Wiltshire. The programmed Gypsy and Traveller DPD will include specific deliverable sites to demonstrate a five year supply and a supply of specific developable sites or broad locations for growth for the remainder of the plan period.

**Table 6.1 Supply of permanent accommodation for gypsies and travellers, April 2006 to January 2014**

Housing Market Area	Permitted (April 2006 - Jan 2014)	With temporary permission (Jan 2014)	Applications pending (Jan 2014)
North and West Wiltshire	94	2	1
South Wiltshire	3	2	1
East Wiltshire	0	0	0
<b>TOTAL</b>	<b>97</b>	<b>4</b>	<b>2</b>

## Core Policy 47

### Meeting the needs of gypsies and travellers

Provision should be made for at least 66 permanent pitches for gypsies and travellers, 25 transit pitches and 5 plots for travelling showpeople during the period 2011-2016. A further 42 permanent pitches should be provided over the period 2016-2021. Permanent and transit pitches should be distributed and phased as follows:

**Table 6.2**

Housing Market Area	Proposed Requirement (2011-2016)	Proposed Requirement (2016-2021)	Transit provision (2011-21)
North and West Wiltshire	26	22	10
South Wiltshire	37	19	8
East Wiltshire	3	1	7
<b>TOTAL</b>	<b>66</b>	<b>42</b>	<b>25</b>

Proposals for new gypsy and traveller pitches or travelling showpeople plots/yards will only be granted where there is no conflict with other planning policies and where no barrier to development exists. New development should be situated in sustainable locations, with preference generally given to previously developed land

or a vacant or derelict site in need of renewal. Where proposals satisfy the following general criteria they will be considered favourably:

- i. No significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable.
- ii. It is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users.
- iii. The site can be properly serviced and is supplied with essential services, such as water, power, sewerage and drainage, and waste disposal.
- iv. The site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas.
- v. It is located in or near to existing settlements within reasonable distance of a range of local services and community facilities, in particular schools and essential health services.
- vi. It will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate any impact on its surroundings.
- vii. Adequate levels of privacy should be provided for occupiers.
- viii. Development of the site should be appropriate to the scale and character of its surroundings and existing nearby settlements.
- ix. The site should not compromise a nationally or internationally recognised designation nor have the potential for adverse effects on river quality, biodiversity or archaeology.

In assessing sites for travelling showpeople or where mixed-uses are proposed, the site and its surrounding context are suitable for mixed residential and business uses, including storage required and/or land required for exercising animals, and would not result in an unacceptable loss of amenity and adverse impact on the safety and amenity of the site's occupants and neighbouring properties.

It is recommended that pre-application advice is sought on all proposals for new gypsy and traveller pitches or traveller showpeople plots/yards. Early engagement with the local community is recommended to ensure sites are developed sensitively to their context.

#### Delivering strategic objective 4: helping to build resilient communities

- 6.64 The policies contained within this section aim to improve quality of life in Wiltshire; foster a sense of community belonging; improve safety, social inclusion and self-sufficiency; and ensure that appropriate facilities are available. Core Policy 48, together with Core Policy 34, seeks to support rural life and sets out certain circumstances under which development in rural areas will be supported, whilst Core Policy 49 seeks to safeguard the existing services and facilities which are integral to Wiltshire's communities.
- 6.65 The Core Strategy, as a whole, will make a positive contribution to delivering the outcomes sought in Strategic Objective 4, to help build resilient communities. It can be considered as a spatial representation of the Wiltshire Community Plan. Many of the issues within the Community Plan are complex and will need a wide range of actions from many partners to be effectively addressed. The Core Strategy will assist in building resilient communities through the following actions:
- Addressing social exclusion through focusing new development at the most sustainable locations with a range of local services and facilities, reducing the need to travel.
  - Delivering a step-change in affordable housing delivery and putting in place the necessary strategy to support good economic growth.
  - Facilitating educational opportunities by ensuring that new growth is supported by new school capacity.
  - Protecting existing services and facilities.
  - Supporting appropriate development in rural areas to help maintain the vitality and viability of small settlements and the countryside.
  - Ensuring that growth is supported by the provision of community facilities such as shops, open space, recreational facilities and community centres.
  - Provision of meeting halls and places of worship.

6.66 Core Policy 48 explains the approach that will be taken to support rural communities, outside the limits of development of Principal Settlements, Market Towns, Local Service Centres and Large Villages and outside the existing built areas of Small Villages. The policy is based on the following key objectives:



- Protecting the countryside and maintaining its local distinctiveness.
- Supporting the sensitive reuse of built assets to help meet local needs.
- Supporting improved access between places and to services; and
- Supporting the community in taking ownership of local services.

The approach to development within small rural settlements is set out in Core Policy 2.

6.67 Residential development will not normally be permitted in the countryside unless it meets the requirements of Core Policy 44 (Rural Exceptions Sites). However, additional dwellings may be justified in certain circumstances when they are required in the interests of supporting rural employment, for example in association with equestrian activities when worker accommodation is needed onsite. In view of the exceptional circumstances, applications will be scrutinised thoroughly and opportunities for accommodation within nearby settlements must be considered initially.

6.68 Proposals to convert or re-use buildings for employment, tourism or residential uses, community uses, meeting rooms or places of worship will need to fulfil the requirements set out in Core Policy 48. Proposals must not lead to subsequent applications for replacement buildings elsewhere. It is recognised that the insensitive re-use of rural buildings can be damaging to the character of the building and its rural setting. Furthermore, additions and extensions should normally be avoided.

6.69 Improving accessibility between places within the countryside may sometimes mean that development requiring planning permission is required, such as new

roads, cycle routes, gates, signposts and bus shelters. Some telecommunications works may also fall into this category. In such cases, Core Policy 48 introduces a presumption in favour of such works which can greatly benefit rural areas, where these are environmentally acceptable. Core Policy 48 also identifies measures to support community ownership of local shops, pubs and other services where this is appropriate to retain the facility. Core Policy 49 provides further details on the protection of existing community services and facilities.

## **Core Policy 48**

### **Supporting rural life**

#### **Dwellings required to meet the employment needs of rural areas**

Outside the defined limits of development of the Principal Settlements, Market Towns, Local Service Centres and Large Villages, and outside the existing built areas of Small Villages, proposals for residential development will be supported where these meet the accommodation needs required to enable workers to live at or in the immediate vicinity of their place of work in the interests of agriculture or forestry or other employment essential to the countryside. Proposals for accommodation to meet the needs of employment essential to the countryside should be supported by functional and financial evidence.

#### **Improving access to services and improving infrastructure**

Proposals which will focus on improving accessibility between towns and villages, helping to reduce social exclusion, isolation and rural deprivation, such as transport and infrastructure improvements, will be supported where the development will not be to the detriment of the local environment or local residents.

#### **Conversion and re-use of rural buildings**

Proposals to convert and re-use rural buildings for employment, tourism, cultural and community uses will be supported where they satisfy the following criteria:

- i. The building(s) is/are structurally sound and capable of conversion without major rebuilding, and with only necessary extension or modification which preserves the character of the original building.
- ii. The use would not detract from the character or appearance of the landscape or settlement and would not be detrimental to the amenities of residential areas.

- iii. The building can be served by adequate access and infrastructure.
- iv. The site has reasonable access to local services.
- v. The conversion or re-use of a heritage asset would lead to its viable long term safeguarding.

Where there is clear evidence that the above uses are not practical propositions, residential development may be appropriate where it meets the above criteria. In isolated locations, the re-use of redundant or disused buildings for residential purposes may be permitted where justified by special circumstances, in line with national policy.

### **Community ownership**

Community ownership and/or management of local shops, pubs and other services will be supported where appropriate to retain a local facility through the following measures:

- vi. Development proposals for the adaptation of a building, such as sub-division or change of use, will be supported where these are necessary to allow a viable continued use.
- vii. Appropriately scaled enabling development will be considered, where this is environmentally acceptable and justified through a supporting viability study, and where it can help maintain and enhance the community uses provided.
- viii. The facility may be protected from loss of its current use until such time as the community has had a realistic opportunity to take control of the asset.

### **New shops**

New shops in villages will be supported where they are small in scale and would not threaten the viability of nearby centres. Farm shops will be supported where they utilise existing buildings, are small in scale and cause no unacceptable impact on nearby village shops or the character of the area.

## Core Policy 49: Protection of rural services and community facilities

### Community and rural facilities – supporting the post office, shop and public house

- 6.70 Local facilities and services are a vital part of the smaller settlements of Wiltshire<sup>98</sup> but despite this there has been a continued decline in many of these services. Overall, there has been a decline in rural post offices and petrol filling stations, and a more gradual decline in health facilities and general stores (although mobile stores are increasing). The threat to local services is exemplified in the national trend for closure of public houses which is reflected in Wiltshire. Public houses are important to the fabric of village life. There has been little evidence of the diversification into joint facilities as promoted nationally. It seems inevitable that this trend will continue unless we can produce two-fold measures based on firstly improving their viability by striving for sustainable communities, encouraging diversification, and secondly by taking a hard line on change of use applications. However, the latter will not work without the former.
- 6.71 Rural facilities and services are those that benefit the local community such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. There is a need to protect and encourage the development of rural services and facilities in Wiltshire to ensure that settlements, particularly those named in this Strategy, can still meet some of the day to day needs of the people who live in them. Core Policy 34 (Additional Employment Land) seeks to support the diversification of the rural economy, whilst Core Policy 48 (Supporting Rural Life) seeks to support rural life by allowing appropriate development to take place in the rural areas. Core Policy 49 is complementary to Core Policies 34 and 48, and seeks to protect existing services and community facilities in Wiltshire.

### Core Policy 49

#### Protection of rural services and community facilities

Proposals involving the loss of a community service or facility will only be supported where it can be demonstrated that the site/building is no longer economically viable for an alternative community use. Preference will be given to retaining the existing use in the first instance, then for an alternative community use. Where this is not

possible, a mixed use, which still retains a substantial portion of the community facility/service, will be supported. Redevelopment for non-community service/facility use will only be permitted as a last resort and where all other options have been exhausted.

In order for such proposals to be supported, a comprehensive marketing plan will need to be undertaken and the details submitted with any planning application. Only where it can be demonstrated that all preferable options have been exhausted will a change of use to a non-community use be considered. This marketing plan will, at the very minimum:

- i. be undertaken for at least six months
- ii. be as open and as flexible as possible with respect to alternative community use
- iii. establish appropriate prices, reflecting local market value, for the sale or lease of the site or building, which reflect the current or new community use, condition of the premises and the location of the site
- iv. demonstrate the marketing has taken into account the hierarchy of preferred uses stated above
- v. clearly record all the marketing undertaken and details of respondents, in a manner capable of verification
- vi. provide details of any advertisements including date of publication and periods of advertisement
- vii. offer the lease of the site without restrictive rent review and tenancy conditions, or other restrictions which would prejudice the reuse as a community facility
- viii. demonstrate contact with previously interested parties, whose interest may have been discouraged by onerous conditions previously set out.





**Delivering strategic objective 5: protecting and enhancing the natural, historic and built environment**

### **Core Policy 50: Biodiversity and geodiversity**

6.72 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 Sites<sup>99</sup>
- National – Sites of Special Scientific Interest and National Nature Reserves
- Local – County Wildlife Sites, Protected Road Verges and Local Geological Sites.

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 118 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 (including those listed in the national and Wiltshire Biodiversity Action Plan)
- areas of habitat with restoration potential (particularly those identified on the South West Nature Map or through other landscape scale projects)
- all waterbodies covered under the Water Framework Directive
- features providing an ecological function for wildlife such as foraging, resting and

breeding places, particularly wildlife corridors of all scales which provide ecological connectivity allowing species to move through the landscape and support ecosystem functions.

For the purposes of evaluation in ecological impact assessment, the value of undesignated habitats and species should be measured against published selection criteria<sup>100</sup> where possible<sup>101</sup>. However, statutory protection will only ever apply to those sites which have been formally notified by Natural England.

6.73 Collectively these sites and natural features make up the local ecological networks necessary to underpin and maintain a healthy natural environment. Core Policy 50 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.

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.

6.74 All effects upon the natural environment should be addressed sequentially in accordance with the principle of the 'mitigation hierarchy':

- Avoid e.g. site location, buffers
- Reduce, moderate, minimise
- Rescue e.g. translocation
- Repair, reinstate, restore
- Compensate or offset.

6.75 Compensation is a last resort, but will be necessary in some instances where other approaches cannot guarantee 'no net loss' of biodiversity and any unavoidable losses are outweighed by other sustainability considerations. 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 legal agreements and landscape scale projects. Appropriate compensatory measures should demonstrate no net loss 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'<sup>102</sup>. Additional guidance is available<sup>103</sup> to help clarify appropriate ecological avoidance, mitigation and compensation measures to demonstrate compliance with Core Policy 50, which should be proportionate to the scale of any predicted impact.

- 6.76 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 possible<sup>104</sup>.
- The Stone Curlew Management Strategy – applicable to residential development within distances up to 15km of Salisbury Plain.
  - 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.
  - River Avon Planning Guidance – applicable to any new development in proximity to the Salisbury Avon, or major development within the wider catchment.
  - Other plans and guidance documents will be produced by Wiltshire Council as necessary. Wiltshire Council has also signed a Memorandum of Understanding with Natural England to ensure that all of these measures are effectively delivered.
- 6.77 Wiltshire Council will support production and implementation of a New Forest Mitigation Strategy, in partnership with Natural England and other partners as appropriate. This will set out the delivery mechanisms and funding requirements (either through CIL, S106 or other appropriate mechanism) such that the impacts of the plan upon the New Forest SPA are fully mitigated. After adoption, the New Forest Mitigation Strategy will be a relevant planning consideration. Prior to this, planning applications will be subject to individual Habitats Regulation Assessments and bespoke mitigation secured as necessary.
- 6.78 Sustainable development also provides opportunities to enhance the natural environment for wildlife and Wiltshire's communities, particularly through landscaping, public open space, Sustainable Urban Drainage Systems and features of the built environment e.g. bird and bat boxes. Such measures should contribute to delivery

of relevant Biodiversity Action Plan (BAP) and River Basin/Catchment Management Plan objectives, but also be tailored to local landscape character (see Core Policy 51). Development may also open up opportunities to bring degraded or neglected features back into favourable condition through sensitive management to encourage wildlife; such restoration will be particularly valuable where it contributes towards Nature Improvement Areas or other landscape scale projects identified by the Local Nature Partnership or objectives in relevant River Basin / Catchment Management Plans. Additional guidance will be produced to aid the design and incorporation of suitable ecological enhancement measures to demonstrate compliance with Core Policy 50, which should be proportionate to the scale of development.

## **Core Policy 50**

### **Biodiversity and geodiversity**

#### **Protection**

Development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and 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 Natura 2000 site must provide avoidance measures in accordance with the strategic plans or guidance set out in paragraphs 6.75-6.77 above where possible, otherwise bespoke measures must be provided to demonstrate that the proposals would have no adverse effect upon the Natura 2000 network. Any development that would have an adverse effect on the integrity of a European nature conservation site will not be in accordance with the Core Strategy.

### **Biodiversity enhancement**

All development should seek opportunities to enhance biodiversity. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Such enhancement measures will contribute to the objectives and targets of the Biodiversity Action Plan (BAP) or River Basin/Catchment Management Plan, particularly through landscape scale projects, and be relevant to the local landscape character.

### **Local sites**

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

- i. cannot reasonably be avoided
- ii. are reduced as far as possible
- iii. are outweighed by other planning considerations in the public interest
- iv. 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.

## **Core Policy 51: Landscape**

- 6.79 The European Landscape Convention promotes landscape protection, management and planning, and applies to all landscapes, towns and villages, as well as open countryside; the coast and inland areas; and ordinary or even degraded landscapes, as well as those that are afforded protection. Development on the edges of towns and villages will be broadly controlled in line with Core Policy 3 (Delivery Strategy). However the principal pressure on the landscape arising from new development is erosion of the separate identity, character, visual and functional amenity of settlements and their setting, and impacts on the open countryside. Another

challenge is to allow for appropriate development while having full regard to the conservation and enhancement objectives of the most highly valued landscapes including the Areas of Outstanding Natural Beauty (AONBs), New Forest National Park (NFNP) and the Stonehenge and Avebury World Heritage Site (WHS).

6.80 Core Policy 51 seeks to protect, conserve and enhance Wiltshire's 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. There are currently 10 Landscape Character Assessments (LCAs) which cover Wiltshire, and these will be used for the purposes of implementing this policy until they are replaced:

- Wiltshire Landscape Character Assessment (1:50,000) (2005)
- North Wiltshire Landscape Character Assessment (1:25,000) (2004)
- South Wiltshire Landscape Character Assessment (1:25,000) (2008)
- Kennet Landscape Character Assessment (1:25,000) (1999) and adopted Kennet Landscape Conservation Strategy (2005)
- West Wiltshire Landscape Character Assessment (1:25,000) (2007)
- North Wessex Downs AONB Landscape Character Assessment (1:25,000) (2002)
- Cotswolds AONB Landscape Character Assessment (1:50,000) (2004)
- Cranborne Chase and West Wiltshire Downs Landscape Character Assessment (1:25,000) (2003)
- Cotswold Water Park Integrated Landscape Character Assessment (1:25,000) (2009)
- Salisbury Plain Training Area Landscape Character Assessment (1:25,000) (2003).

Work will be undertaken with these LCAs and the AONB Management Plans to establish a Landscape Strategy for Wiltshire early 2015.

6.81 Other relevant assessments and studies which would include:

- those which are professionally prepared to best practice guidelines e.g. landscape sensitivity studies and historic landscape characterisation work
- local studies which are approved by the council e.g. village design statements, parish plans.

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.

6.82 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 115 and 116 of the NPPF. Particular attention is also drawn to paragraph 14 (including footnote 9), which restricts the presumption in favour of sustainable development in such areas. However, Core Policy 51 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 2009-2014<sup>105</sup>
- North Wessex Downs AONB Management Plan 2009-2014<sup>106</sup>
- Cotswolds AONB Management Plan 2013-2018
- New Forest Management Plan 2010-2015.

6.83 Proposals for development within or affecting the AONBs or NFNP 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 NFNP may also be relevant, including position statements, woodland and biodiversity strategies, landscape sensitivity and tranquillity studies, and the landscape character assessments listed above. Development affecting the Stonehenge and Avebury World Heritage Site and its setting should be considered in light of Core Policy 59, while any development in the setting of the Bath World Heritage Site should have regard to the findings of the Bath World Heritage Site Setting Study (2009) and any associated supplementary planning document as a material planning consideration.

6.84 Core Policy 51 refers to development within the setting of an AONB or national park; setting 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.

- 6.85 There is a need to protect the distinct character and identity of the villages and settlements in Wiltshire, and a particular issue has been highlighted in those parts of the Royal Wootton Bassett and Cricklade Community Area which adjoin the administrative area of Swindon Borough Council, where there may be additional development pressure. The separate identity of these settlements should be protected in line with Core Policy 51. The local community may also wish to consider this matter further in any future community-led plan, such as a neighbourhood plan.
- 6.86 The emerging Wiltshire Landscape Strategy will review the need for Special Landscape Areas (SLAs) in Wiltshire and, if necessary, also clarify their special characteristics and boundaries. In the interim they will continue to be protected under relevant saved local plan policies, and if evidence demonstrates the need for SLAs these policies will be superseded by a Wiltshire-wide policy.
- 6.87 The extent of the Western Wiltshire Green Belt is shown on the policies map. The purpose of the Green Belt is to check the expansion of towns in the area, principally Bristol and Bath, and to safeguard surrounding countryside, and its particular objectives are to:
- maintain the open character of undeveloped land adjacent to Bath, Trowbridge and Bradford on Avon
  - prevent the coalescence of Bradford on Avon with Trowbridge or the villages to the east of Bath
  - limit the spread of development along the A4 between Batheaston and Corsham
  - protect the setting and historic character of Bradford on Avon.

Applications for development within the Green Belt will be determined in accordance with national planning policy.



## Core Policy 51

### Landscape

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. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies.
- ii. The locally distinctive character of settlements and their landscape settings.
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe.
- iv. Visually sensitive skylines, soils, geological and topographical features.
- v. Landscape features of cultural, historic and heritage value.
- vi. Important views and visual amenity.
- vii. Tranquillity and the need to protect against intrusion from light pollution, noise, and motion.
- viii. Landscape functions including places to live, work, relax and recreate.
- ix. Special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park, where great weight will be afforded to conserving and enhancing landscapes and scenic beauty.

Proposals for development within or affecting the Areas of Outstanding Natural Beauty (AONBs), New Forest National Park (NFNP) or Stonehenge and Avebury World Heritage Site (WHS) shall 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.

## Core Policy 52: Green infrastructure

6.88 Green infrastructure is a descriptive term used to characterise spaces such as parks and gardens (urban and country parks, formal gardens); amenity green space (informal and formal recreation and sports spaces,



domestic gardens, village greens, green roofs); urban green spaces (urban commons, waste land and disturbed ground); woodland, downland and meadows, wetlands, open and running water, quarries; green corridors (rivers and canals including their banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way); allotments, cemeteries, and churchyards. It provides socio-economic and cultural benefits which underpin individual and community health and wellbeing. These include: conserving and enhancing the natural environment; providing wildlife corridors; reducing noise and air pollution; and helping communities adapt to climate change through water and carbon management. In urban areas, functions include providing routes (e.g. footpaths and cycleways) which link areas of open space within settlements; providing sustainable drainage, flood storage and urban cooling; and providing a wide range of opportunities for engagement and active citizenship, relaxation and quiet contemplation, sport, recreation and children's play.

6.89 The maintenance and enhancement of Wiltshire's green infrastructure network will be crucial in helping to ensure that the growth set out in this Core Strategy can be delivered in a sustainable manner. In particular, the development proposed in

this strategy will necessitate a particular focus on maintaining and improving green infrastructure within the Principal Settlements and Market Towns, particularly along the river and canal corridors. Development also offers potential opportunities to enhance linkages between the towns and the countryside. Core Policy 52 seeks to protect and enhance the green infrastructure network in Wiltshire.

6.90 The Wiltshire Green Infrastructure Strategy will define Wiltshire's existing green infrastructure network, and provide the long term vision, objectives, policy framework, and delivery plan for the enhancement of the network. It will also identify the priorities for the improvement of the network. The strategy will emphasise the need to maintain the integrity of green infrastructure across administrative boundaries. Much of the strategy will be delivered through project and partnership working at the local, county and sub-regional levels. The strategy is currently in preparation and will be delivered through a partnership of key stakeholders and individuals (Wiltshire Green Infrastructure Partnership). The council will take a key role in the preparation and delivery of the strategy, and Core Policy 52 will be delivered in line with the emerging strategy.

6.91 A number of key priorities for the enhancement of the strategic green infrastructure network in Wiltshire have already been identified, including:

- the delivery of green infrastructure within the Cricklade Country Way, in line with the Green Infrastructure Plan for the Cricklade Country Way
- the continued restoration and enhancement of the canal network in Wiltshire
- the delivery of green infrastructure in the Cotswold Water Park, through the delivery of relevant objectives set out in the Cotswold Water Park Strategic Review and Implementation Plan (Masterplan)
- the delivery of the objectives of the Great Western Community Forest Plan
- the maintenance and enhancement of existing country parks, and the provision of new country parks in strategic locations
- improvements to the rights of way network across Wiltshire to maintain access to the countryside and improve the quality of routes, through the delivery of relevant objectives set out in the Rights of Way Improvement Plan
- the development and improvement of sub-regional green corridors, including river corridors

- the use of SUDS should be encouraged wherever possible, unless this could risk groundwater resources through infiltration.

6.92 This list of priorities is not exclusive and will be refined and extended as appropriate through the Wiltshire Green Infrastructure Strategy.

6.93 Core Policy 52 supports the delivery of green 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.

6.94 Development will need to make provision for accessible open spaces (such as parks, play areas, sports pitches and allotments) in accordance with the adopted Wiltshire Open Space Standards. Four sets of open space standards are currently in operation across Wiltshire, with different standards applying in each of the former district areas, and these will be used for the purposes of Core Policy 52 until such time as new Wiltshire-wide standards are adopted. The Wiltshire-wide standards are currently being produced and will be informed by an Open Spaces Study, to be completed in 2015, with the new standards adopted as part of the Partial Review of the Wiltshire Core Strategy (LDS) in 2016.

6.95 Appropriate long term management of green 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.

6.96 In determining green infrastructure provision for major developments, developers will be expected to audit the current provision in and around the development site and prepare a statement demonstrating how this will be retained and enhanced as a result of the development process. A standardised green infrastructure audit template will be developed to assist developers in assessing existing and required provision. It may also be appropriate to undertake an audit of green infrastructure when a number of smaller developments are planned in a particular area, which could have a cumulative impact on the green infrastructure network. In these circumstances the need for an audit will be considered on a case-by-case basis.

6.97 Alongside the requirement to provide accessible open spaces, appropriate contributions will also be sought towards the delivery of specific green infrastructure projects and initiatives, as set out in the Wiltshire Green Infrastructure Strategy. Appropriate contributions towards these projects will be determined in line with Core Policy 3 (Infrastructure) and the Infrastructure Delivery Plan.

## Core Policy 52

### Green infrastructure

Development shall make provision for the retention and enhancement of Wiltshire's green infrastructure network, and shall ensure that suitable links to the network are provided and maintained. Where development is permitted developers will be required to:

- i. retain and enhance existing on site green infrastructure
- ii. make provision for accessible open spaces in accordance with the requirements of the adopted Wiltshire Open Space Standards
- iii. put measures in place to ensure appropriate long-term management of any green infrastructure directly related to the development
- iv. provide appropriate contributions towards the delivery of the Wiltshire Green Infrastructure Strategy
- v. identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire.

If damage or loss of existing green infrastructure is unavoidable, the creation of new or replacement green infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green infrastructure network, will be required.

Proposals for major development<sup>107</sup> should be accompanied by an audit of the existing green infrastructure within and around the site and a statement demonstrating how this will be retained and enhanced through the development process.

Development will not adversely affect the integrity and value of the green infrastructure network, prejudice the delivery of the Wiltshire Green Infrastructure Strategy, or provide inadequate green infrastructure mitigation.

Green infrastructure projects and initiatives that contribute to the delivery of a high quality and highly valued multi-functional green infrastructure network in accordance with the Wiltshire Green Infrastructure Strategy will be supported. Contributions (financial or other) to support such projects and initiatives will be required where appropriate from developers.



### Core Policy 53: Wiltshire's canals

- 6.98 Canals are an important part of Wiltshire's green infrastructure and sustainable transport network. They provide recreational opportunities for boating and 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.
- 6.99 Core Policy 53 supports the restoration and improvement of the historic canal network in Wiltshire, which provides considerable opportunities to enhance green infrastructure in the area.

### Wilts and Berks and Thames and Severn Canals

- 6.100 The historic alignment of the Wilts and Berks Canal runs broadly on a south-west to north-east axis through northern Wiltshire, passing Melksham and Royal Wootton Bassett, and includes the North Wilts Branch which runs between Swindon and Cricklade. The historic alignment of the Thames and Severn Canal skirts the north-west boundary of Wiltshire, passing Latton and Marston Meysey. Both historic alignments are shown on the policies map.

- 6.101 The council supports in principle the restoration of the Wilts and Berks 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 infrastructure network. The restored canal network will provide opportunities for standing open water and marginal habitat.
- 6.102 However, any proposals will need to demonstrate that the potential impacts of restoration on the existing wildlife and natural environment have been fully considered, both locally and as part of the whole 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. Canal restoration proposals must also have regard to the status and objectives of relevant existing waterbodies in the area, as set out in the Severn River Basin Management Plan (2009) and the South West River Basin Management Plan (2009), which were prepared under the Water Framework Directive. 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.
- 6.103 The historic alignment of the Wilts and Berks Canal through Melksham is no longer suitable for reinstatement as a canal, and an alternative route has been identified (see Core Policy 16: Melksham Link Project). 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.

#### Kennet and Avon Canal

- 6.104 The Kennet and Avon Canal is a significant asset within Wiltshire's sustainable transport and green infrastructure network, and the canal's landscape and natural environment will be protected and enhanced through Core Policies 50 (Biodiversity

and Geodiversity), 51 (Landscape) and 52 (Green Infrastructure). There are two existing policies relating to the Kennet and Avon Canal which will continue to be saved until such time as they are replaced by a new core policy addressing the strategic needs of the Kennet and Avon Canal. The relevant saved policies are as follows:

- West Wiltshire Leisure and Recreation DPD: Policy WR2 (Kennet and Avon)
- Kennet Local Plan: Policy TR2 (facilities for boat users on the Kennet and Avon Canal).

6.105 The British Waterways Conservation Plan for the Kennet and Avon Canal (October 2000) and the Public Transport and Visitor Management Plan for the Kennet and Avon Canal (1999) provide non-statutory guidance on the conservation and management of the canal, and the provision of facilities for management of visitors to the waterway. These 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, great 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.

### Residential moorings

6.106 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. Planning applications for residential moorings will be considered on their merits, taking into account potential impacts on landscape alongside all other relevant planning considerations including any Canal & River Trust guidance. A holistic 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.



## Core Policy 53

### Wiltshire's canals

The restoration and reconstruction of the Wilts and Berks and Thames and Severn canals as navigable waterways is supported in principle. The historic alignments of the Wilts and Berks, including the North Wilts Branch, and Thames and Severn Canals, as identified on the policies map, will be safeguarded with a view to their long-term re-establishment as navigable waterways.

These alignments will be safeguarded by:

- i. not permitting development likely to destroy the canal alignment or its associated structures, or likely to make restoration more difficult
- ii. ensuring that where the canal is affected by development, the alignment is protected or an alternative alignment is provided.

Proposals will be permitted that are designed to develop the canal's recreational and nature conservation potential, in particular, the use of the old line of the canal for walking, cycling and interpretation.

Proposals for the reinstatement of canal along these historic 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 the restoration project as a whole have been assessed and taken into account.

## Core Policy 54: Cotswold Water Park

6.107 The Cotswold Water Park (CWP) is an area of more than 140 lakes set in 40 square miles of Wiltshire and Gloucestershire, including parts of the Malmesbury and Royal Wootton Bassett and Cricklade Community Areas. The lakes have been created from decades of sand and gravel extraction. Set to continue for many years, this activity will result in the creation of further lakes in the future. This unique landscape has

evolved in response to a complex interplay of physical and human influences, and will continue to change throughout the plan period. The extensive network of lakes, rights of way, recreational activities and nature study areas in the Cotswold Water Park already provides a significant green infrastructure asset for the communities of Wiltshire, Gloucestershire, Oxfordshire and visitors from further afield, and could achieve even greater potential. However, this will need to be delivered in a sustainable manner which addresses the Cotswold Water Park's unique combination of land use pressures, environmental and heritage sensitivities, and community aspirations for the area.

- 6.108 Core Policy 54 supports the provision of outdoor or water-based sports, leisure and recreation facilities in the Cotswold Water Park area. Proposals for tourist accommodation will be assessed against Core Policies 39 (tourist development) and 40 (hotels, bed and breakfasts, guest houses and conference facilities).
- 6.109 Outdoor and water-based sports, leisure and recreation developments provide important opportunities to contribute to the sustainable growth of the Cotswold Water Park and support its communities, helping to achieve the vision set out in the Cotswold Water Park Vision and Implementation Plan. Such development is vitally important to improve both visitors' and local residents' enjoyment of the area's unique characteristics and stimulate the local economy. However, this should not come at the cost of a loss of public accessibility.
- 6.110 Development also offers opportunities to enhance the natural environment of the area through sensitive and well informed landscape design and management, and even where onsite opportunities are limited, developer contributions towards landscape and biodiversity programmes within the park can help to deliver such gains. Relevant Landscape Character Assessments and Biodiversity Action Plans should be consulted and used to inform any such landscape and biodiversity enhancement proposals.
- 6.111 Several settlements within Cotswolds Water Park are of significant heritage value as recognised through Conservation Area designations, while all settlements have a unique character which contributes to the area's sense of place. Development could potentially impact upon this character through inappropriate design or a loss of tranquillity, particularly associated with noisy activities. Such development will need to be located, designed and managed sensitively to ensure the unique character and the tranquil setting of these settlements is maintained. The area's valuable built

heritage also extends well beyond these settlements to include monuments, henges, hill forts, Roman villas, canals and railways, and while development could potentially impact upon these features if not carefully planned, certain development proposals will also provide opportunities to improve the enjoyment of such heritage features.

6.112 The unique character of the Cotswold Water Park and its communities could face challenges in the future including increased visitor traffic, pressure on utilities capacity and increased risk from climate change, particularly flooding. In order to build and maintain sustainable and resilient communities, there is a need and desire for the Cotswold Water Park to be an exemplar of sustainability, and this should be reflected in all proposals for sports, leisure and recreation facilities in the area.

## **Core Policy 54**

### **Cotswold Water Park**

In the Cotswold Water Park, proposals for outdoor or water-based sports, leisure and recreation based development will be supported where they help transform the area to an informal recreation and leisure resource for Wiltshire residents and visitors in line with the key objectives of the Cotswold Water Park Vision and Implementation Plan. Proposals for any such development must meet the following criteria:

- i. Increase or enhance public accessibility and enjoyment of the lakes and countryside.
- ii. Contribute towards the local economy in the Cotswold Water Park.
- iii. Strengthen the local landscape character and engender a sense of place.
- iv. Contribute towards enhancement of biodiversity within the Cotswold Water Park.
- v. Retain the character of individual settlements including the tranquillity of their settings.
- vi. Protect the Cotswold Water Park's built heritage, and enhance accessibility and interpretation of such features where possible.
- vii. Demonstrate high levels of sustainability, particularly including sustainable building design, accessibility by sustainable transport modes and sustainable drainage systems.

- 6.113 Air quality in Wiltshire is predominantly good with the majority of the county having clean unpolluted air. There are, however, 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 (NO<sub>2</sub>) and fine particulates (PM<sub>10</sub>).
- 6.114 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 strategy seeks 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.
- 6.115 In order to help developers and communities overcome this issue, the council has produced a comprehensive Air Quality Strategy<sup>108</sup>, 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. The Air Quality Strategy is a key document which identifies the importance of good air quality to the people of Wiltshire. It provides a focus and mechanism to promote communication and cooperation between the council, external organisations and the community to address localised areas of poor air quality in the area. It includes a 17 point plan which focuses on strategic actions to help deliver improved air quality. The Air Quality Strategy and the 17 point plan are to be underpinned by the council's emerging Air Quality Action Plan, which has been designed to assist with the targeted delivery of improvements in the designated Air Quality Management Areas.



‘Wiltshire Council working collaboratively will seek to maintain the good air quality in the county and strive to deliver improvements in areas where air quality fails national objectives in order to protect public health and the environment.’

6.116 Core Policy 55 requires that all development, which because of the size, nature or location will have the potential to exacerbate known areas of poor air quality, is required to overcome this barrier to development by demonstrating the measures they will take to help mitigate these impacts. In line with the Air Quality Strategy, additional guidance incorporating a developer’s toolkit has been produced and consulted upon as a Supplementary Planning Document (SPD). This guidance document will be published as soon as practicable following the adoption of the Core Strategy. Once adopted, the SPD will give positive advice to prospective developers on how to address the issue of air quality effectively so their investment can go ahead<sup>109</sup>. 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.

## Core Policy 55

### 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 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. Mitigation may include:

- i. landscaping, bunding or separation to increase distance from highways and junctions
- ii. possible traffic management or highway improvements to be agreed with the local authority

- iii. abatement technology and incorporating site layout/separation and other conditions in site planning
- iv. traffic routing, site management, site layout and phasing
- v. where appropriate, contributions will be sought toward the mitigation of the impact a development may have on levels of air pollutants.

### Core Policy 56: Contaminated land

6.117 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.



- 6.118 Wiltshire Council adopted its Contaminated Land Strategy in 2011 detailing how it will discharge its duties in connection with the Environmental Protection Act 1990 Pt 2(a) 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) and will be published as soon as practicable following the adoption of the Core Strategy. The SPD will give positive advice to prospective developers on how to address the issue of contaminated land effectively so their investment can go ahead.
- 6.119 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.

- 6.120 The implementation of satisfactory investigation, risk assessment, remediation and validation of these sites is managed through the planning process.
- 6.121 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 of the Environmental Protection Act 1990.
- 6.122 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.
- 6.123 The council has adopted an Inspection Strategy for Contaminated Land<sup>110</sup> 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.
- 6.124 Core Policy 56 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. In line with the Inspection Strategy additional guidance will be prepared to assist developers in effectively addressing the issue of land contamination.

## Core Policy 56

### 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, 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 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).

The need for, type and complexity of reports will depend on the specific site.

## Core Policy 57: Ensuring high quality design and place shaping

6.125 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.

6.126 The historic environment includes both 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.

6.127 Policies addressing the design of new development will play an important role in maintaining Wiltshire's high quality environment.

6.128 Development needs to be carefully planned to ensure that valuable features and characteristics are protected and enhanced. The subsequent core policies set out how the Core Strategy 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.

#### Ensuring high quality design and place shaping outcomes

6.129 Good design helps to provide a sense of place, creates or reinforces local distinctiveness, and promotes community cohesiveness and social wellbeing. Wiltshire has a rich built heritage and its vibrant towns and villages are set within large expanses of open countryside which is valued for its tranquillity and beauty as well as its environmental value. Enhancing the character of Wiltshire's countryside and settlements is of the utmost importance and, in order to do this, development must be informed by a thorough understanding of the locality and the development site.

6.130 The layout and design of new developments must also be based on a thorough understanding of the site itself and its wider context, and seek to maximise the benefits of the sites characteristics. This will require careful consideration of the site layout. No two sites share the same landscapes, contours, relationship with surrounding buildings, street pattern and features. The proximity of poor quality or indistinct development is not a justification for standard or poor design solutions. New development should integrate into its surroundings whilst seeking to enhance the overall character of the locality.

- 6.131 Careful consideration of topography can enhance the design of a new development in a number of ways including the creation or enhancement views into or within a site, creating attractive skylines through the use of building heights in parallel with contours, ensuring appropriate drainage arrangements, the retention of established planting and trees which can visually enhance a development, ensuring an appropriate relationship with the wider landscape, both visually and in terms of activity and the creation of wildlife corridors.
- 6.132 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. This 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 compliance with Core Policy 57, including a design and access statement when this is required by the local validation checklist<sup>11</sup>. All proposals will need to have regard to relevant supplementary guidance on design. This includes village design statements that are up to date and approved by the local authority as providing guidance on the implementation of policy Core Policy 57 for a local area.
- 6.133 Density is interlinked with design and it is essential that innovative design solutions are encouraged to achieve higher density levels where appropriate, although the density of development should rightly be a product of a robust site assessment which responds positively to Wiltshire's exceptional environmental quality.
- 6.134 In demonstrating that proposals will be sympathetic to and conserve historic buildings and historic landscapes, applicants should have consideration to the requirements of Core Policy 58 (ensuring the conservation of the historic environment).

## **Core Policy 57**

### **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. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire 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 features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting
- iv. being sympathetic to and conserving historic buildings and historic landscapes
- v. the maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41 (Sustainable Construction and Low Carbon Energy)
- vi. making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area
- vii. having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter)
- viii. incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site

- ix. ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible in accordance with Core Policy 66 (Strategic Transport Network)
- x. the sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials
- xi. taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future
- xii. the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm
- xiii. the case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place
- xiv. meeting the requirements of Core Policy 61 (Transport and New Development).

### Core Policy 58: Ensuring the conservation of the historic environment

6.135 Core Policy 58 aims to ensure that Wiltshire's important 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.



6.136 Heritage assets include:

- listed buildings
- conservation areas
- scheduled ancient monuments
- registered parks and gardens
- registered battlefields
- world heritage sites<sup>112</sup>
- non-designated heritage assets such as buildings and archaeological sites of regional and local interest.

6.137 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
- the Stonehenge and Avebury World Heritage Site
- historic buildings and structures related to the textile industry
- historic rural structures including threshing barns, granaries, malt houses, dovecotes and stables
- 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 re-use 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.

- 6.138 Designation of a conservation area, listed building, or scheduled ancient monument does not preclude the possibility of new development and the council is committed to working pragmatically with owners to find positive solutions which will allow adaptation of such buildings to reflect modern living aspirations. Such alterations will only be acceptable where they are consistent with the conservation of a heritage asset's significance. 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 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.
- 6.139 It is anticipated that additional planning guidance will be developed to aid in the application of Core Policy 58. The anticipated Heritage Guidance will provide details on heritage issues in Wiltshire, including the endorsement of establishing a new local heritage list in line with English Heritage's Good Practice Guidance (May 2012)<sup>113</sup>.
- 6.140 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, such as the Salisbury Cathedral Conservation Plans produced by the diocese, will be encouraged to support policy delivery.
- 6.141 The Infrastructure Delivery Plan sets out the requirement for additional museum storage space for the sustainable preservation of archaeological finds and archives.
- 6.142 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. A component of the plan's positive strategy for the conservation of heritage assets at risk will include the joint Wiltshire Council/English Heritage Monument Management Scheme.
- 6.143 The individual area strategies identify specific distinct heritage assets, conservation challenges, and where appropriate, specific opportunities. Information in the Area Strategies and Development Templates should be supported by mitigation measures and information identified in evidence documents such as: The Historic Landscape Assessment (January 2012) and Salisbury Historic Environment Assessment (April 2009). The anticipated Heritage Guidance referred to in paragraph 6.139 above will also provide further supporting information.

## **Core Policy 58**

### **Ensuring the conservation of the historic environment**

Development should protect, conserve and where possible 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.

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 these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57 (Ensuring High Quality Design and Place Shaping).

Heritage assets at risk will be monitored and development proposals that improve their condition will be encouraged. The advice of statutory and local consultees will be sought in consideration of such applications.

## Core Policy 59: The Stonehenge, Avebury and Associated Sites World Heritage Site and its setting

6.144 Wiltshire's World Heritage Site (WHS) is a designated heritage asset of the highest international and national significance. The United Kingdom, as a signatory to the Convention Concerning the Protection of the World Cultural and Natural Heritage (UNESCO 1972), is obliged to protect, conserve, present and



transmit to future generations its WHSs which, because of their exceptional qualities, are considered to be of Outstanding Universal Value (OUV). This obligation should therefore be given precedence in decisions concerning development management in the WHS. World Heritage Site status offers the potential of considerable social and economic gains for Wiltshire in areas such as sustainable tourism; however, this will require careful and sensitive management in order to protect the WHS and sustain its OUV.

6.145 The Stonehenge, Avebury and Associated Sites World Heritage Site was inscribed on the UNESCO World Heritage list in 1986 for its OUV. Since that time, a Statement of Significance (see Stonehenge Management Plan (2009)<sup>114</sup>, pp. 26-27) and a Statement of OUV<sup>115</sup> for the WHS (agreed 2013) have been drawn up. The World Heritage Site requires protection and, where appropriate, enhancement in order to sustain its OUV. Not all aspects of the site contribute to OUV and the UNESCO Statements of Significance and Statement of OUV as well as the World Heritage Site Plans for Stonehenge and Avebury are a critical resource in reaching decisions relating to the significance of its elements, for identification of the attributes of OUV as well as other important aspects of the WHS, and for reaching decisions on the effective protection and management of the site.

6.146 In summary, the World Heritage Site 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 the 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.

- 6.147 The setting of the World Heritage Site beyond its designated boundary also requires protection as inappropriate development here can have an adverse impact on the site and its attributes of OUV. The setting is the surrounding in which the World Heritage Site is experienced. It includes a range of elements such as views and historical, landscape and cultural relationships. The setting of the World Heritage Site is not precisely defined and will vary depending on the nature and visibility of the proposal. A future setting study will provide further information and a preferred methodology for the assessment of proposed development for its potential impact on the WHS and its attributes of OUV. Light pollution and skyglow which could adversely affect the site must be adequately addressed through the careful management of development.
- 6.148 The World Heritage Site consists of two areas of approximately 25 square kilometres centred on Stonehenge and Avebury. Each area has its own discrete landscape setting. Core Policy 59 covers both halves of the World Heritage Site which have similar requirements for protection and enhancement. Saved local plan policies (policies TR6, TR8 and TR9 of the Kennet Local Plan 2011) and Core Policy 6 (Stonehenge) reflect the specific local context, opportunities and challenges for the different halves of the World Heritage Site. Additional separate management plans set out strategies and actions needed for the successful conservation and management of the site in order to sustain its OUV, taking account of and including tourism, farming, nature conservation, research, education and the quality of life of the community. These management plans are a key material consideration in the planning process, which has a major role in their implementation. Indicators to monitor the implementation of the actions identified appear in both management plans.
- 6.149 In considering Core Policy 59, particular reference should be made to the Statement of OUV for the World Heritage Site and the relevant World Heritage Site Management Plan<sup>116</sup>. Applicants will be required to demonstrate that full account has been taken of the impact of the proposals upon the World Heritage Site and its setting and

that those proposals will have no adverse effect upon the site and its attributes of OUV. Development proposals which fall within the World Heritage Site boundary, or potentially impact upon its setting, should convey this accountability principally within the design and access statement related to the proposal.

- 6.150 Due consideration should be given to environmental impact assessment (EIA) regulations which list World Heritage Sites as among the 'sensitive areas' where lower thresholds apply to the assessment of the need for EIA. The recent ICOMOS guidance on heritage impact assessments for Cultural World Heritage Properties (2010) offers advice on the process of historic impact assessment (HIA) for cultural World Heritage Sites, which is designed to assess impact on the WHS and its attributes of OUV<sup>117</sup>.
- 6.151 Additional planning guidance will be developed to help ensure the effective implementation of Core Policy 59<sup>118</sup>. Based on the management plans and additional studies required, additional guidance will assist in articulating the spatial implications of protecting and enhancing the World Heritage Site and its setting in order to sustain its OUV both within the World Heritage Site and its setting. This will include considering the use of further Article 4 Directions to address permitted development rights that may have an adverse effect on the WHS and its attributes of OUV.

## **Core Policy 59**

### **The Stonehenge, Avebury and associated sites World Heritage Site**

The Outstanding Universal Value (OUV) of the World Heritage Site will be sustained by:

- i. giving precedence to the protection of the World Heritage Site and its setting
- ii. development not adversely affecting the World Heritage Site and its attributes of OUV. This includes the physical fabric, character, appearance, setting or views into or out of the World Heritage Site
- iii. seeking opportunities to support and maintain the positive management of the World Heritage Site through development that delivers improved conservation, presentation and interpretation and reduces the negative impacts of roads, traffic and visitor pressure

iv. requiring developments to demonstrate that full account has been taken of their impact upon the World Heritage Site and its setting. Proposals will need to demonstrate that the development will have no individual, cumulative or consequential adverse effect upon the site and its OUV. Consideration of opportunities for enhancing the World Heritage Site and sustaining its OUV should also be demonstrated. This will include proposals for climate change mitigation and renewable energy schemes.

### Delivering strategic objective 6: to ensure that essential infrastructure is in place to support our communities

6.152 This strategy places emphasis on ensuring that essential infrastructure is delivered as required by Core Policy 3 in Chapter 4 above. This policy is further supported by the Infrastructure Delivery Plan which will be published to accompany the Wiltshire Core Strategy.

### Core Policy 60: Sustainable transport

#### Promoting sustainable forms of transport

6.153 Transport features either directly or indirectly in a number of the challenges and objectives of the Core Strategy. To help resolve these challenges and achieve the objectives, a sustainable transport system needs to be developed for Wiltshire.



As both the local planning authority and local transport authority, the council will use its planning and transport powers to develop, maintain and improve a sustainable transport system for Wiltshire. 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 community plan, local development framework and local transport plan.

## Core Policy 60

### Sustainable transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations
- ii. promoting sustainable transport alternatives to the use of the private car
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community
- iv. promoting appropriate demand management measures
- v. influencing the routing of freight within and through the county
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

## Core Policy 61: Transport and new development

6.154 New development can potentially have both a positive and negative impact on transport. It is for this reason that the transport impacts of new developments need to be assessed in accordance with national guidance<sup>119</sup>.



6.155 Planning developments in locations that are, or can be made, accessible means that communities can access their needs (e.g. shops, schools and employment) easily and without always needing a car. Providing good accessibility can also change people's travel behaviour towards more sustainable transport alternatives such as walking, cycling and public transport.

- 6.156 In the past, 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 in accordance with the identified hierarchy.
- 6.157 A key consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for all road users.
- 6.158 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.

## **Core Policy 61**

### **Transport and new development**

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
  - a. Visually impaired and other disabled people
  - b. Pedestrians
  - c. Cyclists
  - d. Public transport
  - e. Goods vehicles
  - f. Powered two-wheelers
  - g. Private cars.

- ii. That the proposal is capable of being served by safe access to the highway network.
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

## Core Policy 62: Development impacts on the transport network

6.159 All new development is required to assess the transport issues related to that development.

Where a development will have significant transport implications, the



council will require a transport assessment to be prepared and submitted alongside a planning application in accordance with national guidance.

6.160 Developers will be required to make a contribution towards sustainable transport improvements as part of their development proposal. The required transport assessment will help determine what is needed in each case.

6.161 Developers will 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 will be set out in an additional planning guidance.

6.162 Outside of built-up areas, proposals that involve a new direct access onto the national primary route 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 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.

## Core Policy 62

### Development impacts on the transport network

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

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

## Core Policy 63: Transport strategies

6.163 Core Policy 1 focuses development growth primarily in the principal settlements of Chippenham, Trowbridge and Salisbury. To support their enhanced strategic employment and service roles, and better self-containment, packages of integrated transport measures will be developed and implemented.



6.164 The Wiltshire Community Plan sets out that the council and its partners need to:

Provide a safer and more integrated transport system that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail

networks, especially in the larger settlements of Trowbridge, Chippenham and Salisbury, and along the main commuting corridors.”

- 6.165 Given this challenging objective, as part of each transport strategy, the council will need to consider a range of measures based on a ‘ladder of interventions’ that seek to ‘nudge’ people and businesses to make more sustainable transport choices.
- 6.166 The emerging strategies will have full regard for potential impacts upon the Natura 2000 network when assessing potential transport options. Transport options that are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward.

## **Core Policy 63**

### **Transport strategies**

Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives.

Each of the packages will consider the implementation of the following:

- i. New and improved networks of routes for pedestrians and cyclists
- ii. Enhanced public transport services and facilities
- iii. Traffic management measures
- iv. Demand management measures
- v. Selective road improvements
- vi. Interchange enhancements that are safe and accessible by all
- vii. Smarter choices measures.

These will be supported and implemented through developer contributions, LTP funding and joint working with partners and others.



Transport strategies may also be developed for other urban and rural areas in the plan area.

The emerging strategies will have full regard for potential impacts upon the Natura 2000 network when assessing potential transport options. Transport options that are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward.

#### **Core Policy 64: Demand management**

6.167 Demand management forms an important and essential part of an integrated approach to helping reduce reliance on the private car and encouraging the use of more sustainable alternatives.

6.168 A parking study, commissioned by the council in January 2010, included a comprehensive review of parking standards, charges and policy within both the plan area and neighbouring areas. The resulting LTP3 Car Parking Strategy was adopted by the council in February 2011 and includes the following policies:

- PS1 – Overall management
- PS2 – Managing the council’s parking stock
- PS3 – Parking charges
- PS4 – Private non-residential parking standards
- PS5 – Managing publicly available private non-residential parking
- PS6 – Residential parking standards
- PS7 – Parking enforcement
- PS8 – Residents’ parking zones
- PS9 – Visitor attraction parking
- PS10 – Park and ride
- PS11 – Parking at railway stations

- PS12 – Improving access and use
- PS13 - Workplace parking levy
- PS14 – Residents’ overspill parking.

6.169 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.

6.170 Charging measures, such as road user charging and the workplace levy, may become important tools in reducing traffic growth and encouraging the use of sustainable transport modes over the plan period. However, given the predominantly rural nature of Wiltshire, it is unlikely that these types of measures would have a significant impact on traffic levels outside of the principal settlement areas.

## **Core Policy 64**

### **Demand management**

Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives.

These measures include:

- i. car parking management – efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:
  - a. public car parking charges – parking charges will be set taking account of a number of factors including the service role and strength of the local economy, the utilisation of existing parking spaces, the availability of sustainable transport modes and parking charges in neighbouring areas

- b. private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework
  - c. managing publicly available private non-residential parking – there will be a presumption that any planning application which includes provision for publicly available private non-residential parking will be required to provide an accompanying car park management plan and, subject to a case-by-case analysis, to implement parking restrictions and charges consistent with those of council run car parks in the local area
  - d. residential parking standards – the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.
- ii. traffic management measures – traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment
  - iii. charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review
  - iv. smarter choices measures – appropriate smarter choices measures (e.g. travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people’s travel behaviour towards more sustainable travel options.

## Core Policy 65: Movement of goods

6.171 The way in which an efficient and flexible freight distribution system supports economic vibrancy and growth cannot be at the expense of local communities or the environment. The council recognises this and takes seriously



the need to achieve a 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 publically 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 Plan 2011-2026 Freight Strategy.

### Core Policy 65

#### Movement of goods

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. In particular:

- i. developments which generate large volumes of freight traffic or involve the movement of bulk materials should make use of rail or water transport for freight movements wherever practical
- ii. the provision of intermodal and other rail freight terminals in suitable areas will be supported and land required for realistically deliverable proposals will be protected from inappropriate development

- iii. overnight lorry parking should be provided in the vicinity of the advisory freight network, either where demand can be demonstrated or to alleviate nuisance caused in local communities
- iv. where carriage of freight by rail and water is not realistic, encouragement will be given for heavy goods vehicles (HGVs) traffic to 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), freight management processes will be employed.

### **Core Policy 66: Strategic transport network**

- 6.172 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 Core Strategy.
- 6.173 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 rail line between Warminster and Chippenham.
- 6.174 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 10 years, the route will be selectively improved to maintain and enhance journey time reliability. The proposed improvements to the A350 primary route, including those at Yarnbrook/West Ashton where journey times are unreliable, 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.
- 6.175 Road improvements on non-trunk road national primary 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.

6.176 Work will be undertaken, in conjunction with the Department for Transport, 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 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 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 be refused planning permission.

6.177 Improvements to the A350 at Yarnbrook/West Ashton will be informed by detailed bat survey information on Annex II species. The design and layout of any such improvements will incorporate sufficient mitigation measures to ensure that important commuting routes for Annex II species are protected.

6.178 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
  - Primary Route Network – A4 (west of Chippenham), A30 (St Thomas’s Bridge to Salisbury), A338 (south of Burbage), A346 (M4 junction to Burbage), A350, A354, A361 (west of Semington), 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 to South West England via Westbury)
  - Greater Western Main Line (London to Bristol/South Wales)
  - Heart of Wessex Line (Bristol to Weymouth)
  - Waterloo to Exeter Line

- Wessex Main Line (Cardiff to Portsmouth)
- Westbury to Swindon Line (via Melksham).

## **Core Policy 66**

### **Strategic transport network**

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.

The strategic transport network is shown on the key diagrams (Figures 4.1 and 4.1a) and includes:

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

In particular, the strategic transport network along the A350 corridor will be maintained, managed and selectively improved to support development growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster.

The following improvements to enhance the strategic network will be progressed:

- i. The A350 national primary route at Yarnbrook/West Ashton will be improved.  
The improvement works necessary will be identified through further study work, including detailed bat survey information on Annex II species. The design and layout of any such improvements will incorporate sufficient mitigation measures to ensure that important commuting routes for Annex II species are protected.
- ii. The development and/or improvement of the following railway stations will be promoted and encouraged:
  - a. Corsham railway station
  - b. Melksham railway station

c. Royal Wootton Bassett railway station

d. Westbury railway station.

The land required for these and other realistic proposals on the strategic transport network which support the objectives and policies in the Core Strategy will be protected from inappropriate development. Other potential rail improvements will be considered in association with relevant partners. Any proposals which are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward.

## Core Policy 67: Flood risk

6.179 The Strategic Housing Land Availability Assessment (SHLAA) demonstrates that there is sufficient land available in Flood Zone 1, the zone of least risk, to meet the proposed housing requirement of



42,000 new homes for the area. The strategy therefore favours housing development in Flood Zone 1 over areas of higher risk as identified by the Strategic Flood Risk Assessment (SFRA).

6.180 Proposals put forward in areas of higher risk (Flood Zones 2 and 3) will need to be supported by clear evidence that no lower risk alternative sites are available. The findings of the SHLAA will carry considerable weight when testing the suitability of proposals put forward in higher risk areas.

6.181 The Core Strategy supports a sustainable approach to surface water drainage, and development will be expected to incorporate Sustainable Drainage Systems (SuDS) such as rainwater harvesting, green roofs, permeable paving, and ponds, wetlands and swales, wherever possible. The provision of green infrastructure, including woodland, should also be considered as a measure to reduce surface water run-off. Prospective developers will be expected to follow the 'surface water management train' approach



recommended by the Environment Agency (see Sustainable Drainage Systems: an introduction, published by the Environment Agency). This involves a three-step process, considering first reducing the quantity of run-off, then slowing velocity of run-off to allow settlement filtering and infiltration, and finally providing passive treatment to collected surface water before discharge into groundwater or to a watercourse. It is considered that all developments will be able to incorporate measures to reduce the quantity of run-off, but site specific geological or soil conditions may mean that measures to reduce run-off velocity and provide passive treatment would not be appropriate. Where this is the case, proposals will be expected to demonstrate why the use of such measures is not appropriate on the site in question.

- 6.182 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.

### **Core Policy 67**

#### **Flood Risk**

Development proposed in Flood Zones 2 and 3 as identified within the Strategic Flood Risk Assessment will need to refer to the Strategic Housing 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.

All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage) unless site or environmental conditions make these measures unsuitable.

### **Core Policy 68: Water resources**

- 6.183 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 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 are currently in preparation and will provide relevant targets and actions at a local level.

6.184 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. The Code for Sustainable Homes provides water efficiency standards for new homes that are already widely applied, and Core Policy 41 (presented earlier in the document) sets levels of the code to be met by new homes, while Core Policy 68 requires that water efficiency measures are also incorporated within non-residential development. 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.

6.185 Several settlements within Wiltshire and our surrounding counties rely on our 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), Safeguard Zones and Water Protection Zones. The EA advocates a risk-based approach to protection of these groundwater resources, as set out in the document 'Groundwater Protection: Policy and Practice', 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.

## **Core Policy 68**

### **Water resources**

Development must not prejudice the delivery of the actions and targets of the relevant River Basin or Catchment Management Plan, and should contribute towards their delivery where possible.

Non-residential development will be required to incorporate water efficiency measures. Developers will be expected to submit details of how water efficiency has been taken into account during the design of 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.

### Core Policy 69: Protection of the River Avon SAC

6.186 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 populations of fish and molluscs. The catchment covers over half the county and the river and its



tributaries flow through many of Wiltshire's towns and villages. Development within the catchment has the potential to have a detrimental effect upon its qualifying features through direct damage, sedimentation, pollution, disturbance, or changes to its hydrological regime. Most of these impacts can be avoided or mitigated through the use of buffer zones, access management, habitat management and construction method statements, and Wiltshire Council has developed a standard procedure for dealing with most of these issues in association with the River Avon Planning Forum.

6.187 Currently, phosphate concentrations exceed the appropriate targets required in the conservation objectives for the River Avon SAC over a number of reaches, and the Habitats Regulations Assessment (HRA) of the Core Strategy has highlighted

the potential for likely significant effects upon the River Avon SAC through elevated phosphate levels from additional sewage discharges in the catchment. Whilst significant improvements have recently been made to a number of sewage treatment works (STWs), in parts of the catchment sewage discharges remain a significant source of phosphorus to the River Avon and these improvements will not be sufficient on their own to achieve full compliance with SAC water quality targets for all STWs.

6.188 To ensure compliance with the requirements of the Habitats Regulations and Water Framework Directive, new development around the River Avon SAC catchment must not (alone or in combination) result in non-compliance with SAC water quality targets or compound existing problems of target exceedance in those parts of the catchment already failing SAC standards. Furthermore, new development must not prejudice achievement of conservation objectives for the SAC over the long term. Compliance with the appropriate targets will generally be attained through the Environmental Permitting regime. However, where this is not possible, compliance may be achieved through the implementation of a long term Nutrient Management Plan (NMP). To this end, an NMP is being developed to provide an agreed strategy for reducing key pollution sources across the Avon.

6.189 Developer led measures or financial contributions to help implement the NMP could be secured through Section 106 or CIL contributions for implementing the relevant NMP, or through on or near site measures to be agreed by the local planning authority (in consultation with the EA and local utility providers as necessary). The NMP will be used to calculate reasonable and proportionate developer contributions and will clearly set out how these will be spent to deliver the required level of long-term phosphate reduction across the catchment. An important principle is that developers are only required to offset the phosphate arising from proposed new development and contributions would not be used to reduce historic pollution. Where development would discharge to an existing environmental permit which the EA has confirmed as being Habitats Regulations compliant without the need for phosphate offsetting, no contribution or mitigation measures would be necessary.

## **Core Policy 69**

### **Protection of the River Avon SAC**

In order to avoid and reduce potential environmental effects on the River Avon SAC, development will need to incorporate measures during construction and operation to avoid and prevent pollution and mitigate potential disturbance effects; appropriate measures may include consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures. All development within 20m of the river banks should submit a construction management plan to the local planning authority to ensure measures proposed during construction are satisfactory.

Where additional sewage discharges to a STW cannot be accommodated without measures to offset phosphate loading, development will be required to undertake proportionate measures (which may include contributions towards those measures identified in the Nutrient Management Plan) to demonstrate that the proposals would have no adverse effects upon the SAC.



7

## 7 Monitoring and review



## 7 Monitoring and review

7.1 The Core Strategy is designed to be flexible and contain appropriate levels of contingency, so that it can effectively respond to events if necessary. However, it will be essential to monitor the effectiveness of the strategy, so that action can be taken to address any issues which may arise. A key example of this is that the strategy enables local communities to decide where development may be most appropriate through the preparation of community-led planning documents such as neighbourhood plans. However, if neighbourhood plans do not come forward then it may be necessary to identify further sites through a Site Allocations Development Plan Document, in order to ensure that sufficient jobs and homes are delivered to meet Wiltshire's needs.

### Wiltshire Monitoring Framework

7.2 The Wiltshire Monitoring Framework has been published alongside the Core Strategy, and will be used to check on the effectiveness of the Core Policies and whether they are delivering sustainable development. The Monitoring Framework will be used to ask whether the policy is working, whether it is delivering the underlying objectives of the policy, and what the significant effects of this are. It sets out objectives and targets for each policy, and identifies the indicators which will be used to assess progress against these. The Wiltshire Monitoring Framework will ensure that the Core Strategy is steered by a continuous process of 'plan, monitor, manage'.

### Annual Monitoring Report

7.3 An annual report will be prepared to analyse the impacts of the Core Policies, and assess progress against the targets identified in the Wiltshire Monitoring Framework. This Annual Monitoring Report (AMR) will include monitoring of the Core Policies and also information relating to the Infrastructure Delivery Plan (IDP) and the Sustainability Appraisal (SA). Actions required to address policy performance against the Strategic Objectives will then be considered.

7.4 The AMR will include the following:

- Assessment of efficacy of policy using output, significant effect and contextual indicators.
- Consideration of significant and unforeseen effects, using indicators defined in the SA Report, providing a picture of how the sustainability criteria of the area are evolving.



- Consideration of infrastructure delivery, including analysis of Community Infrastructure Levy (CIL) and Section 106 receipts.
- Recommendations for policy review and mitigation of significant effects if required in response to the policy, SA and IDP analyses.

# 8 Glossary and common acronyms



## 8 Glossary and common acronyms

### **Adjacent to Settlements**

A location which forms part of the contiguous urban edge of the settlement and is not always restricted to land adjacent to the 'limits of development' identified on the proposals map referred to in Core Policy 2.

### **Amenity Greenspace**

Including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens.

### **Ancient Woodland (AW)**

Land that has had continuous woodland cover since 1600AD as designated by Natural England.

### **Annual Monitoring Report (AMR)**

A report to assess the implementation of the Local Development Scheme and the extent to which policies in local development documents are being achieved, as required by the Planning and Compulsory Purchase Act Order 2004.

### **Area Action Plan (AAP)**

A Development Plan Document covering a specific area focusing on the implementation of policies for key areas of opportunity, change or conservation.

### **Area of Outstanding Natural Beauty (AONB)**

Area of countryside designated for its nationally important landscapes under the National Parks and Access to the Countryside Act 1949 and the Countryside and Rights of Way Act 2000 by Natural England and Approved by the Secretary of State.

### **Building for Life assessments (BFL)**

Measures the design quality of new housing developments.

### **Community Infrastructure Levy (CIL)**

A proposed levy, which can be charged by local authorities, on most types of new development in their area. CIL charges will be based on simple formulae which relate to the size and character of the development.

### **Community Services**

Local services and facilities are those that benefit the community such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

### **Community Strategy**

A strategy prepared by a local authority to improve local quality of life and aspirations, under the Local Government Act 2000.

### **Contextual Indicator**

Describes the wider social, environmental and economic background in which the Local Development Framework operates

### **Core Strategy**

Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.

### **Department for Communities and Local Government (DCLG)**

The government department responsible for planning policy.

### **Development Plan**

Consists of the Regional Spatial Strategy and Development Plan Documents.

### **Development Plan Document (DPD)**

Outlines the key development goals of the Local Development Framework.

### **Environment Agency**

The Environment Agency in England is responsible for regulating major industry and waste, treatment of contaminated land, water quality and resources, fisheries, inland rivers, estuary and harbour navigations and conservation and ecology. The Environment Agency is also responsible for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea.

### **Evidence Base**

Information in support of local development documents.

### **Examination in Public (EiP)**

An independent examination of draft plans.

### **Green Infrastructure**

Green infrastructure is a descriptive term used to characterise spaces such as parks and gardens (urban and country parks, formal gardens); amenity green space (informal and recreation and sports spaces, domestic gardens, village greens, green roofs); urban green spaces (urban commons, waste land and disturbed ground); woodland, downland and meadows, wetlands, open and running water, quarries; green corridors, cycling routes, pedestrian paths, and rights of way; allotments,

cemeteries, and churchyards. It provides socio-economic and cultural benefits which underpin individual and community health and wellbeing. These include: conserving and enhancing the natural environment; providing wildlife corridors; reducing noise and air pollution; and helping communities adapt to changing climate through water and carbon management. In urban areas, functions include providing routes (e.g. footpaths and cycleways) which link areas of open space within settlements; providing sustainable drainage, flood storage and urban cooling; and providing a wide range of opportunities for engagement and active citizenship, relaxation and quiet contemplation, sport, recreation and children's play.

### **Greenspace**

Includes both amenity and natural greenspace.

### **Gypsy and Traveller Accommodation Assessment (GTAA)**

An assessment of the accommodation needs of gypsies and travellers.

### **Incubator/Start Up Workspaces**

Business incubators aim to nurture new and developing businesses with growth potential through their formative stages. They provide a full range of supportive services including. Start-up business space with on-site business support, networking space and meeting rooms. Start-up companies or individual entrepreneurs have to apply for admission, and may have to meet a range of requirements specified by the provider.

### **Indices of Multiple Deprivation (IMD)**

An indicative measure of deprivation for small areas across England.

### **Lifetime Homes Standard**

The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. The design features aim to support the changing needs of individuals and families at different stages of life.

### **Local Development Document (LDD)**

The documents that set out planning policies for specific topics or areas, which make up the Local Development Framework.

### **Local Development Framework (LDF)**

A portfolio of local development documents including all those policies forming the framework for future development.

**Local Development Scheme (LDS)**

A timetable for the preparation of local development documents.

**Local Indicator**

A locally defined indicator that monitors the consequences of local planning policies.

**Local Nature Reserve (LNR)**

Places with wildlife or geological features that are of special interest locally as declared by the local authority.

**Local Plan**

The statutory plan that preceded the Local Development Framework. Some policies of the former District Local Plans have been saved to sit alongside the policies contained in the Wiltshire Core Strategy.

**Local Strategic Partnership (LSP)**

A non-statutory, multi-agency body which matches local authority boundaries and aims to bring together different parts of the public, private, community and voluntary sectors at a local level.

**Localism Act**

The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act. This Act seeks to shift power from central government back into the hands of individuals, communities and councils.

**National Park**

An area of land protected from most development and pollution.

**National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (NPPF) was published in March 2012, and sets out the Government's planning policies for England. The NPPF replaced most of the former PPSs and PPGs, and is a key document in the plan making process as well as being a material consideration in the making of planning decisions.

**Natural England**

A non-departmental public body responsible for ensuring that England's natural environment is protected and improved.

### **Natural Greenspace**

Including woodlands, urban forestry, scrub, grasslands (eg downlands, commons and meadows), wetlands, open and running water, wastelands and derelict open land and rock areas (eg cliffs, quarries and pits).

### **Neighbourhood planning**

The Localism Act, which received Royal Assent on 15 November 2011, introduced new rights and powers to allow local communities to shape new development by coming together to prepare neighbourhood plans.

### **Office for National Statistics (ONS)**

The executive office of the UK Statistics Authority charged with the collection and publication of statistics.

### **Open Space**

All open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.

### **Planning Inspectorate (PINS)**

The government agency responsible for scheduling independent examinations

### **Planning Policy Guidance (PPG)**

The precedents of Planning Policy Statements

### **Planning Policy Statement (PPS)**

A series of documents which previously set out the government's national land use planning policies, and now have now been superseded by the NPPF.

### **Policies Map**

A local development document which illustrates on a base map all the policies and proposals contained in the development plan documents.

### **Previously developed land**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development



control procedures; land in built-up areas such as private residential gardens, parks, recreation ground and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape on the process of time.

### **Public Open Space**

As for Open Space, where the land is publicly accessible.

### **Redundant Buildings (for CP48)**

Rural buildings that are unused because they are no longer needed or suitable for the use they were originally intended or were last used for and not viable for alternative commercial use.

### **Regional Spatial Strategy (RSS)**

A regional level planning framework for the regions of England, outside London where spatial planning is the responsibility of the Mayor. They were introduced in 2004. Their revocation was announced by the Conservative/Liberal Democrat coalition government on 6 July 2010.

### **Regionally Important Geological or Geo-morphological Site (RIGS)**

Important sites for geology and geo-morphology outside of statutorily protected land as identified by the local authority.

### **Renewable energy**

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment, from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass.

### **Saved Plan**

Those policies within the adopted Local Plan and Structure Plan that have been saved beyond the expiry date by the Secretary of State.

### **Scheduled Ancient Monument (SAM)**

Those monuments that are given legal protection by being scheduled by English Heritage.

### **Significance (for CP58)**

The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.

Significance derives not only from a heritage asset's physical presence, but also from its setting.

**Significant Effects Indicator**

Indicators identified within the Sustainability Appraisal or Strategic Environmental Assessment, to monitor sustainability effects of local policy implementation.

**Site of Special Scientific Interest (SSSI)**

The basic building blocks of site based nature conservation legislation including the very best wildlife and geological sites, as designated by Natural England.

**Special Area of Conservation (SAC)**

Areas which have been given special protection under the European Union's Habitat Directive, as identified by Natural England.

**Special Landscape Area (SLA)**

A non-statutory landscape designation as defined by the local authority.

**Special Protection Area (SPA)**

Strictly protected sites classified for wild and vulnerable birds.

**Statement of Community Involvement (SCI)**

A document setting out how the authority will consult and involve the public at every stage in the production of the Local Development Framework.

**Strategic Environmental Assessment (SEA)**

An assessment of certain plans and policies on the environment.

**Strategic Housing Land Availability Assessment (SHLAA)**

A survey of the sources of potential housing supply, and assessment of delivery criteria to provide an assessment of potential deliverable supply.

**Strategic Housing Market Assessment (SHMA)**

A survey to find out housing need and demand.

**Supplementary Planning Document (SPD)**

A local development document which provides additional advice and information relating to a specific policy or proposal in a Development Plan Document.

**Sustainability Appraisal (SA)**

An appraisal of the impacts of policies and proposals on economic, social and environmental issues.

**Sustainable Construction**

Building practices that reduce construction, demolition and excavation waste to

landfill, carbon emissions from construction processes and transport, ensure products used are responsibly sourced, reduce water usage, and minimise impacts upon the natural environment.

### **Sustainable Location**

Location or site for housing that is close to employment, schools, shops, parks, civic buildings and other services and amenities; is accessible by existing roads and close to existing public transport services; can be linked easily to existing infrastructure for roads, water, waste, and utilities; has low flood risk; and avoids sensitive features of the natural environment.

### **Sustainable Transport**

A transport system that supports economic growth, but one that is also greener and safer and improves quality of life in local communities.

### **Sustainable Urban Drainage Systems (SUDS)**

Systems controlling the flow of surface water run-off to reduce flood risk, while also protecting/enhancing water quality, creating new wildlife habitats and facilitating natural recharge of groundwater where possible. Natural drainage patterns are created by storing run-off and releasing it slowly (attenuation), allowing water to soak into the ground (infiltration), slowly transporting (conveying) water on the surface, filtering out pollutants, and allowing sediments to settle out by controlling the flow of water

### **Sustainable urban extension**

Extensions to existing settlements that include a broad balance of housing type, employment opportunities, appropriate levels of retail provision, access to community services, a sustainable transport network and provision of public green space.

### **Town Centres**

Town centres are defined on the policies map as follows:

#### **Secondary frontage areas:**

Chippenham, Calne, Corsham, Malmesbury, Royal Wootton Bassett, Cricklade (saved policy R2)

#### **Town Centre Commercial Areas:**

Trowbridge, Bradford-on-Avon, Melksham, Warminster, Westbury (saved policy SP1)

**Town and Service Centres:**

Devizes, Marlborough, Pewsey, Market Lavington, Tidworth and Ludgershall (saved policy ED24)

**City Centre boundary:**

Salisbury

**Secondary shopping area:**

Amesbury (saved policy S2)

**Wiltshire and Swindon Structure Plan 2016**

The former adopted development plan for Wiltshire and Swindon, is now superseded.

**Wiltshire Council**

Unitary authority for Wiltshire as of 1 April 2009

**World Heritage Site (WHS)**

A cultural, natural or historical site of outstanding universal value designated by the UNESCO World Heritage Site Committee



## Acronyms

Table 8.1

AA	Appropriate Assessment
AAP	Area Action Plan
AGS	Amenity Green Space
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
CP	Core Policy
CPA	Children's Play Area
CPO	Compulsory Purchase Order
CROW	Countryside and Rights of Way Act
CLG	Communities and Local Government (Department for)
CWS	County Wildlife Site
DC	Development Control
DEFRA	Department for the Environment, Food and Rural Affairs
DPD	Development Plan Document
DSTL	Defence and Science Technical Laboratory
EA	Environmental Assessment or Environment Agency
EIA	Environmental Impact Assessment
EIP	Examination in Public
EU	European Union
FE	Form Entry
GDO	General Development Order
GI	Green Infrastructure
HMA	Housing Market Area
HPA	Health Protection Agency
HRA	Habitats Regulations Assessment
IDP	Integrated Delivery Plan
IMD	Indices of Multiple Deprivation
LCA	Landscape Character Area
LDF	Local Development Framework
LDD	Local Development Document
LDO	Local Development Order
LDS	Local Development Scheme
LEP	Local Economic Partnership
LNR	Local Nature Reserve
LP	Local Plan
LPA	Local Planning Authority
LSP	Local Strategic Partnership
LTP	Local Transport Plan
MCI	Military Civilian Integration Programme
MoD	Ministry of Defence
MUGA	Multi Use Games Area

MWDF	Minerals and Waste Development Framework
N2K	Natura 2000
NHS	National Health Service
NFNPA	New Forest National Park Authority
NPA	National Park Authority
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PCT	Primary Care Trust
PD	Permitted Development
PDSP	Porton Down Science Park
PINS	Planning Inspectorate
POS	Public Open Space
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PROW	Public Right of Way
RIGS	Regionally Important Geological Site
RSL	Registered Social Landlord
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SLA	Special Landscape Area
SOA	Super Output Area
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SSA	Site Specific Allocation
SSSI	Site of Special Scientific Interest
SW	South West
TA	Transport Assessment
TPO	Tree Preservation Order
TTWA	Travel to Work Area
WHS	World Heritage Site

## Appendix A: Development templates for strategic allocations

The requirements in these development templates are sought to serve the proposed development and mitigate any associated impact of the development.

### Infrastructure

The development templates set out the infrastructure requirements to inform the masterplanning of the strategic sites allocations.

Infrastructure requirements are identified within the Infrastructure Delivery Plan through working with providers, which will be updated over the plan period.

Infrastructure requirements may therefore change. The council will be flexible and responsive to any changes.

Reference to providing affordable housing in the following templates will be applied in accordance with Core Policy 43 (Providing Affordable Homes).



## Land at Kingston Farm, Bradford on Avon



### Use

Up to 150 houses and 2-3ha employment land.

### Key Objectives

- To deliver up to 150 houses and 2-3ha employment land thereby helping to improve the self containment of the town.
- To deliver a high quality, sustainable and mixed use urban extension providing 40% affordable housing and a suitable mix of housing in line with Core Policies 45 and 46.
- To deliver an exemplar for sustainable development and renewable energy for development in the rest of Wiltshire, including the provision of renewable energy generation to meet carbon neutral standards (to be defined by Government) and development that meets high sustainability standards.
- To facilitate the retention and expansion of two local employers, already located in close proximity to the site.

## Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- Development will require on-site water mains. Financial contribution will depend upon phasing, layout and minor off-site improvements.
- Foul and surface water drainage from the site will need to be adequately addressed. The developer is investigating the possibility of a 'living water' sustainable drainage system which could address both foul and/or surface water drainage from the site as an alternative to a conventional system.
- Wessex Water in conjunction with Wiltshire Highways have investigated and modelled the adjacent foul and surface water systems in pursuit of a more conventional solution. The modeling confirms what route and associated amendments to their systems these require. The results of the study show that it is possible to mitigate some downstream issues by removing surface water from the foul system and redirecting back into a surface water system that has adequate capacity. Following this, a conclusion will be made about which option will be pursued. This provides for a more sustainable solution over disruptive and extensive upsizing options for downstream sewers.
- Improvements to the Springfield pump station are required and an option study is required to agree these improvements.
- Development should not precede necessary improvements and off-site works. Sustainable Drainage Systems (SuDS) should be included as part of the development. Reinforcement of the electricity network is required, in line with the normal extensions and alterations to the existing electricity network to provide supplies.
- Reinforcement of the low pressure gas mains is required.
- A Sustainable Energy Strategy is required for the site, in accordance with proposed Core Policy 41.

## Transport

- Appropriate public transport, walking and cycling links should be provided to the town centre. This should include provision of a safe pedestrian/cycling route avoiding the B3107 (Holt Road) (from the Cemetery through to the Springfield/Holt Road junction followed by an upgraded pedestrian link to the town centre).
- Financial contribution required to assist in the provision of an innovative sustainable transport solution for the town centre.
- Financial contribution required towards the extension of the existing bus service to serve the site. Suitable access arrangements from the B3107 (Holt Road) are required.
- Silver Street element of the Historic Core zone proposals to be provided as these are directly related to the site's accessibility to the town centre.

## Social and Community

- Financial contribution required towards childcare provision. This includes expansion of the area and matching affordable childcare to the amount of affordable housing being provided.
- Financial contributions are required to expand the Fitzmaurice Primary School and to put infrastructure into St Laurence Secondary School.
- Financial contributions required to assist with expansion of one or both of the existing GP surgeries.
- Financial contribution required towards library services to increase the book stock levels at Bradford on Avon library.
- Financial contributions required towards the extension of the existing cemetery, or additional land in the masterplan will be provided for an expansion to the existing cemetery, either as a conventional cemetery, or as a possible 'green/woodland' cemetery. A footpath link to the cemetery should be considered.

## Economic

- The site is required to contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should be considered and all businesses should prepare green travel plans.

## Green Infrastructure

- Land between housing and the railway line should be safeguarded as public open space. Opportunities to make this as accessible as possible to the wider community must be explored.
- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.
- Financial contribution towards improvement of the existing formal outdoor pitch (Culver Close, Poulton Rec) and development of a multi sport hub club at Culver Close/ Victory Field.
- Financial contributions required towards enhancements to 'The Strips', Barton Farm Country Park, phased towpath improvements and maintenance on the Kennet and Avon Canal.
- There are a number of large trees on the site that should be maintained and masterplanned into the proposed development.

## Ecology

- Updated surveys, particularly for bats associated with the Bath and Bradford on Avon Bat SAC and adjacent Combe Mine CWS. Assessment of potential impacts upon the SAC required.
- Important habitat features must be retained and buffered from development, and enhanced along retained hedgerows and the railway corridor.
- A sensitive lighting scheme will be required.

## Landscape

- Residential and commercial development should be located to the north of the site, with suitable landscaping to minimise impact.
- An attractive 'gateway' to Bradford on Avon along the B3107 (Holt Road) is required. Strengthening hedgerows with large native trees will help to decrease views onto the site, while intrusive urban edges should also be screened through planting new woodland.
- The setting of the registered park and gardens of The Hall should be protected.
- Development should limit skyline intrusion particularly along Holt Road where roof height may be limited to two storeys.
- Development should retain or reuse characteristic landscape features such as stone walls.

## Archaeology and Historical Interest

- Prior to development full assessment and appropriate mitigation should be provided for areas of archaeological and historical interest in accordance with the specific recommendations for the site in the Historic Landscape Assessment 2012.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

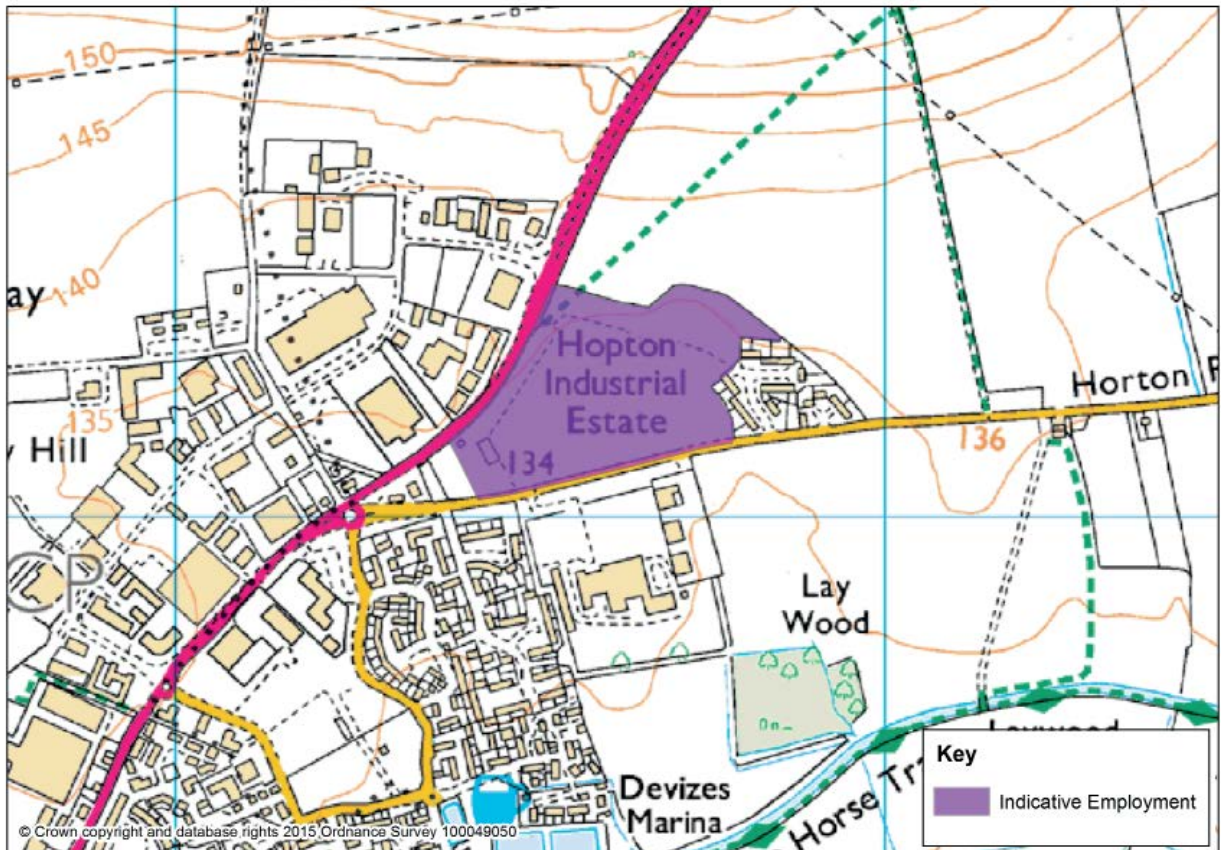
In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within

18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the levels of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Land at Horton Road, Devizes



### Use

8.4ha employment land for business space and incubator workspace function.

### Key Objectives

- To provide 8.4 hectares of new employment land that will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start-up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare green travel plans.
- To provide a much needed expansion to the existing employment base in the area.
- Delivery of employment land that is integrated with the existing town.
- Provision of business space and an incubator workspace function.

## Infrastructure Requirements

- Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- Capacity improvements to public sewer network and pumping stations.
- Reinforcement of the electricity network and primary sub-station.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

## Transport

- Provision of off-site transport infrastructure in line with the Devizes Transport Strategy.
- An assessment of the most appropriate points of access to the site should be included in the masterplan.

## Green Infrastructure and Biodiversity

- A safe and quiet area of the site should be retained for public recreation – this should be landscaped naturally and screened from the main development as far as possible. This area should be accessible from Horton Road and London Road.
- Development should not impinge on the function of footpath BCAN6.

## Ecology

- Habitat, reptile, invertebrate and badger surveys required with mitigation where necessary.
- The masterplan should include sensitive edge treatment of hedgerows (5m buffer), with native planting used in landscaping outside of formal areas.
- Minimum 10% green/brown roof coverage.
- Use of soft SuDS features including a retention basin on site boundary.



## Landscape

- The development should provide an appropriate and enhanced entrance to Devizes in keeping with the local landscape and townscape character. Visually intrusive buildings should be avoided, particularly facing the AONB or entrances to the town.
- Integrated landscape infrastructure will be required, particularly to screen views from the AONB and local residences.
- Avoid the use of highly reflective surface finishes and consider the use of green/brown roof coverage to reduce visual impact on views from higher ground.
- The masterplan should include a landscape and visual assessment of the site to indicate how these issues are being addressed and where the most sensitive locations are within and adjacent to the site to inform any landscaping proposals.

## Archaeology and Historical Interest

- Prior to development, an assessment should be carried out to ensure there are no areas of archaeology and historical interest and the masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment, 2012.

## Adjacent Land Uses

- The site is adjacent to existing residential areas to the west on Horton Road and a new residential area to the south of Horton Road. The residential amenity of these areas must be respected by the development.

## Delivery Mechanism

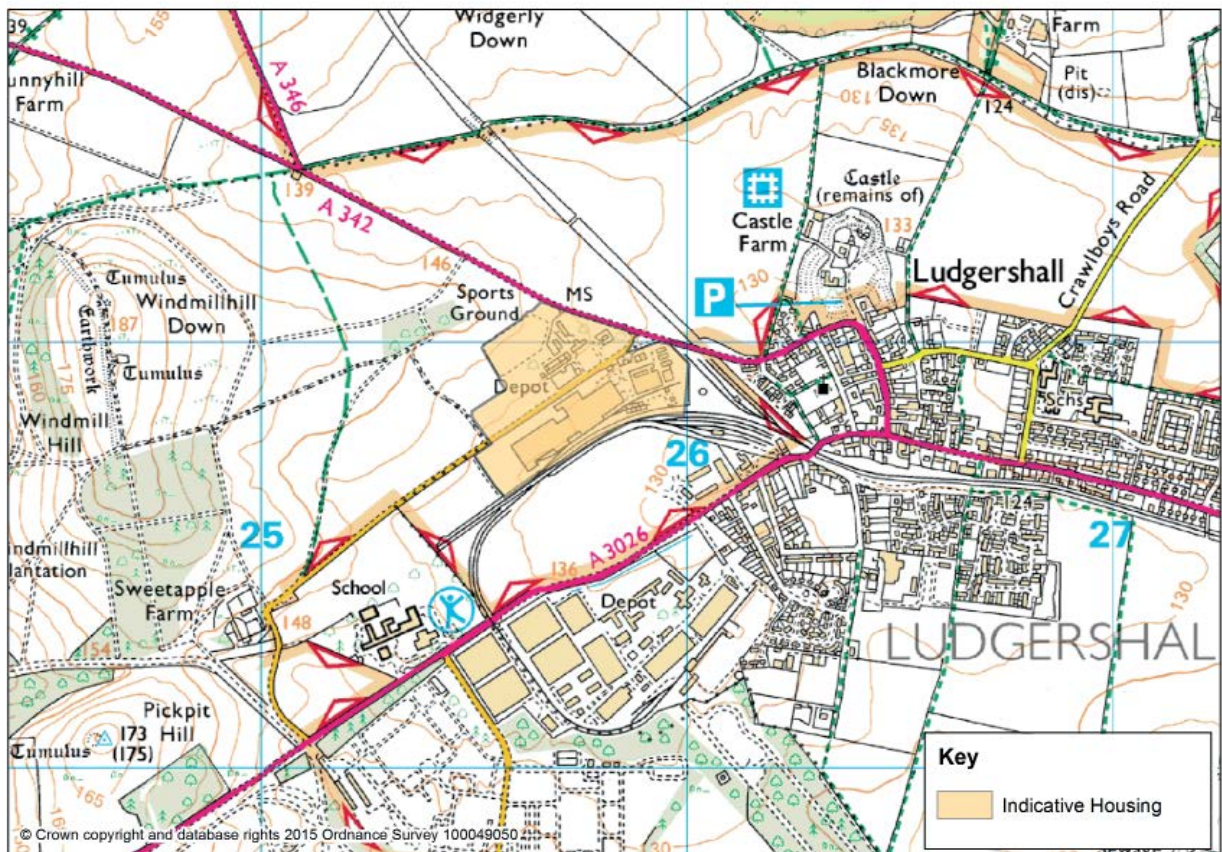
This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. Bishops Cannings Parish Council should be involved in this partnership to ensure their knowledge of the local area is taken into consideration. This masterplan will guide the private sector led delivery of the site.

In order to expedite the delivery of development the council will work closely with the developers and landowners to facilitate delivery. This work should include masterplanning, community engagement and progress on the necessary assessments. Bishops Cannings and Roundway parishes and Devizes Town Council should be involved in the preparation of the masterplan because of the potential wider impact on the highway network of this development. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Land at Drummond Park (MSA) Depot, Ludgershall



### Use

475 dwellings.

### Key Objectives

- To deliver a high quality and sustainable urban extension to Ludgershall providing affordable housing and a suitable mix of housing in line with Core Policies 45 and 46.
- To complement and enhance the existing built form and provide environmental improvement.

### Infrastructure Requirements

- Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- Details must be provided on how foul drainage and water supply will be provided to be agreed by the Environment Agency prior to development commencing.
- Surface water schemes to be agreed prior to development commencing.
- A contamination survey must be undertaken and de-contamination carried out as necessary.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

## Transport

- Traffic capacity at the war memorial junction should be improved, or an alternative solution must be found, to address traffic congestion issues in the town.
- Improvements to bus services in Ludgershall.
- Improvements to pedestrian routes, cycling routes and Rights of Way identified in the IDP.

## Social and Community

- Financial contributions towards primary and secondary school provision in line with the IDP.
- Financial contributions towards improvements to GP services in line with the IDP.

## Green Infrastructure

- Provision of adequate open space and significant margins to the site for landscaping and wildlife corridors.
- Provision for children's play areas.

## Ecology

- Bat foraging and other ecological surveys to be completed and updated as necessary.
- Woodland belts and edge planning to act as wildlife corridors.

- Grassland in the north west to be maintained and enhanced for nature conservation.
- Financial contributions towards the Special Protection Area.

### Landscape

- Woodland belts, edge planting and landscaping margins to reduce any views from the North Wessex Downs AONB.

### Archaeology and Historical Interest

- Prior to development, an assessment should be carried out to ensure there are no areas of archaeology and historical interest and the masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment, 2012.

### Delivery Mechanism

This site should be the subject of a partnership between the private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

### Key Delivery Milestones, Monitoring and Review

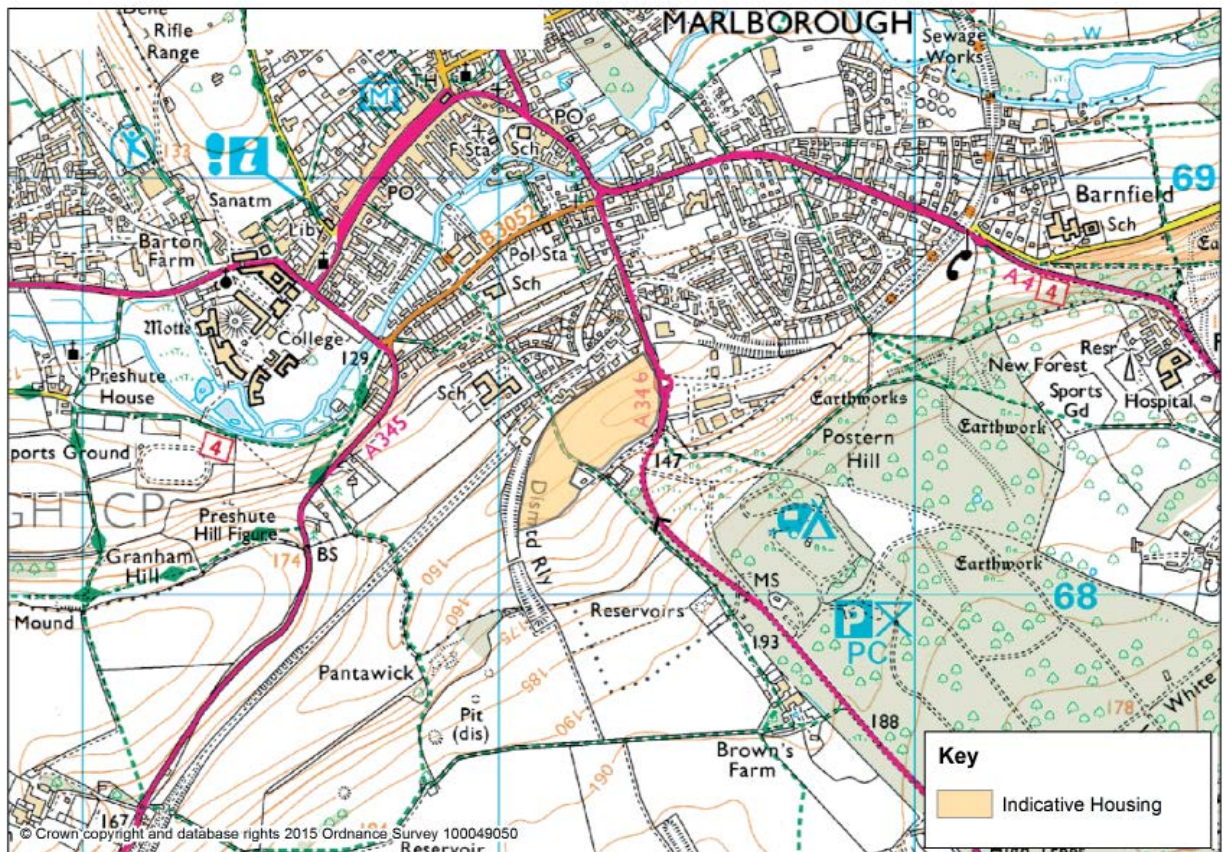
This site has been chosen because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration.

In order to expedite the delivery of development, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Land at Salisbury Road, Marlborough



### Use

220 houses and open space/allotments/playing fields on The Crown Estates wider landholdings, Marlborough

### Key Objectives

- To deliver housing growth to help maintain and enhance the town's role as a service and tourist centre, and help to meet local needs.
- To deliver a high quality, sustainable and mixed use urban extension providing 40% affordable housing and a suitable mix of housing in line with Core Policies 45 and 46.
- Create development that relates well to the town, ensuring minimal impact upon Marlborough's rich built, historic and landscape assets.

## Infrastructure Requirements

Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- The Groundwater Protection Zone (Source Protection Zone 1) in the south west part of the site must be taken into account. Further information is required on the extent of the SPZ. Appropriate mitigation measures will then need to be put in place as part of the planning application process.
- Pipelines cross the site. Further consideration to be given to either move these pipelines or plan for an 'easement' setting along the route of the pipeline and three metres either side as green space to remain undeveloped.
- There is not sufficient pressure in the gas network to meet demand. Reinforcement of gas network to meet demand is required.
- Improvements to the works and expansion of the Marlborough Waste Water Treatment works.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

## Transport

- Provision for an extension to the existing bus service along Salisbury Road to serve the development. Improvements to walking and cycling routes and Rights of Way detailed in the IDP.

## Social and Community Requirements

- There are currently some surplus places in existing schools but these are likely to be filled with pupils arising from current housing developments. Options to be considered include (i) Re-build St Mary's Infants and St Peter's Juniors (to accommodate 420 pupils) or (ii) relocate Preshute Primary because extension of the school site is not possible in its current location.
- The secondary school is already full. An expansion of the school will be required.



- Financial contribution equivalent to 1 GP and 0.5 dentist required to cope with additional demand for primary care doctor and dentist provision. Most of the practices are up to full capacity.

### Green Infrastructure

- Surface upgrades to MARL30 within site path. Must have green borders on both sides and be at least 10m wide to provide an attractive route.
- Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.

### Ecology

- A nationally important population of Barbastelle Bats breed and hibernate in the nearby Savernake Forest SSSI and Marlborough Railway Tunnel County Wildlife Site to the north and south of the site. All commuting corridors crossing the site or its boundaries must be incorporated into a 20m dark buffer zone within public open space or other landscaping.
- The Marlborough Railway Tunnel must be secured from increased vandalism by reinforcing the entrance and increased structure planting.
- The site is within a woodland Strategic Nature Area. Landscape proposals should show a strong preference for native woodland planting where possible.

### Landscape

- Development should avoid visually prominent rising south and south western slopes to avoid unacceptable and unnecessary visual impact to the wider AONB.
- Perimeter tree belts must be retained wherever possible and be set within a strong landscape framework to reflect the local woodland/forest context.
- The design of new built development should work with the existing topography of the shallow dry valley landform.
- The site represents a gateway entrance to the town along the A346 Salisbury Road from the south. Development must deliver an attractive, high quality built and landscaped approach into the town.

- Design will need to be of a suitably high standard in the AONB and incorporate the use of appropriate local building materials to reinforce landscape character.
- A Landscape and Visual Impact Assessment (LVIA) will enable the southern boundary of the site (as show on the proposals map) and its treatment to be further refined via the planning application process.

### Archaeology and Historical Interest

- Further work needs to be carried out on any impact on an adjacent historical park and garden. Further work currently being carried out internally.
- The masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment 2012, including the retention of the dismantled railway embankment along the northern edge of the site to provide screening whilst maintaining this historic feature.

### Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

### Key Delivery Milestones, Monitoring and Review

This site has been chosen because it can deliver modest housing growth to help maintain and enhance the town's role as a service and tourist centre, and help to meet local needs.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments.

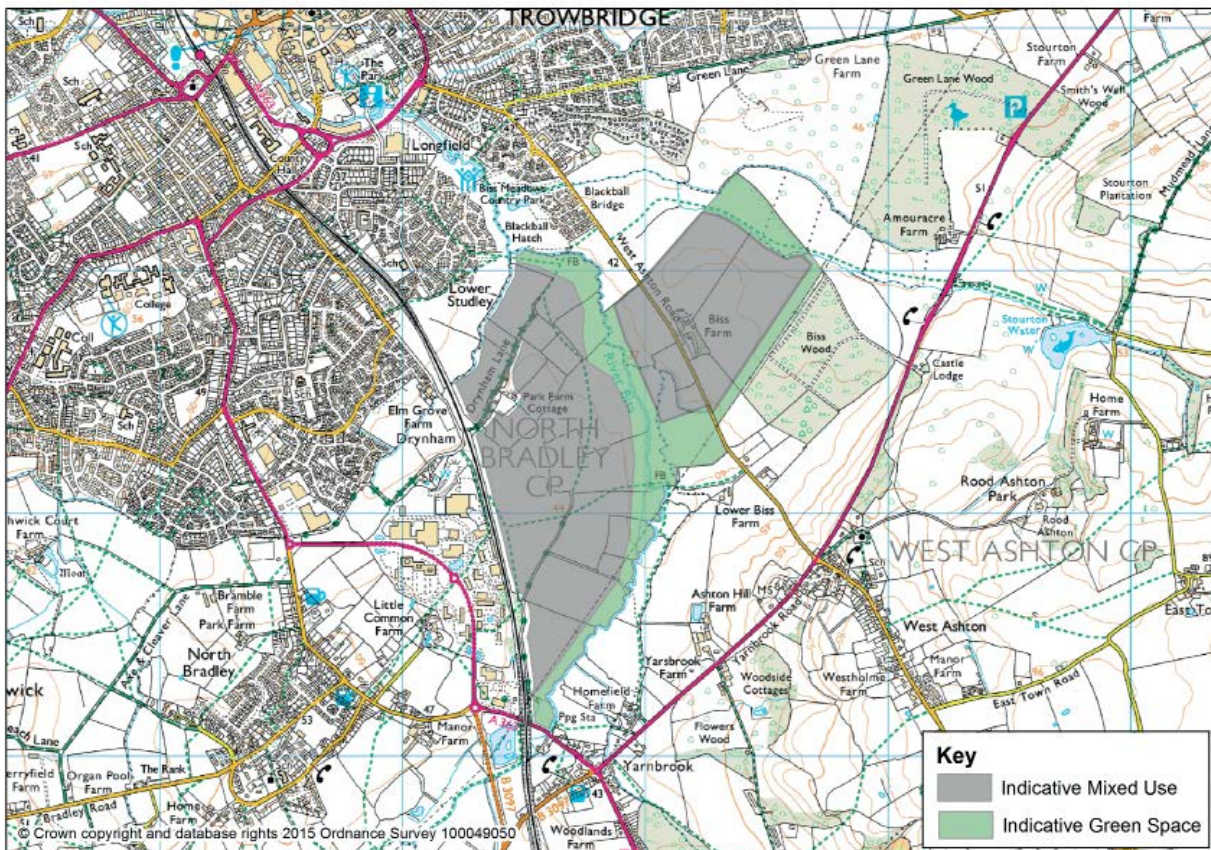
If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review

into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Ashton Park Urban Extension, South East of Trowbridge



### Use

2,600 dwellings and 15ha of employment land.

### Key Objectives

- To deliver a high quality, sustainable and mixed use urban extension providing 30% affordable housing and a suitable mix of housing in line with Core Policies 45 and 46.
- To provide 15 hectares of new employment land for a mix of B uses through a high quality business park which will provide an expansion to the existing employment base in the area.
- Development that is integrated with the existing town and town centre.
- To ensure the natural environment is conserved and enhanced, particularly any species associated with the Bath and Bradford-on-Avon Bats SAC.

## Infrastructure Requirements

- Development of the site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- SFRA Level 2 Assessment required to ensure that the proposed development, including associated infrastructure, does not unacceptably encroach within the flood zone and to inform the sequential test. Flood risk assessment required to ensure that development is not encroaching within Flood Zones 2 or 3.
- Flood mitigation must be provided, including an appropriate sustainable drainage scheme that improves existing capacity.
- Offline flood storage features must be incorporated into a wetland system to reduce current and future flooding risk downstream in Trowbridge as a consequence of the proposed development.
- New infrastructure to link to the sewage treatment works or appropriate on-site provision.
- Provision of on-site sewers and financial contributions towards off-site works to mitigate against the impact of this development.
- Capacity improvements to water supply and waste networks to serve the development.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.
- Reinforcement of the electricity network and primary sub-station to serve the development.
- Connection to existing low or medium pressure gas mains to serve the development.

## Transport

- Provision of transport infrastructure in line with the emerging Trowbridge Transport Strategy.
- Improvements to the Rights of Way identified in the IDP.

## Social and Community

- Two new, 14-class primary schools on sites of 1.8 hectares.
- Financial contributions towards existing primary schools as required.
- A site must be reserved for a new secondary school.
- Financial contributions towards childcare provision facilities or on-site provision to serve the development.
- Financial contributions towards a new surgery and dental provision or on-site provision to serve the development.

## Economic

- The site will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare green travel plans.

## Green Infrastructure

- Provision of a destination play area.
- Provision of a multifunctional green infrastructure corridor along the length of the adjacent River Biss, linking the development with the town; to provide sustainable transport links, informal recreation, flood mitigation, enhanced biodiversity and strengthened landscape character.

## Ecology

- 100m woodland/parkland buffer between all ancient woodland, including Biss Wood and Green Lane Wood, and built development.
- Bat roost sites, foraging habitat and flight lines within, and in the vicinity of the site must be identified, retained and protected in the long-term, including sensitive lighting.
- Applications will be screened for potential impacts on the Bath and Bradford on Avon Bats SAC. Any appropriate assessment must conclude 'no adverse effects'.
- Surveys for other relevant protected species and habitats required prior to development.
- The riparian corridor along the River Biss should be enhanced to create a mosaic of wetland and species-rich grassland habitats.
- The site is in a woodland Strategic Nature Area; landscaping includes a high proportion of woodland planting, particularly where this provides enhanced ecological connectivity to Biss Wood. Contributions towards opportunities for woodland creation in the landscape setting of the site where possible.

## Landscape

- Conserve and enhance the landscape setting of Trowbridge by screening visually intrusive urban edges using landscape infrastructure of native species.
- Existing hedgerows to be retained and repaired and new hedgerow trees of large native species e.g. oak, should be planted to restore the clay vale landscape character.
- Existing woodland should be conserved and managed to maximise ecological, historic and landscape value.

## Archaeology and Historical Interest

- Prior to development, an assessment should be carried out to ensure there are no areas of archaeology and historical interest, and the masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment, 2012.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the Local Planning Authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

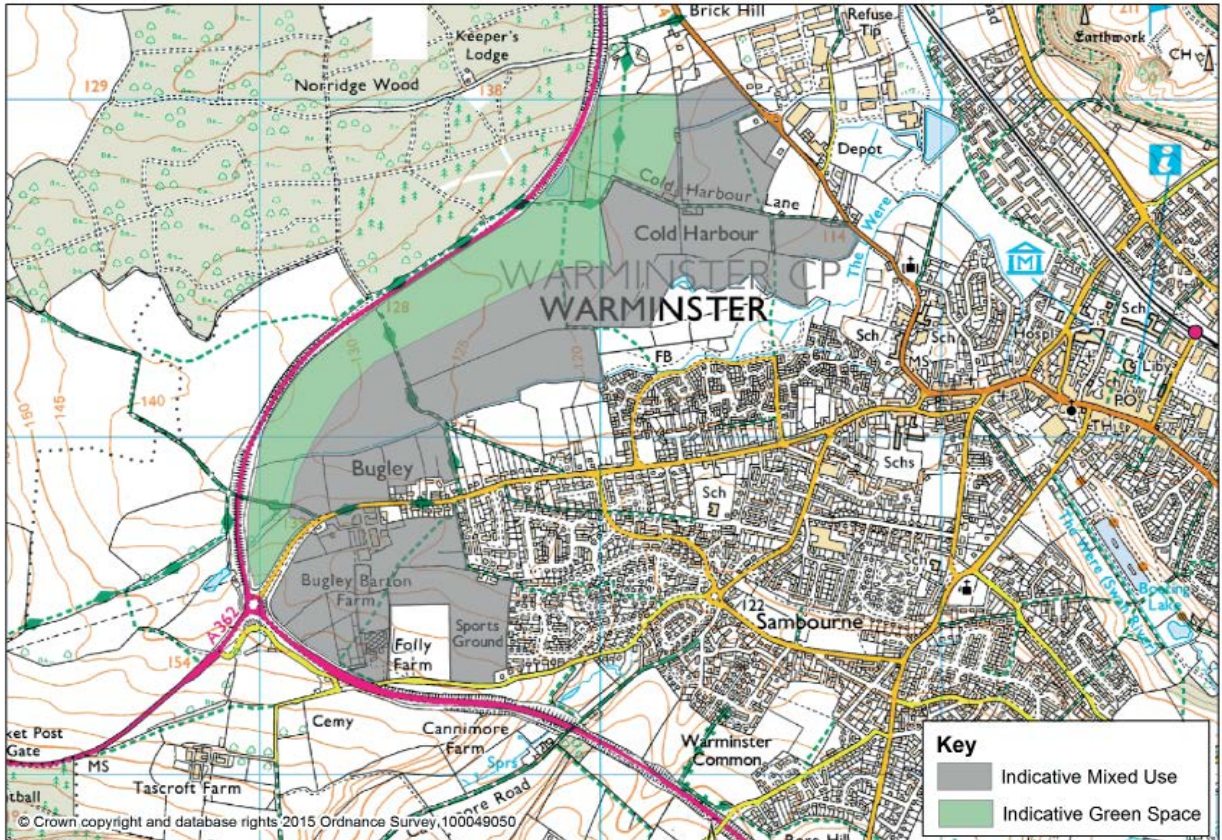
In order to expedite the delivery of development, the council will work closely with the developers and landowners to facilitate delivery. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council considers that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.



## West Warminster Urban Extension



## Use

900 dwellings and 6ha of employment.

Note: the area identified as 'indicative mixed use' represents an area of land that is much larger than that required to deliver 900 homes, 6ha employment and associated facilities. The final development area is yet to be identified through a comprehensive masterplanning process with the local community.

The masterplanning process will need to consider all aspects of this development template and the larger area of land provides space for further mitigation if required to cover areas such as landscape and the impact on the Warminster Conservation Area. It does not provide for additional development and the development quanta will remain set at 900 homes and 6 ha employment.

## Key Objectives

- To deliver a high quality mixed use urban extension providing 30% affordable housing and a suitable mix of housing in line with Core Policies 45 and 46.
- Development that is integrated with the existing town and town centre.
- Protection of the setting of, and views to, the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB).
- To contribute towards the development and implementation of a Phosphates Management Plan, or a suitable on-site alternative, to compensate for additional phosphate loading from sewage discharges to the River Avon.
- To reduce the risk of flooding in and around Warminster through a robust and inclusive planning process, and implementing Sustainable Urban Drainage measures.
- To ensure the environment within and around the strategic site is conserved and enhanced.

## Infrastructure Requirements

- Development of the site will be required to meet the infrastructure and sustainable planning requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- Developer contributions towards the implementation of a Phosphate Management Plan or a suitable on-site alternative.
- Flood risk assessment required to ensure that development is not encroaching within Flood Zones 2 or 3 and to inform the sequential test.
- A Surface Water Management Planning process must be undertaken to fully support any subsequent planning application process. The Surface Water Management Plan should consider all aspects of the local flood regime and aim to:
  - i. bolster the telemetry modelling work being undertaken by the council during 2012
  - ii. incorporate recommendations from the study to reduce and, where possible, remove flood risk from existing development

- iii. provide accurate and robust data to assist the council (as Lead Local Flood Authority) and the Environment Agency to undertake further detailed modelling of local catchment flood processes
  - iv. ensure that the catchment works as a whole and not isolated site specific mitigation measures are incorporated into any subsequent detailed masterplanning exercise
  - v. flood mitigation measures must provide appropriately designed sustainable drainage systems and, where appropriate, aim to improve existing capacity.
- Capacity of the drainage network should be fully assessed and appropriately augmented to ensure the risk of flooding is not increased elsewhere as a consequence of development.
  - Essential capacity improvements to the public sewer network.
  - Financial contributions for off-site water supply improvements and new sewage apparatus required to serve the site.
  - Reinforcement of the electricity network and connection to the existing low pressure and gas mains network.
  - A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

## Transport

- Provision of a link road connecting Bath Road, Victoria Road and Thornhill/St Andrews Road.
- Sustainable transport solutions for pupils attending Kingdown School.
- Development must not negatively impact on traffic along West Street.
- A new bus service to the town centre.
- Financial contributions towards safe cycle and walkways.
- Improvements to the Rights of Way identified in the IDP.

## Social and Community

- Financial contributions towards a new 2FE primary school in line with the IDP.
- Financial contributions for secondary school provision in line with the IDP.
- Financial contributions towards the development of childcare provision or suitable on-site provision.

## Economic

- The site will contribute to the delivery of flexible and affordable workspace across all the B uses, particularly small and start-up units with some 'follow on' space, on accessible lease terms to provide continuing opportunities for small business, business start-ups and continuation. Start-up or incubator units should be supported by shared business infrastructure relevant to the use class. Design and build options should also be considered and all businesses should prepare green travel plans.

## Green Infrastructure

- Formalised access to Coldharbour Meadows to reduce damage of sensitive habitats.
- Areas of multifunctional accessible natural greenspace should be established along sections of the River Were floodplain.
- Provision for children's play, accessible natural green space, sports and allotments.

## Ecology

- Updated ecology surveys of protected species and habitat must be completed prior to masterplanning.
- Buffer and enhance sections of the River Were corridor through creation of a mosaic of wetland and grassland habitats, linking with Coldharbour Meadows CWS.
- Habitat corridors across the site should be retained, buffered and restored with sensitive lighting close to hedgerows, mature trees and the riparian corridor.
- Sustainable Urban Drainage Systems across the site must be sensitively designed to deliver additional biodiversity enhancements.

- Financial contributions towards the Stone Curlew Management Strategy designed to avoid adverse effects upon the integrity of the stone curlew population as a designated feature of the Salisbury Plain Special Protection Area.

## Landscape

- The masterplan and detailed scheme design must have regard to the protected AONB landscape to the west and south. Open views across the landscape to the chalk downland and wooded greensand hills should be maintained, ensuring that the built form does not assume an unacceptable visual prominence.
- The current field pattern should be conserved and enhanced by repairing gaps in hedges and planting new hedgerow trees of large native species.
- Substantial landscape buffer required to screen visually intrusive urban edges using landscape infrastructure of native species.

## Archaeology and Historical Interest

- Prior to development, an assessment should be carried out to ensure there are no areas of archaeological and historical interest and appropriate mitigation should be proposed where necessary.
- The masterplan and detailed scheme design must have regard to the setting to Cley Hill Schedule Ancient Monument.
- The impact on Warminster Conservation Area must be assessed and appropriate mitigation should be proposed where necessary.
- The masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment, 2012

## Delivery Mechanism

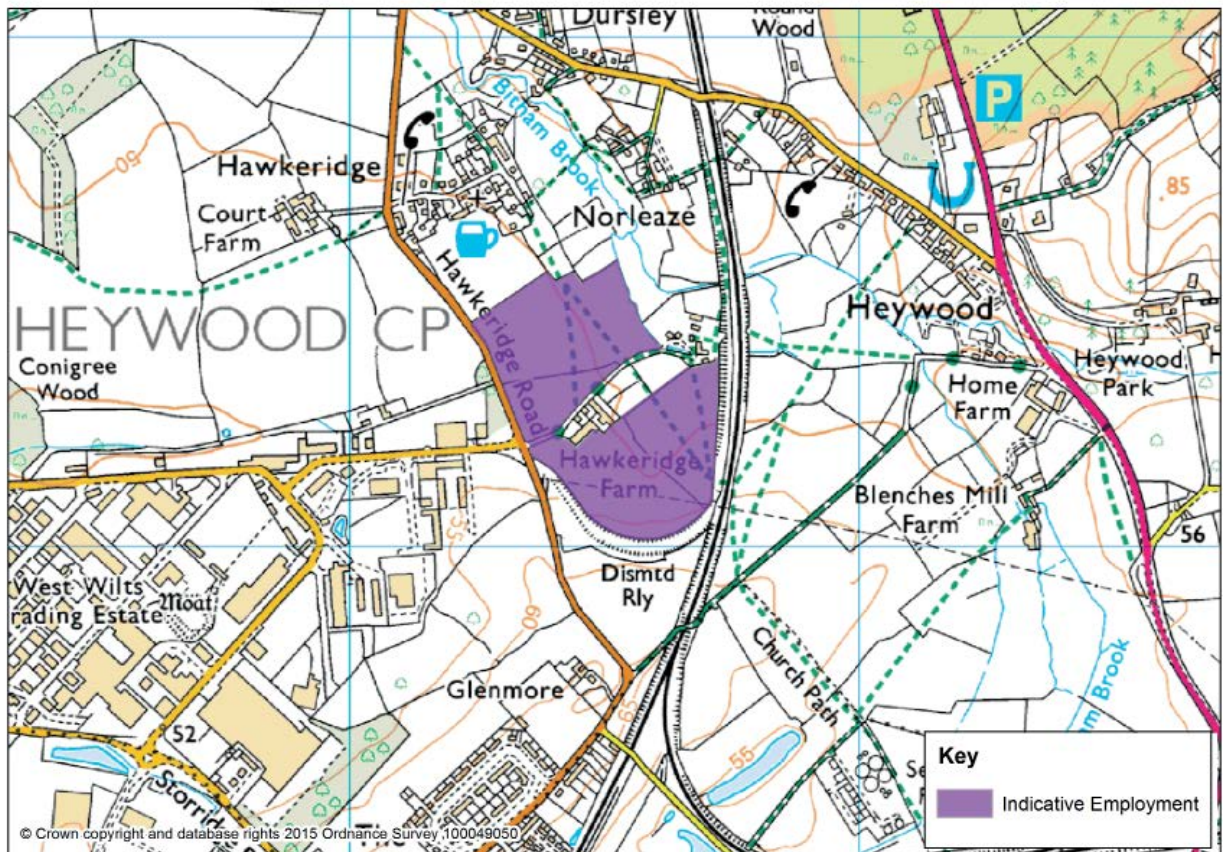
This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

In order to expedite the delivery of development, the council will work closely with the developers and landowners to facilitate delivery. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

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- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Land at Mill Lane, Hawkeridge, Westbury



### Use

14.7ha new employment land

### Key Objectives

- To provide 14.7ha new employment land for a mix of B class uses through a high quality business park which will provide a much needed expansion to the existing employment base in the area.
- The strategic employment role of Westbury, Trowbridge and the surrounding area will be maintained and enhanced.
- Complement and extend the range of employment opportunities already available at the West Wiltshire Trading Estate.
- The development will facilitate improvements to public transport between the site, West Wiltshire Trading Estate and Westbury.
- This development will deliver high quality landscaping and environmental standards.

## Infrastructure Requirements

- Development of this site will be required to meet the infrastructure requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- Foul drainage will be via a new pumping station connected to either existing drainage to the north along Hawkeridge Road or via the existing rising main in Shallow Wagon Lane to the sewage treatment works to the south, subject to an engineering appraisal with details to be agreed prior to development.
- Surface water will be controlled by use of a suitable sustainable urban drainage system (SUDS) discharging attenuated flows to the Bitham Brook, with details agreed prior to development.
- Reinforcement of electricity network and primary sub-station with possible diversion of existing overhead power lines may be required. To ensure certainty of delivery of development site, any anticipated relocation of existing overhead lines should be formally agreed with Southern Electric Power Distribution.
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.
- Land within flood zones 2 and 3 will be used for a diverted footpath route and to enhance biodiversity in the area.

## Green Infrastructure

- Maintain use of the footpath network currently crossing and around the site. Footpaths may be diverted and incorporated into landscaped areas of the site and screened from development as far as possible.
- Minimum 10% green/brown roof coverage.

## Ecology

- Reptile, bat and badger habitat surveys required with mitigation where necessary.
- The masterplan should include sensitive edge treatment of hedgerows (5m buffer), with native planting used in landscaping outside of formal areas.
- Use of soft SUDS features to create wetland habitat on site boundary.



## Landscape

- Allow existing hedgerows to grow taller and wider and plant with hedgerow trees to reduce the visual impact from higher ground.
- Careful consideration to be given to the scale and massing of any proposals to avoid visually intrusive buildings.
- Avoid the use of highly reflective surface finishes and consider the use of green/ brown roof coverage to reduce visual impact on views from higher ground.

## Archaeology and Historical Interest

- A 'watching brief' will be required on part of the site to assess any archaeological interest during construction.
- The masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment, 2012.
- Appropriate mitigation measures to reduce the impact upon the setting and views from the Grade II listed building Hawkeridge Farm, which is located at the centre of the proposed employment strategic site at Land at Mill Lane, Hawkeridge (listed building entry 1021504)

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

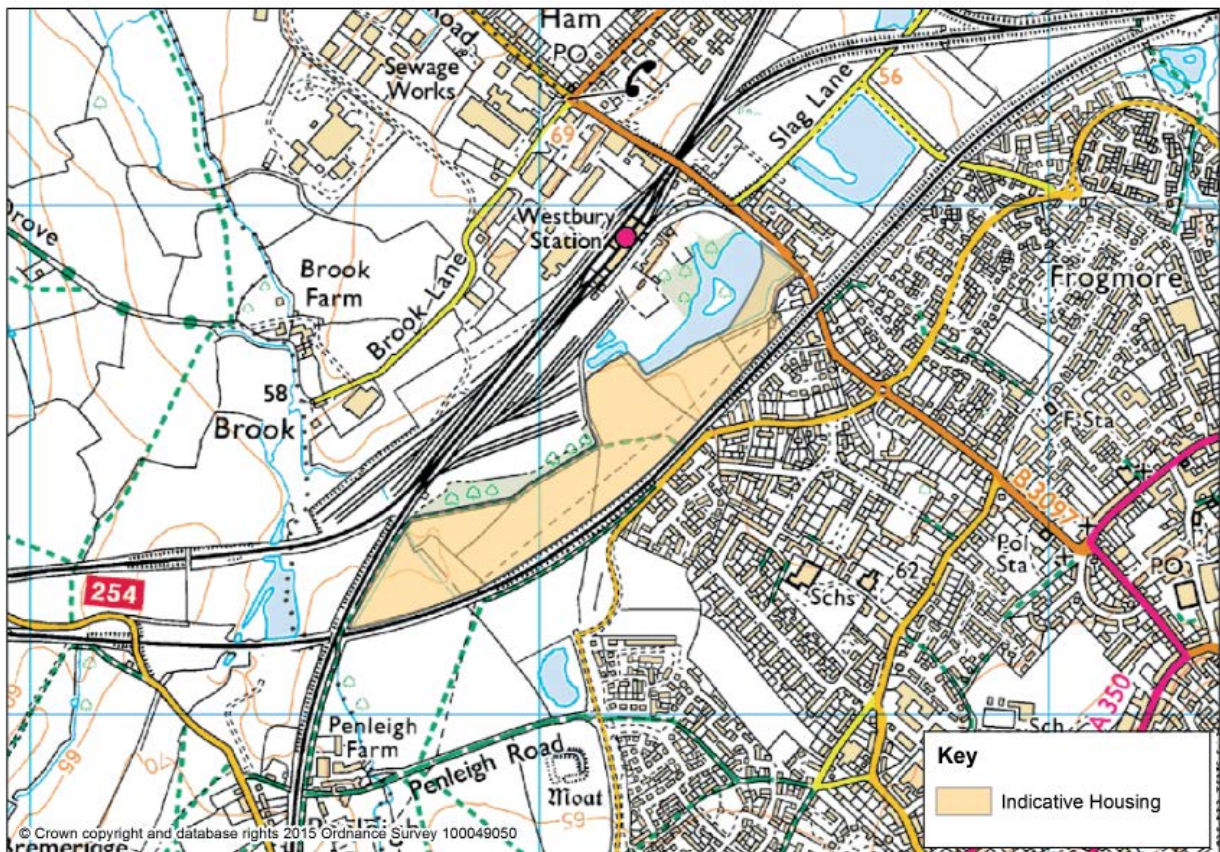
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permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update to identify whether market demand has reduced or is being met through other sources
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Land at Station Road, Westbury



### Use

250 dwellings.

### Key Objectives

- To deliver a high quality, sustainable development, providing 30% affordable housing and a suitable mix of housing in line with Core Policies 45 and 46.
- Development that is integrated with the existing town and town centre.
- Fully investigate all alternative access options to the railway station as part of the design process, avoiding damage to Westbury Lakes County Wildlife Site (CWS) as a last resort and targeting any unavoidable losses to the least sensitive or valuable habitats.
- To minimise the realignment of the lake in securing a link road connecting Station Road and Mane Way, and make alternative suitable provision for the sailing club if required.

## Infrastructure Requirements

- Development of the site will be required to meet the infrastructure and sustainable planning requirements outlined below. Further detail can be found in the Infrastructure Delivery Plan (IDP).

## Physical Requirements

- Network modelling will be needed to determine the nature and scope of downstream foul drainage capacity improvements.
- Network modelling will be required to determine a point of adequacy and possible network reinforcement. Options include:
  - i. possible metered connection from the existing 350mm trunk main on the south side of the railway
  - ii. alternative route through Station Road under the railway bridge.
- Process review of Westbury currently being undertaken with regard to sewage treatment and improvements may be necessary to accommodate development. Development must not precede necessary improvements.
- Extensions and alterations to the existing electricity network to provide supplies.
- Any anticipated relocation of overhead powerlines crossing the site to be discussed with Southern Electric Power Distribution prior to the submission of a planning application.
- Connection to the low pressure network (along Station Road approach to railway station) will provide sufficient pressure to support 200 homes, or a connection to the medium pressure network (opposite Oldfield Road) can be made for a more direct route to the site.
- The presence of the railway line will incur engineering difficulties which attract additional costs (such as the use of directional drilling if necessary) when connecting to the Medium Pressure Gas Infrastructure.
- Improvements to the road infrastructure on Station Road (leading to the railway station).
- A Sustainable Energy Strategy will be required for the site, in accordance with proposed Core Policy 41.

- Proposals will need to ensure that the development does not encroach within the climate change 1 in 100 year floodplain.
- Surface water flows should be attenuated down to greenfield run off rates by using SUDS.
- Flood mitigation must be provided including an appropriate sustainable drainage scheme that improves existing capacity.

## Transport

- Improved access to Westbury railway station.
- Provision of a link road connecting Station Road and Mane Way, via a new railway bridge crossing, part of the cost of this is already held in a bond.
- Access for buses through the development from the railway station access road and from either Oldfield Road (across the railway line) or Station Road. Extension of existing town bus service through the development.
- Improvements must be made to public transport connectivity and pedestrian and cycling linkages to the station and town centre.

## Social and Community

- Contributions to the extension of one of the existing primary schools and secondary school provision.
- Provision/relocation of a sailing clubhouse.

## Green Infrastructure

- Any loss of amenity (sailing and fishing) and accessible natural greenspace should be compensated in line with the West Wiltshire Leisure and Recreation Development Plan Document and green infrastructure policy (CP52).
- Improve public accessibility to the lake where this does not conflict with sensitive wildlife.
- Any additional requirements for provision of public open space, sports, children's play and allotments must also be met in line with the Wiltshire open space standards.

## Ecology

- Detailed surveys of Westbury Lakes CWS will be required to inform any design proposals. This will include National Vegetation Classification vegetation, protected species and hydrological surveys.
- Development must buffer the CWS as far as possible and avoid fragmentation of the lake and losses of sensitive habitats including wet woodland and swamp / fen communities.
- Long-term management of the Westbury Lakes CWS to be secured under an Ecological Management Plan.
- Off-site compensation may be required for unavoidable impacts upon Westbury Lakes CWS and associated fauna; a suitable offsite location for wetland creation / enhancement must be identified and necessary long-term management secured through a planning obligation.

## Landscape

- Existing woodland should be conserved and managed to maximise ecological and amenity value.

## Archaeology and Historical Interest

- Pre-application archaeological evaluation.
- The masterplan should be in accordance with the specific recommendations for the site in the Historic Landscape Assessment, 2012.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

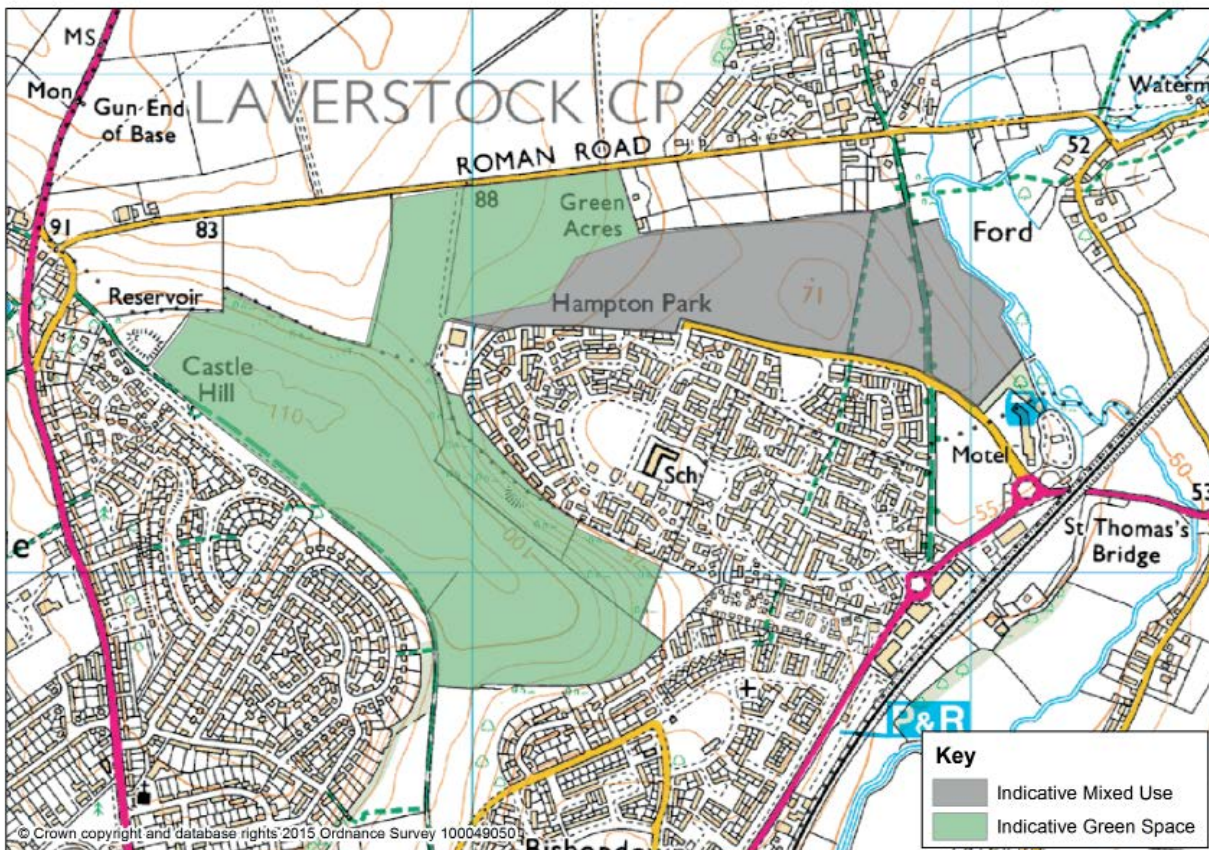
In order to expedite the delivery of development, the council will work closely with the developers and landowners to facilitate delivery. This work should

include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, in line with the Core Strategy trajectory, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Hampton Park, Salisbury



### Site Description

This area of land to the east of the city is limited by the A345; the built envelope of Paul's Dene, Bishopdown and Hampton Park; the flood plain of the River Bourne; the village of Ford; and the Conservation Area at Old Sarum Airfield. It has a gradual slope down to the Bourne with some level sections in the centre and south. There is a sharp rise towards Castle Ridge.

### Objectives for the Development

To develop 500 new homes through a high quality residential development which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location close to Salisbury in a manner that complements the existing community at Bishopdown Farm and makes a significant strategic contribution to meeting the local housing needs of south Wiltshire. Specific issues to be addressed are:

- protection of the strategic landscape setting of the northern slopes of Salisbury including safeguarding views to and from Old Sarum Scheduled Ancient Monument
- strategic gap planning to ensure Ford retains its independent character and does not become merged with the city



- the delivery of a significant country park that will be handed to the local community in perpetuity
- to deliver a development that is adequately served by essential infrastructure including transportation, water, drainage, education, healthcare and emergency services and green infrastructure
- to plan for the permanent retention and enhancement of the Castle Hill/ Bishopdown green lung to the city as a key area of habitat retention and informal recreational open space
- to deliver a development which conserves and in places enhances the natural environment, including the quality of the Bourne which is within the River Avon SAC/SSSI.

### Site Constraints

- The sensitive landscape at the northern slopes of Salisbury including the setting of Old Sarum SAM.
- Strategically important green lung at Bishopdown/Castle Hill.
- Retention of the separate identity of Ford and avoiding potential coalescence.
- The River Bourne, part of the River Avon SAC.
- High pressure gas main to west of the site.
- Retention of existing byways.
- Existing residential amenity to the north and south.
- Salisbury Air Quality Management Zone.
- Interface with existing residential properties and rural fringe.

### Land uses and quantity of development

500 new dwellings of which a minimum of 40% will be affordable.

### Education

- 1 form entry primary school and contributions towards secondary education

### Transportation

- Any major infrastructure requirements outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan. A transport assessment setting out how the modal shift promoted at national level will be achieved, including improved bus, cycle and walking routes.

### Green Infrastructure

- One new woodland hedging and native species to connect to retained hedges to River Avon. Surveys of protected species, especially botanical, in June/July. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

### Heritage/Salisbury Historic Environment Assessment

- High risk to the west at Old Sarum SAM. Great potential for archaeology, field systems and Roman remains. Trial pitting under supervision of Wiltshire Council Archaeologist required.

### Drainage and Water

- Capacity improvements required downstream.
- Network modelling will be required as part of an engineering appraisal to determine the scope and extent of these improvements prior to the commencement of development.
- A contribution towards management and mitigation of phosphate levels in the River Avon SAC and their threat to protected species as well as its implementation.

### Healthcare

- Financial contribution towards new or improved doctors and dentist surgeries.

## Emergency Services

- Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

## Renewable energy

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

## Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, masterplanning of this site needs to specifically address:

- safeguarding zone for the high pressure gas main
- a strongly defined urban/rural edge to the north of the site. the layout and utility of the Country Park
- defining the strategic gap between the development and the settlement of Ford.

## Strategic Linkages

- Linkages with the existing residential development at Bishopdown Farm and Hampton Park, to ensure that the new communities can integrate.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through

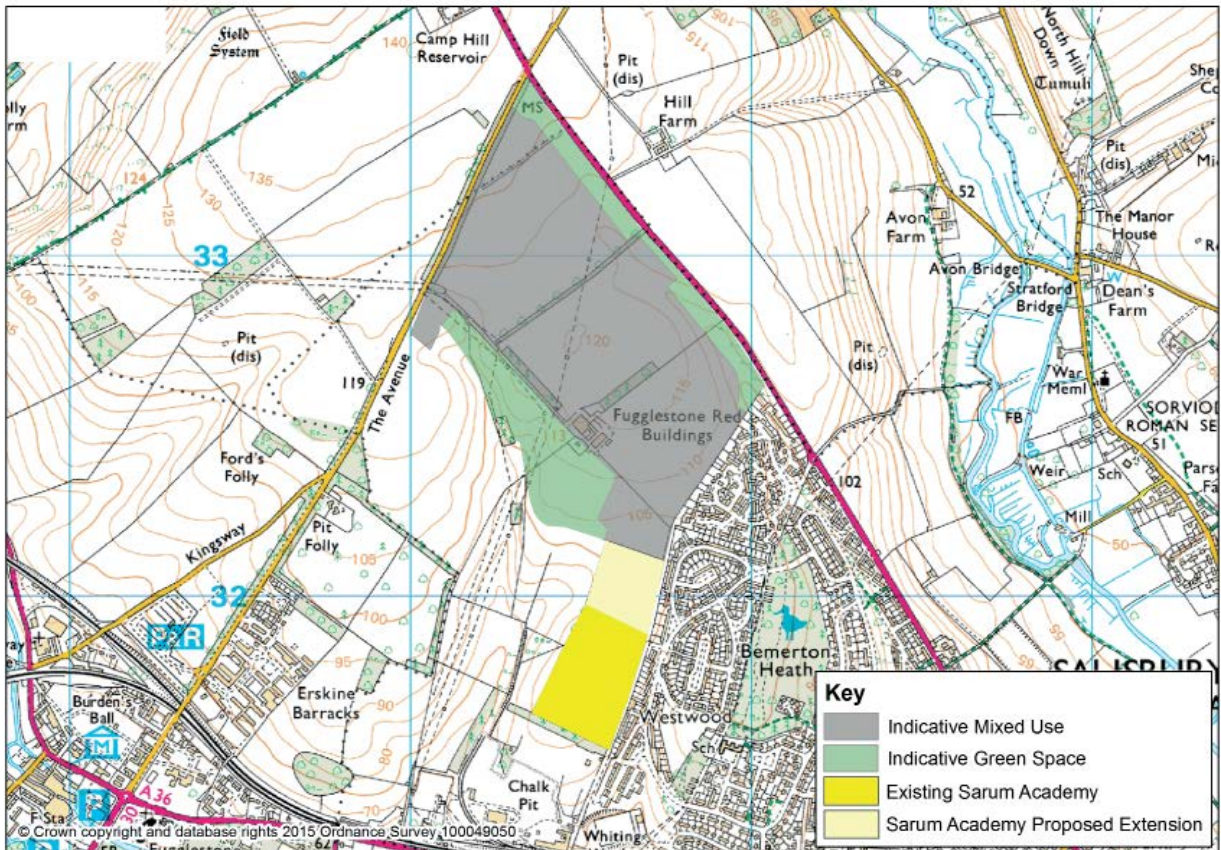
regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council considers that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Fugglestone Red, Salisbury



### Site Description

The site is to the north west of Salisbury and is bounded by The Avenue to the north-west, the A360 Devizes Road to the north-east, the extent of the built envelope of Salisbury (Fugglestone Red and Bemerton Heath) to the south-east and the Imerys quarry site, a significant dry valley and the UK Land Forces site to the south. The site is mainly agricultural land but with significant wooded features. It also includes an existing secondary school (Salisbury High School) to the south-east of the site. The “townscape/countryside interface” of the whole area is of “elevated views, little/no foreground, generally harsh, abrupt settlement edge”

## Objectives for the Development

To develop 1,250 new homes and 8 hectares of employment land, through a high quality development which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location close to Wilton and Salisbury, in a manner which complements the existing communities and makes a significant strategic contribution to meeting the local housing needs of south Wiltshire and helps facilitate the delivery of the proposed Sarum Academy or a replacement of Salisbury High School. Specific issues to be addressed are:

- the delivery of a new local centre for the Fugglestone Red area
- assistance with and/or contributions towards improving the secondary school
- retention of a strategic gap of open countryside to ensure Wilton retains its independent character and does not become merged with Salisbury
- to deliver a development which conserves and in places enhances the natural environment, including the quality of the Camp Down SSSI and the River Avon SAC
- to conserve and where possible enhance views from the Wilton Estate and Old Sarum SAM
- conservation of the historic Avenue.

## Site Constraints

- Potential coalescence between Salisbury and Wilton and the need for a strategic landscape belt to be retained.
- The sensitive landscape, especially the north eastern edge and the setting of Old Sarum SAM.
- Copses, wooded belts, and other tree planting.
- Overhead power cables (several running N-S and E-W).
- Existing residential amenity to the east of the site.
- Salisbury Air Quality Management Area on Devizes Road and Wilton Road.
- Setting of Wilton House and its historic park and garden.

## Land Uses and Quanta of Development

- 1,250 new dwellings of which 40% will be affordable.
- 8 hectares of employment land to include some start-up units.
- New primary school and enhanced secondary school/academy provision.
- Public open space.
- Space for a new cemetery.
- Local centre.

## Essential Infrastructure Requirements

### Education

- 2 form entry primary school and either a secondary contribution or assistance towards construction of new 'Salisbury High School'.

### Transportation

- Any major infrastructure requirement outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan.
- New access including improvements to the junction between the A360 and The Avenue.
- A traffic assessment which sets out how the modal shift promoted at national level will be achieved, including improved, bus, cycle and walking routes.

### Green Infrastructure

- Formal and informal public open space to be provided on site to reduce pressure on Camp Down SSSI.
- New woodland, hedges and standard trees to connect retained hedges and woodland. An agreed proportion to contain features suitable for roosting bats.
- Improved linkages to Wilton House historic park and garden. Extended phase 1 survey to be undertaken.
- Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

## **Heritage**

- Archaeological investigations to be undertaken prior to finalisation of the site design, with the design responding to finds.

## **Drainage and Water**

- Requires boosted supply from existing local reservoir and a dedicated spine main to serve local distribution mains.
- On-site sewers required to be provided by developers with separate systems of drainage.
- Off-site surface water disposal to local land drainage systems with attenuated discharge needed to satisfy national regulations.
- On-site foul-water pumping station with rising main to Devizes Road.
- Long off-site connecting sewer (>1km) to agreed point of connection, where planned capacity is available to accept future foul flows.
- A contribution is required towards a management and mitigation of phosphate levels in the River Avon.
- SAC catchment and their threat to protected species as well as its implementation.

## **Healthcare**

- Financial contribution towards new or improved doctors and dentist surgeries or on-site provision, if appropriate.

## **Emergency Services**

- Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

## **Community Facilities and Services**

- Need to deliver a local centre to provide the local access to basic services this area of Salisbury currently lacks.



## Renewable Energy

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

## Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, masterplanning of this site needs to specifically address:

- significant tree planting to protect key views from Wilton Park
- overall building mass should be in keeping with the setting to Wilton Conservation Area
- The Avenue not to be widened or subject to major road improvements, apart from the proposed new roundabout with Devizes Road
- the visual gateway into Salisbury from the A360 is conserved and enhanced
- a significant green buffer is retained between the built up areas of Salisbury and Wilton
- lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow
- overhead cables to be buried.

## Strategic Linkages

- Improved linkages between Wilton House historic park and garden and UKLF site. Development will also need to integrate with the existing developments at Fugglestone Red and Bemerton Heath.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will guide the private sector led delivery of the site.

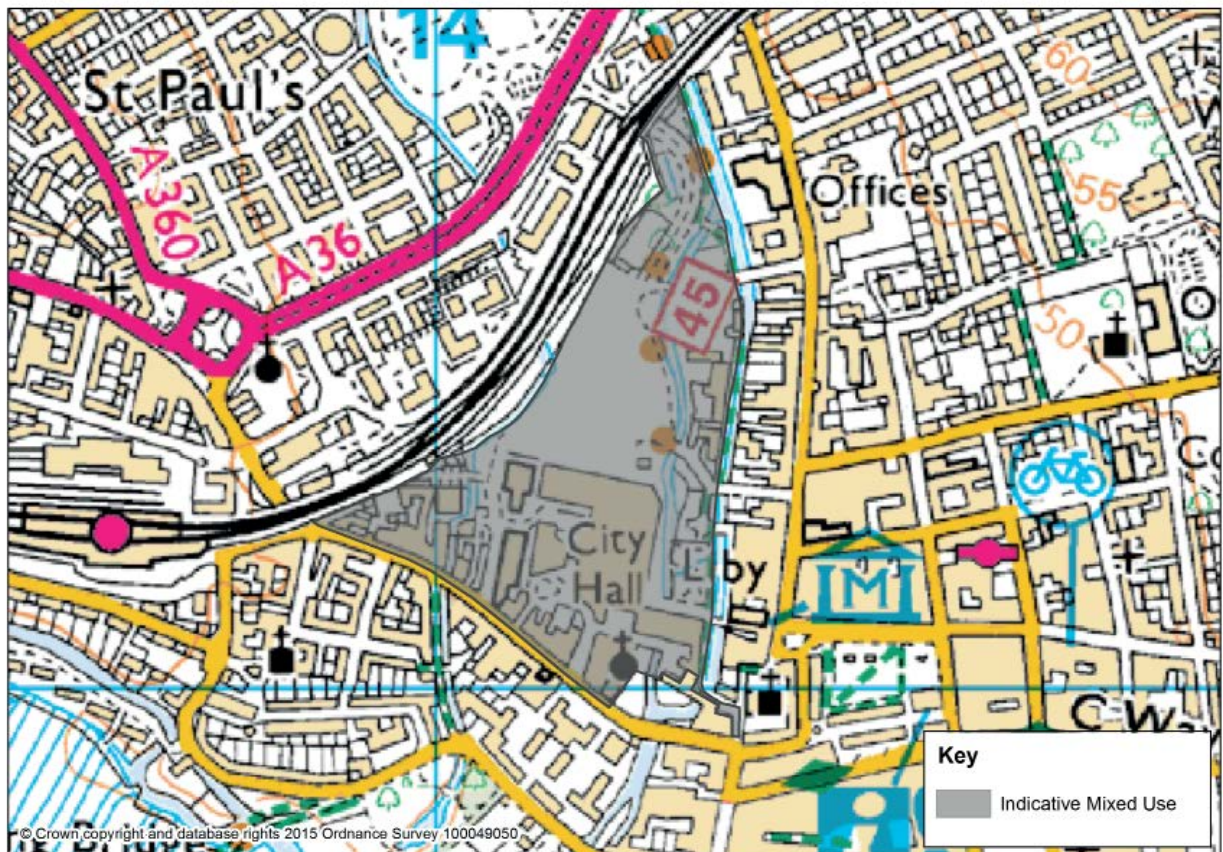
This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Land at the Maltings and Central Car Park, Salisbury



### Description of Site

A city centre site situated to the west of the city's established secondary shopping area. The southern part of the site predominantly comprises The Maltings shopping centre. To the north is the central surface level car park. To the north east is the Millstream coach park. To the east of the coach park is the Boathouse bar and brasserie. To the south of the coach park are offices owned and occupied by the Probation Service and local health providers. To the immediate south of Avon Approach, leading to Central Car Park, is a service yard and private car park owned by Tesco's. The Playhouse Theatre, City Hall and Summerlock House (Department of Work and Pensions) are situated adjacent to The Maltings, to the south west of the site. Public open space runs along the eastern boundary and the city library and galleries are adjacent. To the extreme north of the site is an electricity substation and private car park. Several courses of the River Avon SAC flow through the site. To the west lies a railway embankment.

## Objectives for the Development

To develop a retail led mixed use regeneration scheme through a high quality development, which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location within Salisbury city centre, in a manner which complements the existing retail provision and makes a significant strategic contribution to meeting local housing needs of south Wiltshire.

## Specific issues to be addressed are:

- To provide a range of retail unit sizes including an anchor store format and supermarket and a mix of major shop units and smaller store units.
- To ensure the continued viability and vibrancy of the whole of Salisbury city centre.
- To provide suitable living accommodation for a city centre location.
- A replacement or remodelled library.

## Site Constraints

- Protection of views of Salisbury Cathedral.
- Protection and proximity of the River Avon SAC.
- Salisbury city centre Air Quality Management Area.
- Salisbury Conservation Area and a number of listed buildings.
- Electricity Sub-station.
- Flooding.
- Some fragmented land ownership.
- Access, parking and servicing (including coach parking).

## Land Uses and Quanta of Development

- Potential for a total of 40,000 sq m of retail floorspace (gross external area).
- A single or few large retail outlets providing the whole of the floor area will not be appropriate to achieve the aims of the development and will not be permitted.

- Comparison shopping uses, comprising a range of unit sizes including a mix of major shop units and smaller store units.
- Convenience floor space.
- Up to 200 dwellings.
- Office use.
- Leisure uses, to improve the quality of leisure facilities.
- A replacement or remodelled library.
- Adequate car parking spaces including multi-storey car parking.
- A new park based around existing watercourses and opening linkages to the Market Square and Fisherton Street.
- Improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street.

## Essential Infrastructure Requirements

### Education

- Contributions towards primary and secondary.

### Transportation

- Any major infrastructure requirement outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan. A transport assessment which sets out how the modal shift promoted at national level will be achieved, including improved bus, cycle and walking routes.

### Green Infrastructure

- Formal and informal public open space to be provided on-site including a new park. Adequate land to be set aside for treatment of surface runoff. Incorporation of at least buffer strips adjacent to the river, restricting lighting near river. Construction method statement required with application. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

## **Flooding**

- Requirements of SFRA level 2 to be incorporated into design. No development in Flood Zone 3b. Development should be directed to areas of lowest risk from flooding with lower flood depths and velocities. Old landfill sites should be avoided where possible due to the risk of potential contaminants. Culverts both at the site and upstream need to be maintained. Model shows that safe access/egress will be possible via both Churchill Way West and Avon Approach during a 1 in 100 year flood event with climate change.

## **Heritage**

- Archaeological investigations should be undertaken prior to finalisation of the site design with the design responding to finds.

## **Drainage and Water**

- On-site sewers provided by developers with separate systems of drainage. Off-site surface water disposal to local land drainage systems with attenuated discharge to satisfy national regulations is required. May require a pumped discharge and an off-site link sewer to agreed point of connection, subject to engineering appraisal and network modelling to confirm the scope and extent of capacity improvements. There is a high probability of capacity improvements being necessary associated with downstream overflows to reduce risk of pollution and maintain water quality. A contribution is required towards a management and mitigation plan to address phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation.

## **Renewable Energy**

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach, is adopted.

## **Place Shaping Requirements**

As the site sits in a sensitive location between two river courses of the River Avon SAC, any proposal will also need to meet the following requirements:

- Softening the hard edges of the river to provide better marginal habitat for wildlife, including improved cover for fish and invertebrates.
- Meet the requirements of Core Policies 68 (Water Resources) and 69 (Protection of the River Avon SAC) of this Core Strategy.
- Be designed and provide for flood defences and mitigation measures in accordance with the SFRA level 2 for the site.
- Protection of views of Salisbury Cathedral.
- A development that upgrades public open space including riverside walks.
- A holistic approach to addressing the piecemeal nature of car parking, rear aspects of properties and land ownerships in a comprehensive manner.
- A development that is well integrated and opens up links to Fisherton Street, Market Walk and the surrounding city centre.
- Retention and enhancement of the 'Shopmobility' scheme continued provision of public toilets.
- Massing of new development respects the scale and building forms of the historic urban fabric.
- The development can protect and enhance both the built and natural conservation interests surrounding the site.
- The character of the development creates a sense of place that responds to and is sympathetic to locally distinctive patterns of development.
- Providing a high quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all in society.

### Strategic Linkages

Provision of a key link in the retail circuit of Salisbury, particularly between the High Street, Fisherton Street and Market Place/Castle Street.

### Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan to be approved by the local planning authority as part

of the planning application process. This masterplan will guide the private sector led delivery of the site.

### Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

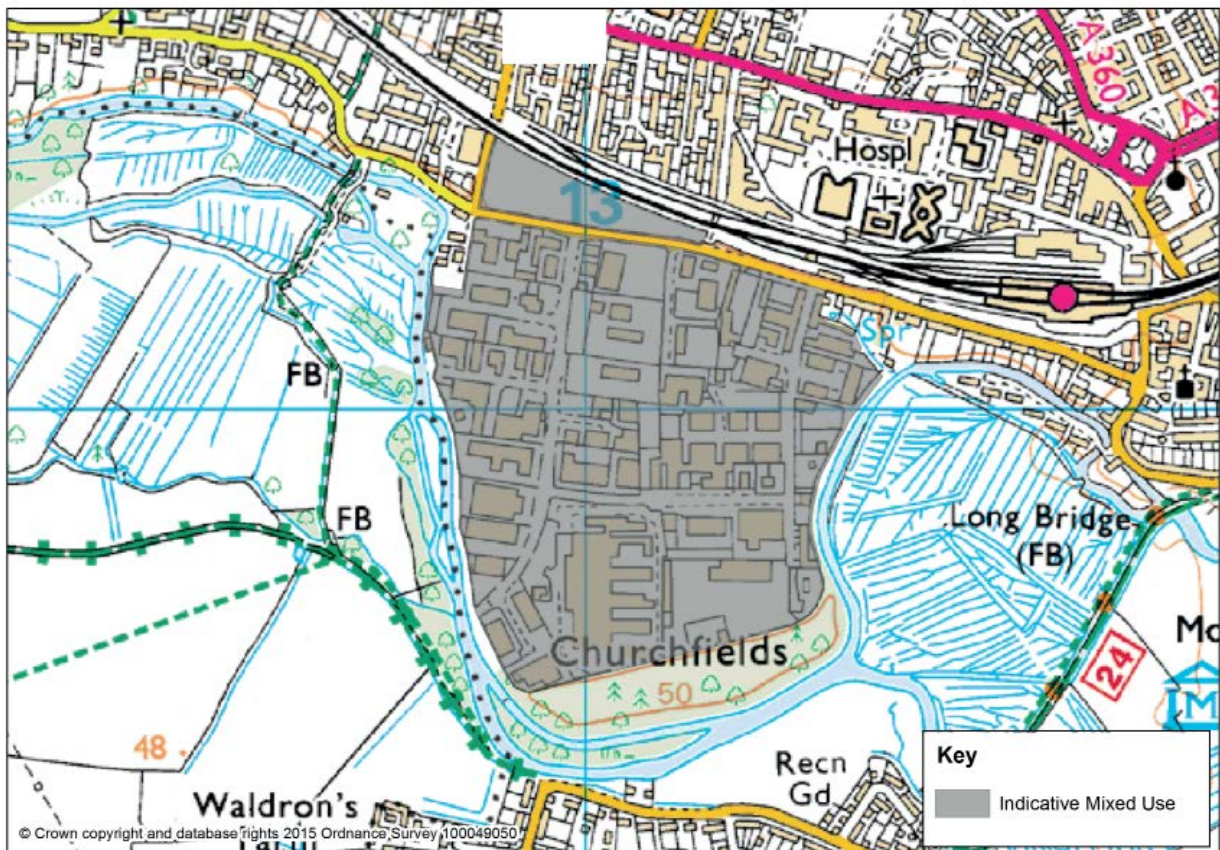
In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application following the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.



## Churchfields and the Engine Sheds, Salisbury



### Site Description

A major employment site serving Salisbury. The site accommodates approximately 200 businesses of varying types and size on 33 hectares. It lies to the west of Salisbury city centre and to the south of the railway line, close to the railway station. The east, south and west of the site is bounded by the River Nadder (part of the River Avon SAC), with water meadows beyond. To the west of the engine shed site lies Cherry Orchard Lane with residential development beyond. To the east is Ashfield Road. Both Cherry Orchard Lane and Ashfield Road pass under railway bridges providing northward routes to Wilton Road. The site is currently overgrown with dense scrub and a number of fairly large trees, is a vacant site, and is bounded by the railway line to the north and Churchfields Road to the south and residential development to the west.

## Objectives for the Development

To develop a housing led mixed use redevelopment of around 1,100 dwellings and retaining 5 ha of employment through a high quality masterplan, which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location, in a manner which complements the existing community and makes a significant strategic contribution to meeting local housing needs of south Wiltshire.

Specific issues to be addressed are:

- project alignment with the LDF to ensure there is adequate and appropriate land available to allow a successful decant for existing employers in and around Salisbury so the existing protective policy preventing change of use away from employment can be relaxed
- redevelopment that sympathetically capitalises on the assets of the site, such as proximity to water meadows, town path, Harnham and cathedral views
- masterplanning to be undertaken for both sites to ensure that the two developments integrate
- providing green links from the east and west of the River Nadder, to contribute towards the environmental and ecological aspirations of the Salisbury Vision
- the incorporation of a central green to act as a focal point and encourage vitality
- a mix of heights of up to six storeys determined by detailed context planning
- planning in and making features of key vista to the cathedral
- to provide an element of carbon neutral homes
- maximising the site's south facing orientation.

## Site Constraints

- Poor access through narrow rail bridges and via residential areas.
- Potential land contamination (including former land fill site, abattoir and steam engine shed).
- Protection and proximity of the River Avon SAC.

- Salisbury city centre Air Quality Management Area.
- Protection of views of Salisbury Cathedral.
- Interdependencies with the Waste Site Specific Allocations DPD to find a suitable decant site for the Household Recycling Centre currently on site.
- Flooding.

### Engine Sheds

- Issue over level of site, which appears to be mainly 2-3m above that of Churchfields Road: investigations need to be made as to whether this is artificial or natural.
- 3m high blank retaining wall along Churchfields Road provides an unattractive 'dead' frontage.
- Proximity to railway line.

### Land Uses and Quanta of Development

- Approximately 1,100 dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 43.
- 5 ha of employment land.
- Public open space.
- Local neighbourhood centre
- Primary school.

### Essential Infrastructure Requirements

#### Education

- 2 form entry primary school. Contributions towards secondary education.

#### Transportation

- Any major infrastructure requirement outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan. A transport assessment which sets out how the modal shift promoted at national level will be achieved, including improved bus, cycle and walking routes. The site's proximity to

the city centre and railway station provides opportunities for the implementation of strong demand management techniques to be applied.

### **Green Infrastructure**

- Formal and informal public open space to be provided on-site including a central green and green corridors adjacent to the River Nadder. Off-site contributions may also be required. Incorporating a significant buffer strip adjacent to river. Woodland habitat creation to create buffer, to help absorb additional public pressure. Identifying suitable recreational areas within the site to reduce pressure on river corridor. Restricting lighting near river. Adequate land to be set aside for treatment of surface runoff. Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

### **Flooding**

- Requirements of SFRA level 2 to be incorporated into design and resilience planning measures. Much of the site is within Flood zone 1. Future development should be situated in this zone. Highly vulnerable uses in Flood zone 2 will have to pass the exception test. If development is necessary to the north west of the site, development should be directed towards the areas of lowest risk. On old landfill sites, contaminated land poses additional problems because of the risk that polluted groundwater/leachate may be generated. The proposed drainage system must not remobilise any contaminants and infiltration should not therefore be used unless a full study of groundwater flow paths is undertaken. SUDS techniques that utilise infiltration should not be used here.

### **Drainage and Water**

- Existing supply mains provide limited capacity at peak demand. Redevelopment of this site will therefore require additional capacity with off-site reinforcement. On-site sewers provided by developers with separate systems of drainage also required. Sewer diversions may be required to accommodate development proposals. Surface water disposal to local land drainage systems with attenuated discharge needed to satisfy national requirements. Improvements required to downstream overflows to reduce risk of pollution and maintain water quality. Additional capacity improvements to foul water sewers may be needed subject to engineering appraisal. A contribution towards a management and mitigation of phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation.

## Healthcare

- Financial contribution towards new or improved doctors and dentist surgeries.

## Emergency Services

- Contributions towards the fire service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies.

## Renewable Energy

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of Section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach, is adopted.

## Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, masterplanning of the site needs to specifically address:

- views to the cathedral as an integral part of the site layout and design
- linkages and enhancement of the water meadows and town path
- provision of green links from the east and west of the River Nadder to contribute towards the environmental and ecological aspirations of the Salisbury Vision
- incorporation of a central green to act as a focal point and encourage vitality
- a mix of heights of up to 6 storeys on the Churchfields site determined by detailed context planning
- significant landscape buffer planting to the river
- pedestrian, public transport and cycle linkages to the city centre, including integration with the railway station interchange
- integration of both sites with each other and with existing residential uses
- orientation of the Engine Sheds site to maximise solar gain.

## Strategic Linkages

- Pedestrian, public transport and cycle linkages to the city centre, including integration with the railway station interchange.
- Linkages and enhancement of the water meadows and town path.
- Provision of green links from the east and west of the River Nadder to contribute towards the environmental and ecological aspirations of the Salisbury Vision.
- Incorporation of a central green to act as a focal point and encourage vitality.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan. This masterplan will guide the private sector led delivery of the site. The site will also include the need for some site assembly and management of 'decanting' or moving of existing businesses. There is an opportunity for some of the 'dirtier' uses, such as the household recycling centre, to move to the former Imerys quarry site and there are consequently interdependencies. In addition, decant of other uses will be dependent upon other employment sites within this Core Strategy coming forward.

## Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

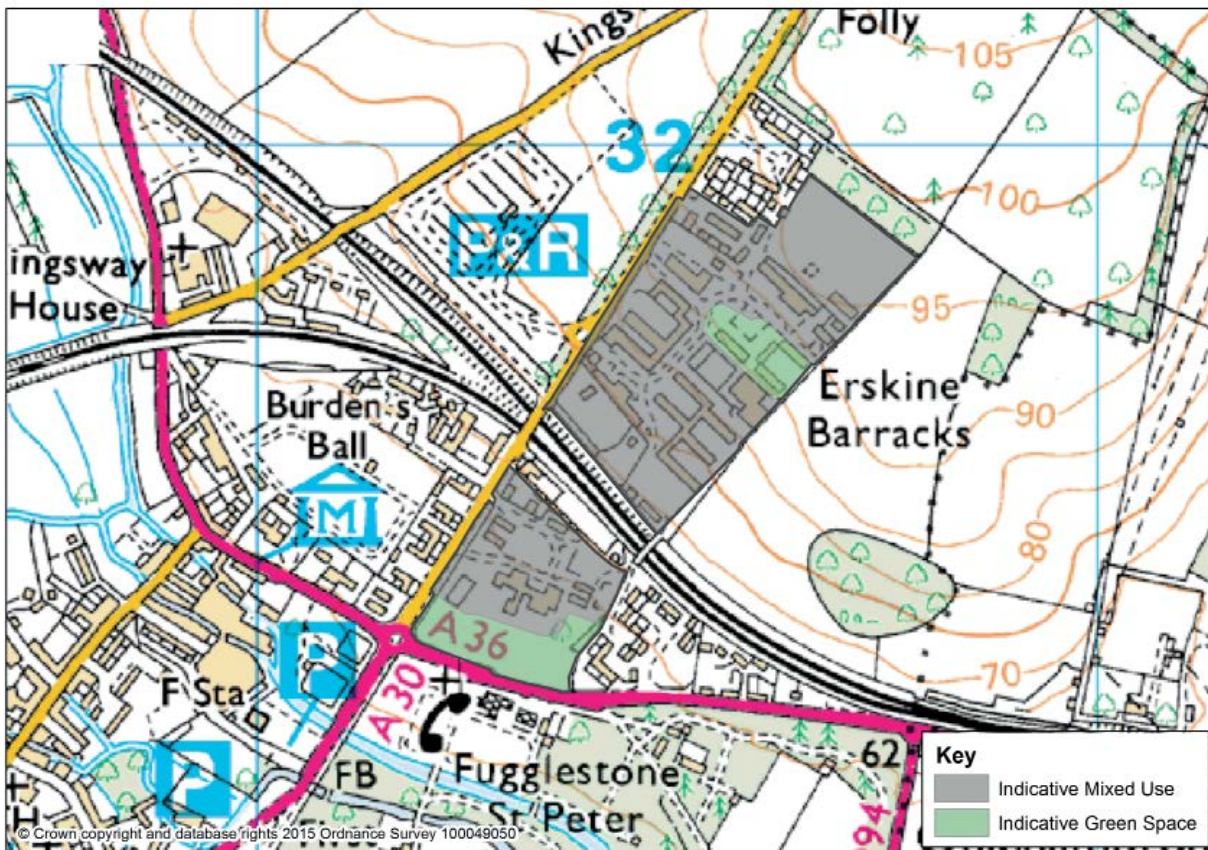
In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review

into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## UK Land Forces Headquarters, Wilton



### Site Description

This site is situated approximately 0.7 km to the north of the centre of Wilton. It is to the east of The Avenue and the north of the A30 and Wilton Conservation Area. The site is divided into two parts to the south-west and north-east of a railway embankment. Beyond the A36 at the southern end of the site is Wilton Park (a registered historic park and garden). To the east of the northern part of the site there is agricultural land and to the south residential dwellings. The site is currently used for a mixture of military offices and accommodation.



## Objectives for the Development

To develop around 450 new homes and a minimum of 3 hectares of employment land to provide a minimum of 1,200 jobs, to match those that will be lost due to the military site closing. The development should be of a high quality which delivers an appropriate sense of place in accordance with the South Wiltshire design guide 'Creating Places', in a sustainable location close to Wilton, in a manner which complements the existing community and makes a significant contribution to meeting local housing needs in south Wiltshire, whilst improving the number and range of jobs available in the local area.

Specific issues to be addressed are:

- to replace the employment opportunities lost by the MoD relocation to Andover
- replacing the contribution the MoD jobs make to keeping existing shops and services in Wilton town centre viable
- strategic gap to ensure Wilton retains its independent character and does not become merged with Salisbury
- to deliver a development that conserves and enhances views into and out of the Wilton Conservation Area including Wilton Park and House
- conservation of the historic gateway to Wilton along The Avenue.

## Site Constraints

- Potential coalescence between Salisbury and Wilton: a strategic landscape belt to be retained.
- Setting and views to and from Wilton Park and Wilton Conservation Area.
- Existing residential amenity to the east of the southern part of the site.
- Numerous mature trees on the site.
- Potential impact on amenity of noise from the railway that divides the site and the A36 adjoining the southern half of the site.
- Links between the northern and southern parts of the site and to Wilton.
- Proximity to River Nadder (part of River Avon SAC).

- Salisbury Air Quality Management Area on Wilton Road.

## Land Uses and Quanta of Development

- Around 450 new dwellings of which 40% will be affordable. The breakdown will be as detailed in Core Policy 43.
- A minimum of 3 hectares of employment land to provide around 1,200 new jobs and to include some startup units.
- New 1 FE primary school and secondary contributions.
- Public open space.

## Essential Infrastructure Requirements

### Education

- 1 form entry primary school and either a secondary contribution or assistance towards construction of new 'Salisbury High School'.

### Transportation

- Any major infrastructure requirement outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan. New access including improvements to the junction between the A360 and The Avenue and at the A30. A transport assessment which sets out how the modal shift promoted at national level will be achieved, including improved bus, cycle and walking routes.

### Green Infrastructure

- Formal and informal public open space to be provided on site. New woodland, hedges and standard trees to connect retained hedges and woodland and ultimately link River Avon. Improved linkages and contributions towards improvements to Wilton House historic park and garden and links through to proposed Fugglestone Red development. Other essential GI and BAP habitat and species requirements will be determine at or prior to masterplanning.

### Heritage

- Site design and massing of buildings enhances views from Wilton Park and the setting of Wilton. Design and massing is sensitive to its location on rising ground. The existing tree belt along the southern road frontage is retained and

enhanced as a backdrop to Wilton Park. Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow. The open character of the land to the east of the development site is maintained as it also features in views from Little Park. Possible enhancements of The Avenue.

### **Drainage and Water**

- No off-site reinforcement required for this redevelopment. Capacity available to serve this level of development. Existing site served by private sewers, on site sewers provided by developers with separate systems of drainage will be required. Off-site surface water disposal to local land drainage systems with attenuated discharge to satisfy national requirements. Off-site foul sewer to agreed point of connection to public sewer system. There is a low probability that downstream improvements will be required and will need to be confirmed by engineering appraisal to confirm the scope and extent of any capacity improvements. Existing railway at the southern boundary may restrict gravity discharge from the site. A contribution towards management and mitigation of phosphate levels in the River Avon SAC and their threat to protected species as well as implementation.

### **Healthcare**

- Financial contribution towards new or improved doctors and dentist surgeries.

### **Emergency Services**

- Contributions towards the Fire Service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies.

### **Community Facilities and Services**

- Need to deliver a local centre to provide the local access to basic services this area currently lacks.

### **Renewable Energy**

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach, is adopted.

## Place Shaping Requirements

In addition to the provisions of 'Creating Places' and saved Local Plan policies, masterplanning of this site needs to specifically address:

- tree planting to protect key views from Wilton Park to The Avenue to be retained and enhanced
- massing and design of buildings sympathetic to Wilton Conservation Area
- lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow
- show how the new neighbourhood can be integrated into the existing community of Wilton, both residential and commercial and into the built and natural environment
- employment land should not comprise development that will cause a nuisance to the new or existing residents
- The Avenue not to be widened or subject to major road improvements
- a significant green buffer retained between the built up areas of Salisbury and Wilton.

## Strategic Linkages

Improved linkages with the built up areas of Wilton, Wilton House historic park and garden and the site at Fugglestone Red.

## Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading a masterplan. This masterplan will guide the private sector led delivery of the site.

## Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally, meeting local needs and consultatively it is a favoured site, but also because of the clear threats that the MoD vacating the site can have on the viability and vitality of Wilton. Early discussions with landowners have indicated to the local planning authority that

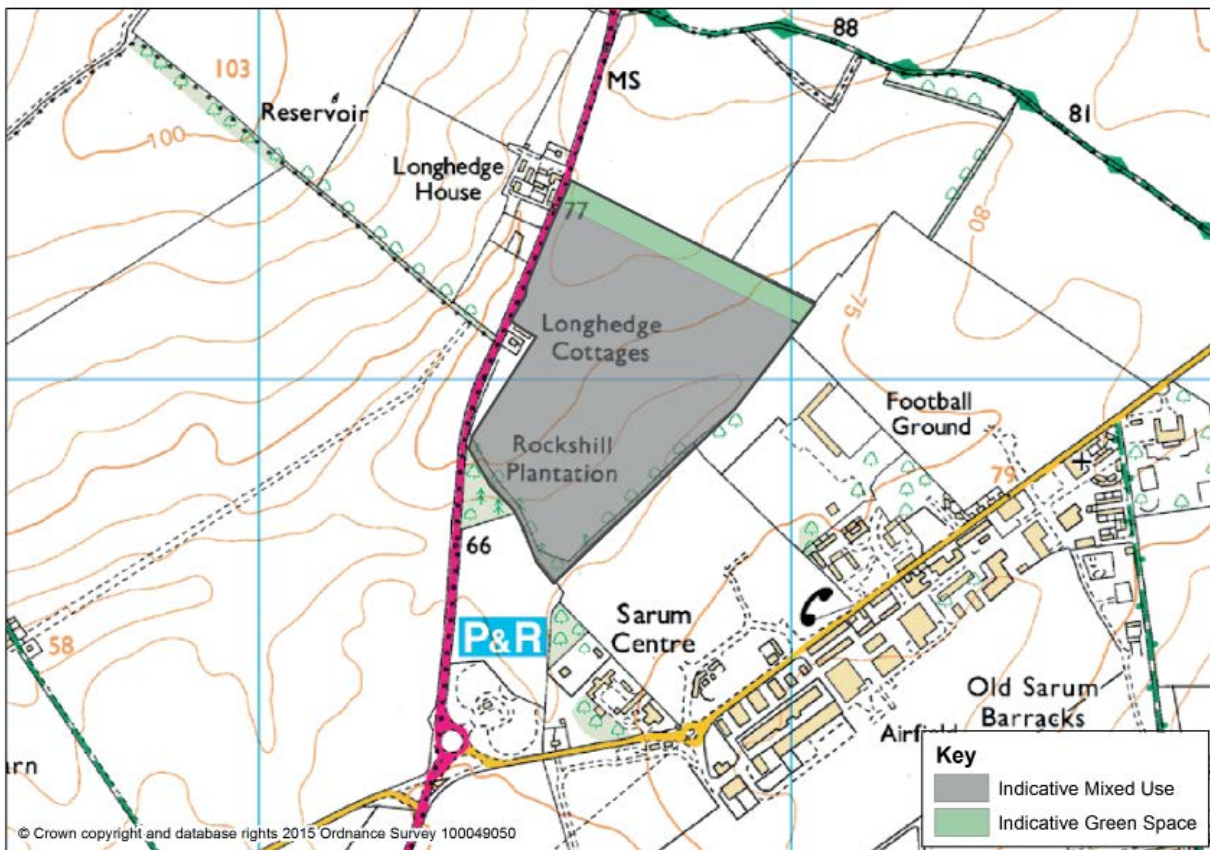
this site needs to be developed in the first five years of the plan in order to mitigate the potential impacts on Wilton and also to satisfy rules for the disposal of 'Crown' land.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy

## Longhedge, Old Sarum, Salisbury



### Site Description

The site is located to the north of Salisbury city, to the north-east of Old Sarum and the A345. To the south of the site is the Beehive Park and Ride site, largely screened by trees, and a small area of employment land. To the east is an employment site and Old Sarum Airfield, which is a conservation area. To the immediate east is an existing Local Plan allocation site, where detailed planning permission has been granted for 600 dwellings and building has commenced. This site lies to either side of the Salisbury City Football Club stadium.

## Objectives for the Development

To develop a housing led mixed use development of 450 dwellings and 8 ha of employment, through a high quality masterplan which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location, in a manner which complements the existing community and makes a significant strategic contribution to meeting local housing needs of south Wiltshire. Specific issues to be addressed are:

- the introduction of additional dwellings to the Old Sarum area will add a critical mass to secure the delivery and viability of planned and new local facilities
- the provision of employment opportunities for both new investment and decant from Churchfields.

## Site Constraints

- Football stadium and airfield noise will need to be mitigated.
- Highways impact on Castle Road and wider area, and associated impact on air quality.
- Impact on setting of Old Sarum SAM and Old Sarum Airfield Conservation Area.
- High potential for unknown archaeology on the site.
- Street lighting designed to minimise light pollution and sky glow.
- Salisbury Air Quality Management Area.

## Land Uses and Quanta of Development

The site comprises approximately 51ha and will accommodate a mix of employment and housing. The site will deliver approximately 450 dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 43.

Community infrastructure and approximately 8ha of employment land which will include general industrial, office, research and development, storage and distribution, but exclude retail.

### Education

- 2 form entry primary school and financial contributions for secondary.

### Transportation

- Any major infrastructure requirement outcomes identified by the Salisbury Transport Strategy or subsequent transport assessment and travel plan. A transport assessment which sets out how the modal shift promoted at national level will be achieved, including improved bus, cycle and walking routes and possible junction improvements at Beehive roundabout, opportunities for cycle and footpath links to Salisbury city centre, Beehive Park and Ride and other strategic sites.
- Implementing measures to prevent overloading of Castle Road and potential contribution to Beehive Park and Ride.

### Green Infrastructure

- Formal and informal public open space to be provided on site.
- Strategic landscape plan required to ensure opportunities to improve views from Old Sarum, through the screening of existing functional buildings.
- The strengthening of existing tree belts at the site.
- Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

### Flooding

- A flood risk assessment will be required and satisfy the requirements of national regulations should be made to the Level 1 SFRA.

### Drainage and Water

- This should pay particular attention to drainage and the control of surface water by the use of SUDS.
- Engineering assessment of water and foul sewer drainage at the site and potential capacity improvements at Petersfinger sewerage works and potable water capacity.
- Cumulative development within the upstream catchment at Old Sarum, Hampton Park and Longhedge developments will trigger significant works with new relief



sewer to ensure that risk from sewer flooding is resolved.

- A contribution towards a management and mitigation of phosphate levels in the River Avon SAC and their threat to protected species as well as its implementation.

### **Healthcare**

- Financial contribution towards new or improved doctors and dentist surgeries.

### **Emergency Services**

- Contributions towards the fire service for new or improved fire stations in order to provide a comprehensive and flexible responses to future emergencies.

### **Community Facilities and Services**

- Additional community facilities and services to complement and reinforce the viability of the already planned district centre.

### **Renewable Energy**

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach, is adopted.

## **Place Shaping Requirements**

In addition to the provisions of 'Creating Places' and saved Local Plan policies, masterplanning of this site needs to specifically address:

- density and building height of development will vary in response to the visual sensitivity of different parts of the site allowing a balance between built and 'green areas' with a higher density of development in the southern part of the site through to predominantly 'green/planted areas'. This 'topographical progression' of development would be matched by a 'structural landscape/green infrastructure progression' in order to minimise visual impact and help to maintain an appropriate landscape setting for Old Sarum
- retaining and strengthening the landscape elements of the site to inform the layout of development and allowing it to relate, respond and assimilate with the surroundings

- embedding the majority of the new development within a newly established network of green corridors and strategic landscaping
- ensuring the design responds to a detailed analysis of the historic environment; safeguards key views to and from Old Sarum; and integrates the sites important archaeology
- overall building mass is in keeping with the rural setting.
  - i. Key views to and from Old Sarum and impact on the SAM.
  - ii. Show how the new neighbourhood can be integrated into the existing community, both residential and commercial and into the built and natural environment.
  - iii. Employment land should not comprise development that will cause a nuisance to the new or existing residents.

### Strategic Linkages

- Linkages with the existing allocated site at Old Sarum to ensure that the new communities can integrate and function as one.

### Delivery Mechanism

This site should be the subject of partnership working towards based on frontloading a masterplan to be approved by the local planning authority as part of the planning application process. This masterplan will show integration with the existing proposed development of 650 dwellings at Old Sarum.

### Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

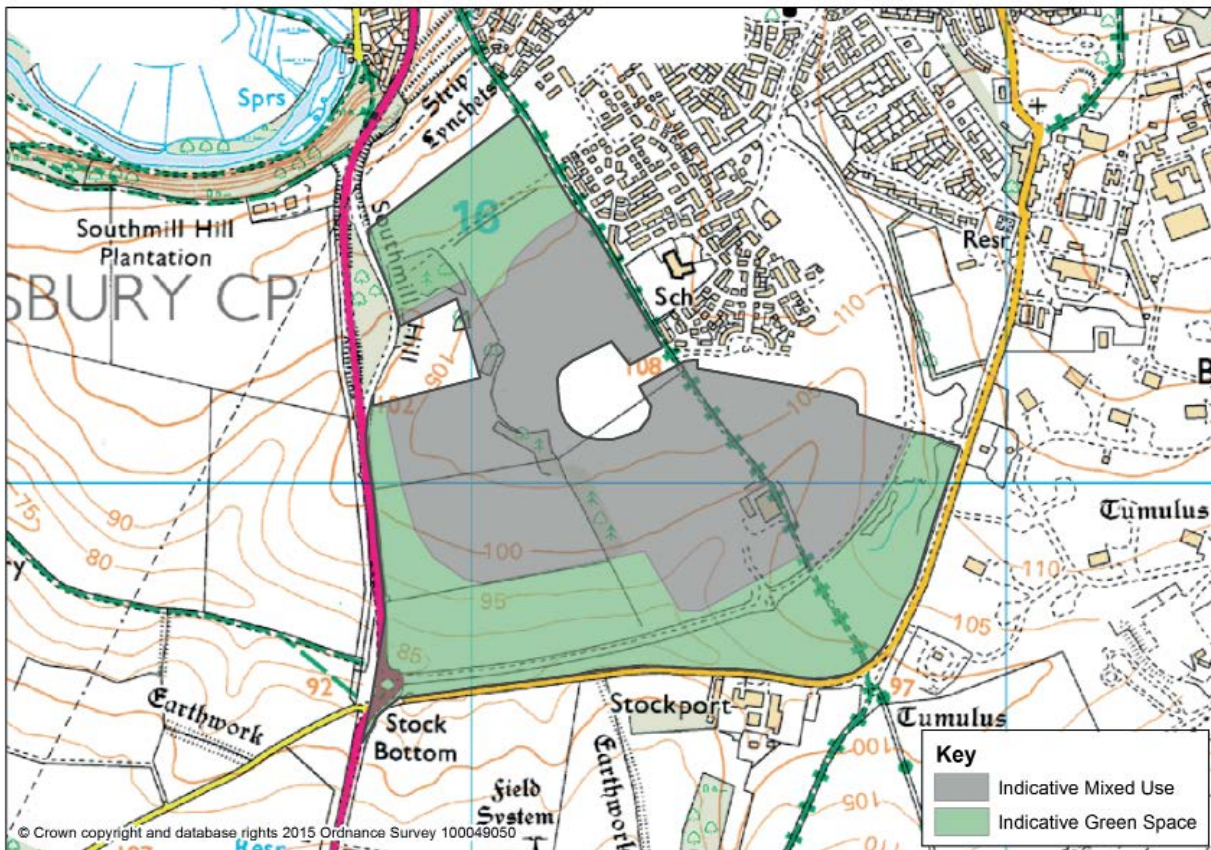
In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within

18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council feels that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy

## King's Gate, Amesbury



## Site Description

The site is located to the south of Amesbury and comprises former agricultural land. The site is bounded by residential development. Agricultural land surrounds the site on the western and southern boundaries, which is in turn bounded by the A345 to the west and Stockport Road to the south and east. There is further open agricultural land beyond Stockport Road and beyond the A345. Former military housing and MoD outdoor sports facilities are located to the east of the site, beyond which lies the Boscombe Down Military Garrison.

## Objectives for the Development

To develop 1,300 houses through a high quality development, which delivers an appropriate sense of place in accordance with the south Wiltshire design guide 'Creating Places', in a manner which complements the existing development at Archer's Gate and makes a significant strategic contribution to meeting local housing needs of south Wiltshire. The site masterplan should:

- make provision for a new wing of the existing Amesbury Archer primary school
- allocate land for an additional 1 form entry primary school

- ensure any new development respects the scale, setting and form of the existing settlement and appropriate design and mitigation measures are put in place to accommodate new development without significant adverse effects on key views to and from upper chalk downland slopes
- explore the potential to soften visually harsh and abrupt settlements edges in this area through a strong structure of tree and shrub planting and to ensure that the new development does not encroach onto previously identified amenity land, but complements the Archer's Gate Masterplan
- take account of the Special Landscape Area which abuts the western edge of the site and ensure that the built form integrates well with existing natural features. Development would need to ensure a sensitive interface between the natural and man-made setting
- make provision for the introduction of local facilities to create a more self-contained community based around the existing Archer's Gate neighbourhood centre.

### Site Constraints

- Potential impact on the River Avon SAC.
- Possible protected species including badgers, birds, reptiles.
- Existing tree belt.
- Area of Special Archaeological Significance. The strip lynchets to the north-west of the site are a Scheduled Ancient Monument.
- Proximity to Boscombe Down military airfield and noise implications.
- Special Landscape Area abutting the western edge of the site.

### Land Uses and Quanta of Development

- 1,300 houses of which a minimum of 30% will be affordable. The breakdown will be as detailed in Core Policy 43.
- New 1 form entry primary school.
- Public open space.

### Education

- New wing of existing primary school to be built plus an additional 1 form entry primary school. Secondary contribution to expand Stonehenge School.

### Transportation

Any infrastructure requirement outcomes to be identified by the transport assessment which will cover the following:

- An updated Transport Model based on updated traffic counts and traffic generation impact assessments on the local network including the links to the site and the town centre.
- An assessment of the effectiveness of the double-mini roundabout on the junction of Underwood Drive and Boscombe Road.
- An assessment of committed development, including the development at Solstice Park.
- The potential development at Boscombe Down.
- A pedestrian and cyclist audit of the link between Byway 20 and the town centre.

### Green Infrastructure

- Formal and informal public open space to be provided on site.
- Site should look to minimise impact on River Avon SAC.
- New chalk grassland habitat in several connected blocks each of minimum 1 ha, located to connect with grassland habitat to south and east.
- New hedgerow planting especially within new chalk grasslands to encourage farmland birds and butterflies.
- New grassland and wood habitat to link this habitat into the landscape, depending on possible future use of this area.
- Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

## **Drainage and Water**

- A contribution is required towards a management and mitigation plan to address phosphate levels in the River Avon SAC catchment and the threat to protected species as well as its implementation.

## **Healthcare**

- Possible provision of land or financial contribution towards new or improved doctors and dentist surgeries.

## **Emergency Services**

- Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

## **Community Facilities**

- Additional facilities and services to complement and reinforce the viability of the already planned district centre.

## **Renewable Energy**

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach, is adopted.

## **Place Shaping Requirements**

In addition to the provisions of 'Creating Places' and saved Local Plan policies, the masterplan should:

- ensure the built form integrates well with existing natural features
- ensure that building design and massing respect the edge of settlement location
- show how the new development will integrate with earlier phases of development at Archer's Gate
- take account of the adopted design code
- ensure development is set back from the northern boundary and limited in

height to two storeys to protect views from the designed parkland at Amesbury Abbey and water meadows and limited any adverse impact to the setting of the Stonehenge World Heritage Site

- include a strategic landscape buffer to the north of the site to minimise the landscape impact of development
- retain, strengthen and extend existing tree screens to the north of the site
- ensure lighting does not to exceed the height of the development and designed to minimise light pollution and skyglow
- ensure appropriate design and mitigation response to the important archaeology identified by a programme of evaluation.

### Strategic Linkages

Linkages with the existing allocated site at Archer's Gate to ensure that the new communities can integrate and function as one.

### Delivery Mechanism

The site should be the subject of partnership between private and public sector based on frontloading a masterplan. This masterplan will guide the private sector led delivery of the site.

### Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners, agents and prospective developers have encouraged the local planning authority that this site can be brought forward within the first five years.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the

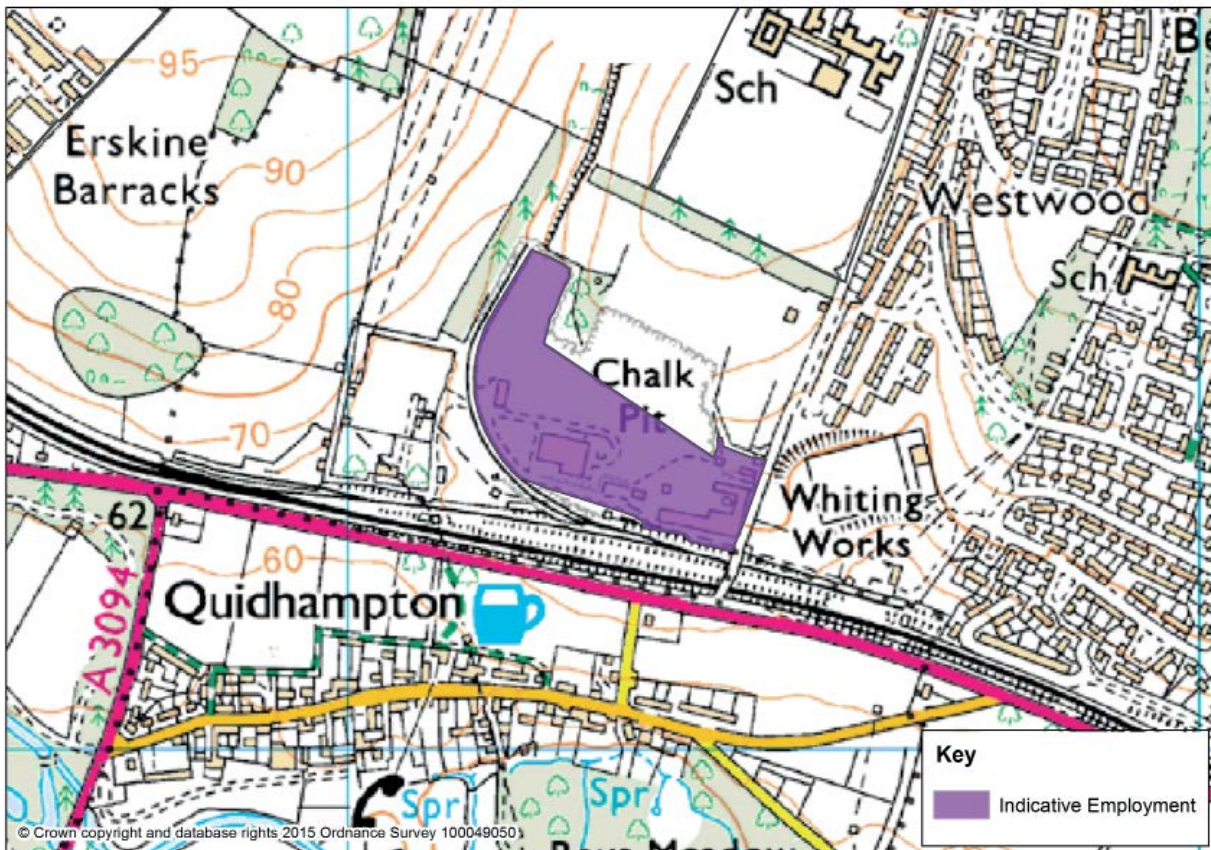


preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council considers that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.

## Former Imerys Quarry, Salisbury



### Site Description

The Imerys site is located between Wilton and Salisbury, immediately north of the A36 and the railway line. To the north of the site is an existing secondary school (Salisbury High School) and to the east is recreation space. It falls partly within the Larkhill and Winterbourne Chalk Downland Landscape Character Area and is in a slightly elevated position with the natural ground level sloping in a south westerly direction.

### Objectives for the Development

To develop 4 ha of employment land through a high quality development which delivers a sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places' in a sustainable location close to Salisbury whilst making the efficient use of previously developed land.

Specific issues to be addressed are:

- restoration of the site
- to deliver a development which conserves and in places enhances the natural environment.

## Site Constraints

- Impact on River Avon SAC.
- Possible protected species.
- Cliff face between the quarry and secondary school.
- Areas of chalk pit and settling pools are undevelopable.
- Access currently gained from A36 over the railway, however railway bridge is narrow and possibly inappropriate for more intensive traffic use.
- Potential coalescence between Salisbury and Wilton.
- Retention of railway sidings.
- Salisbury Air Quality Area on Wilton Road.
- No water supply mains close to this development. Development at this site will require off-site connecting supply main from agreed point on the existing network.
- There is no recorded public surface water sewer system in this area. No surface water discharges will be permitted to foul sewer.

## Land Uses and Quanta of Development

- 4 ha of employment land

## Essential Infrastructure Requirements

### Transportation

- Development will be permitted if it can be demonstrated that the operation and highway safety of the A36 is not compromised, non-motorised users can safely access and egress the site, and that suitable sustainable transport options exist for users OR through the completion of a transport assessment and travel plan a package of suitable mitigation measures is identified, agreed with the Highways Agency and implemented prior to operation of the site.

### Green Infrastructure

- Site should look to minimise impact on River Avon SAC.
- Potential for undevelopable areas to create additional habitat.

- Other essential GI and BAP habitat and species requirements will be determined at or prior to masterplanning.

### **Drainage and Water**

- Development at this site will require off site connecting supply main from agreed point on the existing network.
- On-site sewers provided by developers with separate systems of drainage, limited spare capacity available in local foul network.
- Off-site link sewer to agreed point of connection subject to engineering appraisal.
- Network modelling to confirm the scope and extent of capacity improvements to downstream network.
- A contribution towards a management and mitigation of phosphate levels in the River Avon SAC catchment and the threat to protected species as well as its implementation.

### **Emergency Services**

- Contribution to the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies.

### **Renewable Energy**

- 10% renewable energy generated on or near the site.

These infrastructure requirements will be negotiated and delivered on a site by site basis as part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.

### **Place Shaping Requirements**

In addition to the provisions of 'Creating Places' and saved Local Plan policies, masterplanning of this site needs to specifically address:

- care will have to be taken to ensure the built form integrates well with existing natural features, as well as the proposed development to the north and the existing development to the east

- archaeological investigations are undertaken prior to finalisation of the site design with the design responding to finds, as required by English Heritage
- the tree screen is retained between the development and the road, helping screen views from Wilton Park and providing a green break between the built up areas of Wilton and Salisbury
- visibility splays at the entrance do not require major tree loss
- development is shelved within the chalk pit and does not exceed the height of the current development on site (which is not visible in views from Wilton Park)
- lighting is low level and does not intrude above the height of the tree screen and is designed to minimise skyglow.

### Strategic Linkages

- Linkages with the allocated site Fugglestone Red and existing development to the east of the site so that the new employment community can integrate with the existing.

### Delivery Mechanism

The site should be the subject of partnership between private and public sector based on frontloading a masterplan. This masterplan will guide the private sector led delivery of the site.

### Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with landowners have encouraged the local planning authority that this site can be brought forward within the first 5 years.

In order to expedite the delivery of development within this period, the council will work closely with the developers and landowners to facilitate delivery, and will expect to see significant, tangible progress towards a planning application within 18 months of the date of adoption of the Core Strategy. This work should include masterplanning, community engagement and progress on the necessary assessments. If the council is concerned that significant progress is not being made on the

preparation of a planning application, or that, subsequent to the grant of planning permission, as identified through regular monitoring work, there does not appear to be a reasonable prospect of development commencing in a timely manner, a review into the delivery of the site will be instigated. This review will comprise:

- detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay
- an update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources
- a further independent viability study of the site to assess its delivery
- using the council's influence to try and remove any barriers identified that stand in the way of progress, such as working with statutory consultees and the community
- as a last resort, if the council considers that the new evidence renders the site undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.

An independent viability review of the site will be undertaken by Wiltshire Council within two years to review the standards of delivery set in view of the projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through delivery in the first two years of the strategy.



## Appendix B: List of topic papers

A series of Topic Papers were produced as part of the evidence base supporting the Wiltshire Core Strategy through the Examination process. The Topic Papers focus on a range of specific issues relevant to Wiltshire, and provide a detailed scrutiny of the evidence which has shaped and informed the policies set out in the Core Strategy.

The Topic Papers, as listed below, can be found on the Wiltshire Council website at <http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/planningpolicyevidencebase.htm>

Topic Paper 1: Climate Change

Topic Paper 2: Housing

Topic Paper 3: Settlement Strategy

Topic Paper 4: Rural Signposting Tool

Topic Paper 5: Natural Environment

Topic Paper 6: Retail

Topic Paper 7: Economy

Topic Paper 8: Infrastructure and Planning Obligations

Topic Paper 9: Built and Historic Environment

Topic Paper 10: Transport

Topic Paper 11: Green Infrastructure

Topic Paper 12: Site Selection Process

Topic Paper 13: Military Issues

Topic Paper 14: Building Resilient Communities

Topic Paper 15: Housing Requirement Technical Paper

Topic Paper 16: Gypsy and Travellers





## Appendix C: Housing Trajectory of Wiltshire Core Strategy

### Housing land supply

A housing land supply statement is presented in this appendix for the purposes of demonstrating that there is an adequate supply of housing land in accordance with current guidance. The assessment also takes account of additional evidence that has been received since the publication of the July 2014 Housing Land Supply Statement (HLSS). The supply is represented graphically in the housing trajectories.

The housing supply and trajectories are obtained by working with site representatives to establish site specific delivery timetables for all large sites<sup>120</sup> (including permissions, local plan allocations, strategic site allocations, and neighbourhood plan allocations). A standard delivery rate is applied to all small permitted sites.

The framework permits local planning authorities to make an allowance for windfall development across the plan period, where there is compelling evidence that such sites have become available and will continue to provide a reliable source of supply. In Wiltshire, from 2006 to 2011, some 35% of all development was on windfall sites. The delivery strategy supports the delivery of such sites by prioritising brownfield development within the settlement framework. However, the level of windfall permissions has declined in the current housing market and, in order to be conservative, this reduced level is assumed to come forward over the plan period. It is expected that windfall delivery will pick up with the economy, and this will reduce the requirement to deliver through neighbourhood plans and/or a Site Allocations DPD.

Following the five year period (2014-2019) an additional allowance is made for sites delivered through neighbourhood plans and/or a Site Allocations DPD in accordance with the delivery strategy. This conforms to the framework which allows the supply for years 6-10 and 11-15 to be identified at broad locations.

The respective contributions from these sources of supply are represented in the housing trajectories and are summarised in table C1. The contribution from windfall and from neighbourhood plans and/or a Site Allocations DPD are combined in recognition of complementary delivery from these sources.

Table C1: Sources of supply

Housing Market Area	Requirement 2006-26	Housing already provided for		Housing to be identified		
		Completions 2006-14	Specific committed sites	Strategic sites	Conservative windfall allowance	Remainder to be identified <sup>121</sup>
East Wiltshire	5,940	2,713	1,597	695	127	808
North and West Wiltshire	24,740	9,955	4,687	4,840	1,688	3,570
South Wiltshire	10,420	3,547	1,991	5,100	449	0

The above table demonstrates that of the total housing requirement for 42,000 homes, some 35,125<sup>122</sup> are identified on specific sites. At the very least, a further 2,264 are expected to be delivered on unidentified windfall sites. This leaves at most 4,611 homes to be identified through neighbourhood plans and/or a Site Allocations DPD.

The framework requires that an additional contingency of 5% is demonstrated relative to the five year requirement and where there has been a record of persistent under-delivery, a contingency of 20% is required. This equates to a requirement to demonstrate 5.25 years' supply or with persistent under-delivery 6 years supply.

The current assessment of five year land supply with a base date of April 2014 is presented in table C2.

Table C2: Five year land supply

Area	Housing requirement 2006-26	Housing completions 2006-14	Five year housing requirement 2014-2019	Deliverable supply 2014-2019	Number of years deliverable supply
East Wiltshire	5,940	2,713	1,345	1,752	6.52
North and West Wiltshire	24,740	9,955	6,160	6,685	5.43
South Wiltshire	10,420	3,547	2,864	3,203	5.59

It is evident that there is a sufficient level of supply for all Housing Market Areas compared to the requirement including contingency of 5%. The Wiltshire Core Strategy Inspector concluded in his final report that there was no record of persistent under-delivery in any of the Housing Market Areas, and so a sufficient supply is demonstrated.

## Gypsy and traveller land supply

Planning Policy for Traveller Sites (March 2012, DCLG) requires that a sufficient supply of sites are identified for 5 and 10 years and, where possible, for 15 years.

A number of specific deliverable gypsy and traveller sites are known, consisting of those that have achieved permission since April 2011 and those that have permission but have not yet been developed. Considering these alone, the land supply assessment in table C3 is achieved.

Table C3: Gypsy and traveller land supply<sup>123</sup>

Housing Market Area	Requirement 2011-2016	Completions 2011-2014	Requirement 2016-2021	Five year land requirement 2014-2019	Deliverable supply 2014-2019	Years of land supply
East Wiltshire	3	0	1	4	0	0.00
North and West Wiltshire	26	27	22	12	10	4.10
South Wiltshire	37	2	19	46	0	0.00
Wiltshire	66	29	42	62	10	0.80

Wiltshire Council is committed to bringing forward a Gypsy and Traveller Site Allocations DPD which will address the existing deficit in supply. Applications that are submitted before the DPD is prepared will be assessed against the general criteria set in Core Policy 47.

## Housing trajectories

Each HMA housing trajectory shows annual scales of housing development over the plan period. They show dwellings completed each year from 2006 to the present and forecast completions from the present to the end of the plan period. This includes known commitments and an allowance for small windfall sites only and will be supplemented by further sites such as those identified in neighbourhood plans and the Housing Site Allocations DPDs as well as on other windfall sites. Delivery rates are informed by evidence collated from each individual house builder about anticipated starts on sites and rates of sales using their market experience, information from council officers and historic delivery rates on similar sized sites.

The profile of housing delivery varies between the HMAs and is illustrated in Figures one to three, which are discussed in turn below.

### South Wiltshire HMA Housing Trajectory

Housing land supply remains relatively strong in the south, reflecting decisions that have already been taken about sites through the adopted South Wiltshire Core Strategy. The trajectory shows a sufficient supply of deliverable land to support a five year supply.

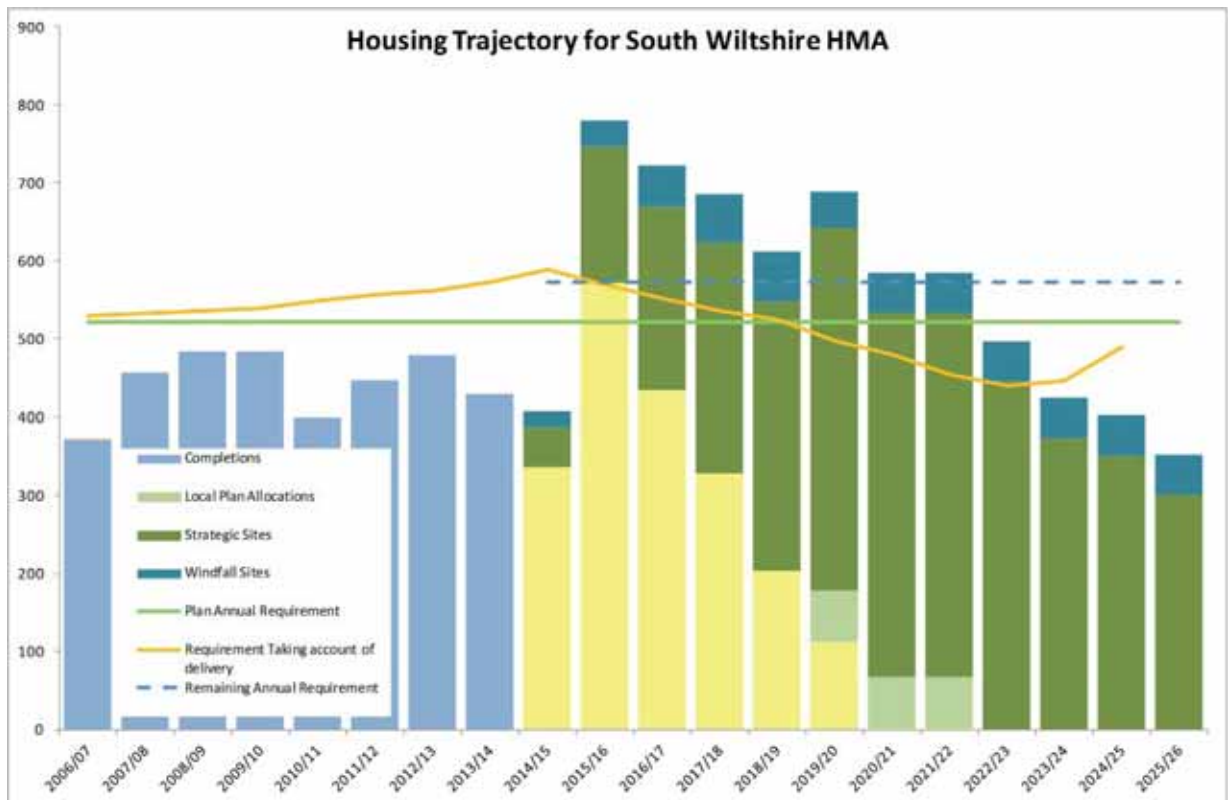


Figure One: Housing Trajectory 2006-2026: South Housing Market Area

## North and West Wiltshire HMA Housing Trajectory

The North and West HMA shows the predicted impact of large strategic sites becoming a significant component of land supply now that the WCS is progressing to adoption. It shows a need for more land to be allocated for housing towards the end of the plan period within a Housing Site Allocation DPD and a need for strategic sites to be allocated at Chippenham, as part of the Chippenham Site Allocation DPD. Scheduled for adoption by July 2015<sup>124</sup> the Housing Site Allocation DPD will help sustain the higher rates of house building instigated by the growth plans of the Core Strategy continuing the significant boost to housing supply the trajectory requirements indicate. The trajectory indicates that there is a sufficient supply of deliverable land to support a five year supply.

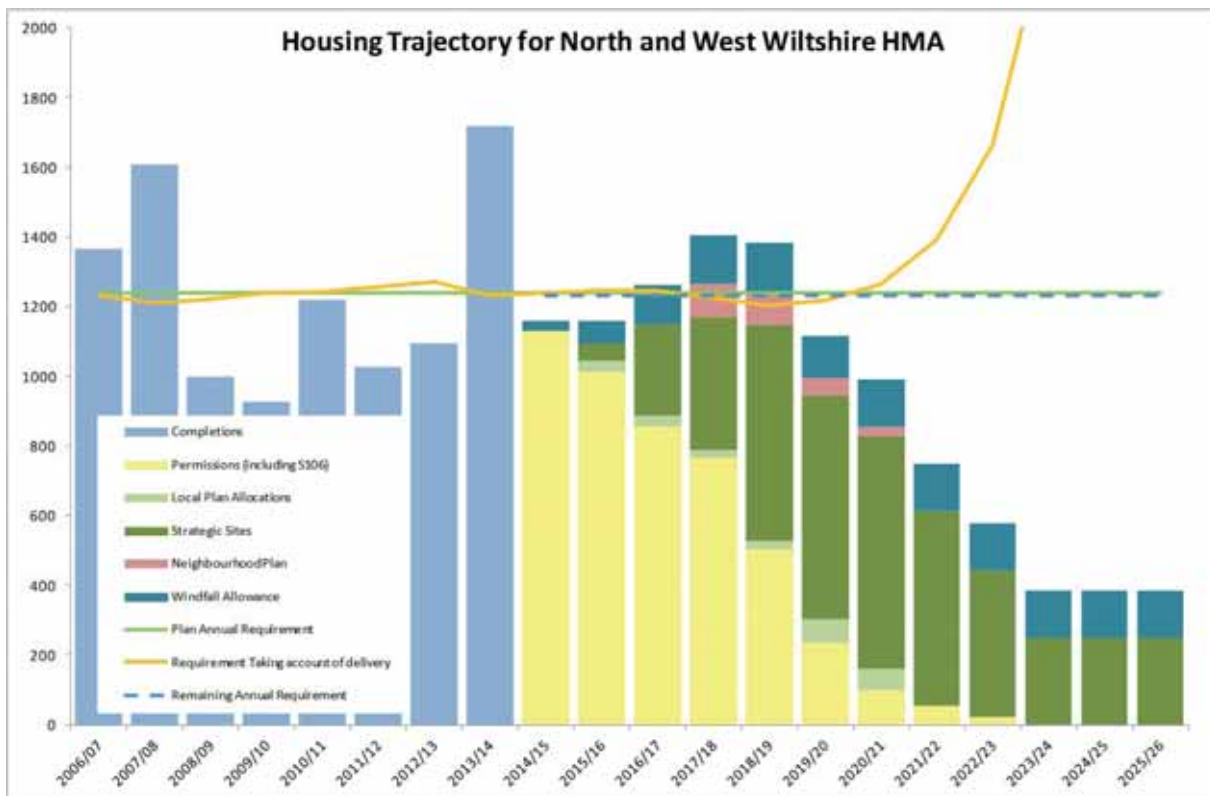


Figure Two: Housing Trajectory 2006-2026: North and West Housing Market Area<sup>125</sup>

## East Wiltshire HMA Housing Trajectory

The much smaller East HMA shows a similar pattern to the North and West with house building rates from strategic sites expecting to peak in 2016-2019 followed by the Housing Site Allocation DPD supplementing land supply with deliverable sites thereafter for the remainder of the plan period. The trajectory shows a sufficient supply of deliverable land to support a five year supply.

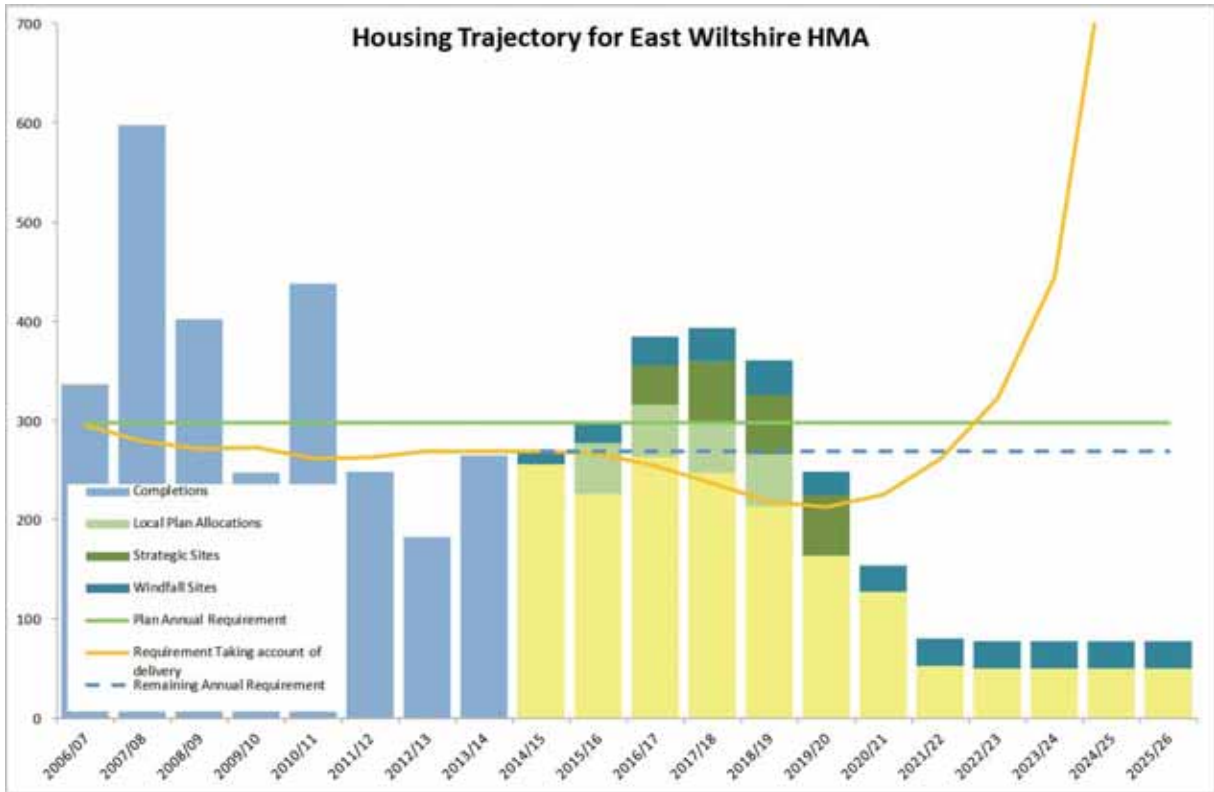


Figure Three: Housing Trajectory 2006-2026: East Housing Market Area

## Affordable housing trajectory for the Wiltshire Core Strategy

The National Planning Policy Framework requires local planning authorities to illustrate the expected rate of affordable housing delivery through an affordable housing trajectory.

## East Wiltshire HMA Affordable Housing Trajectory

Figure Four below identifies the affordable housing trajectory for the East Housing Market Area.

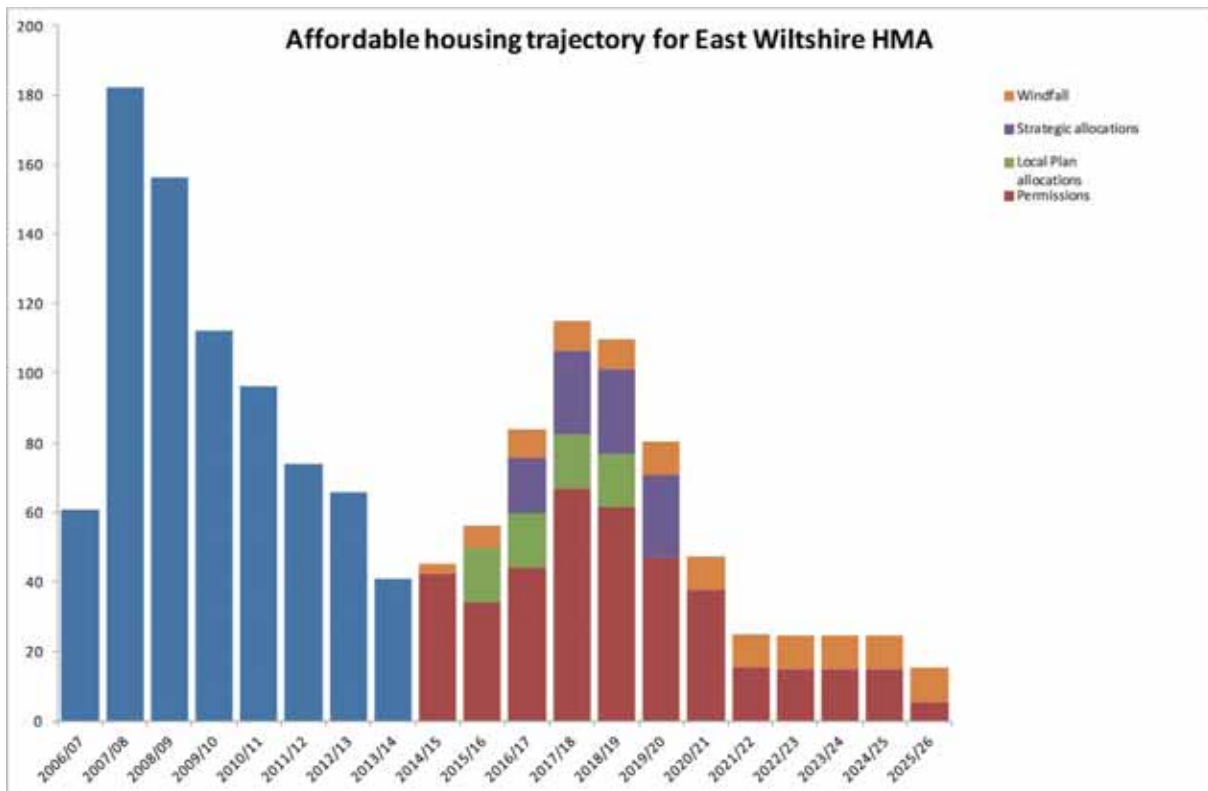


Figure Four – East HMA Affordable Housing Trajectory

The number of affordable completions for the East HMA between 2006 and 2014 totals 788 dwellings. This is equivalent to 29% of all completions within the East HMA during this period.



Figure Five below identifies the affordable housing trajectory for the North and West Housing Market Area.

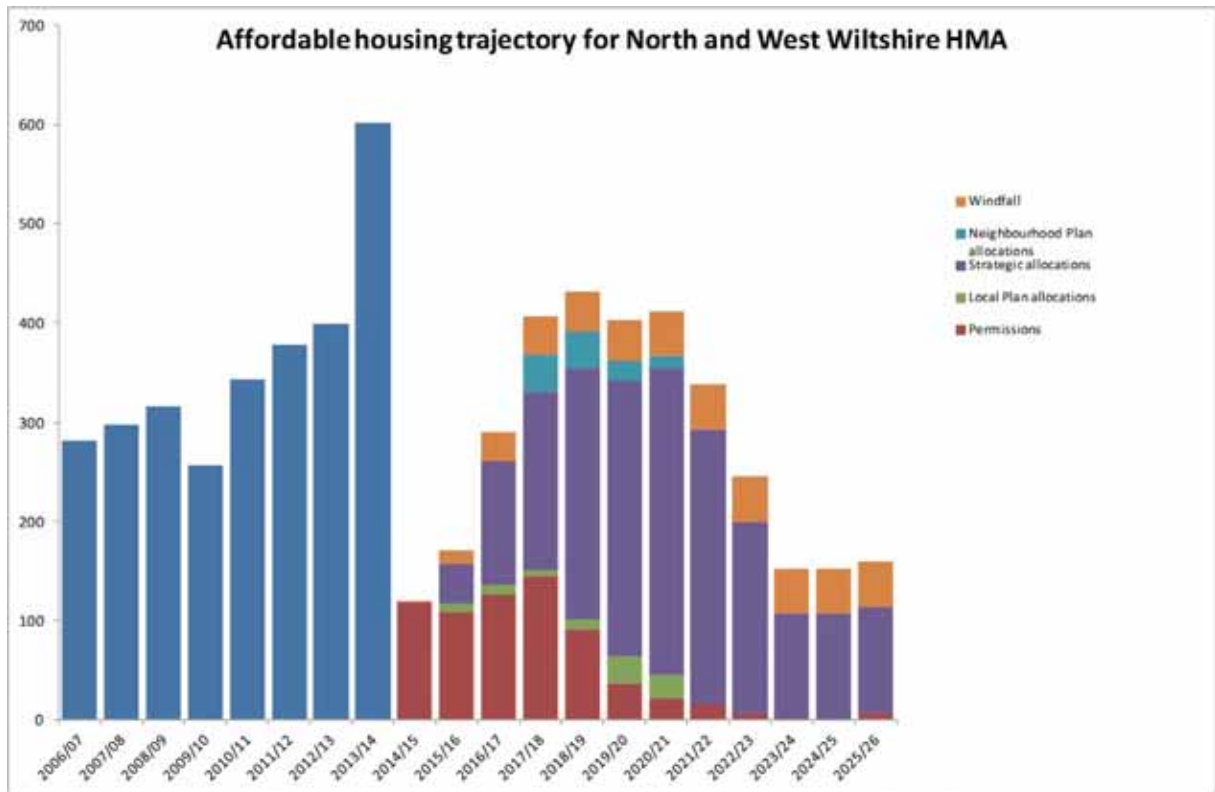
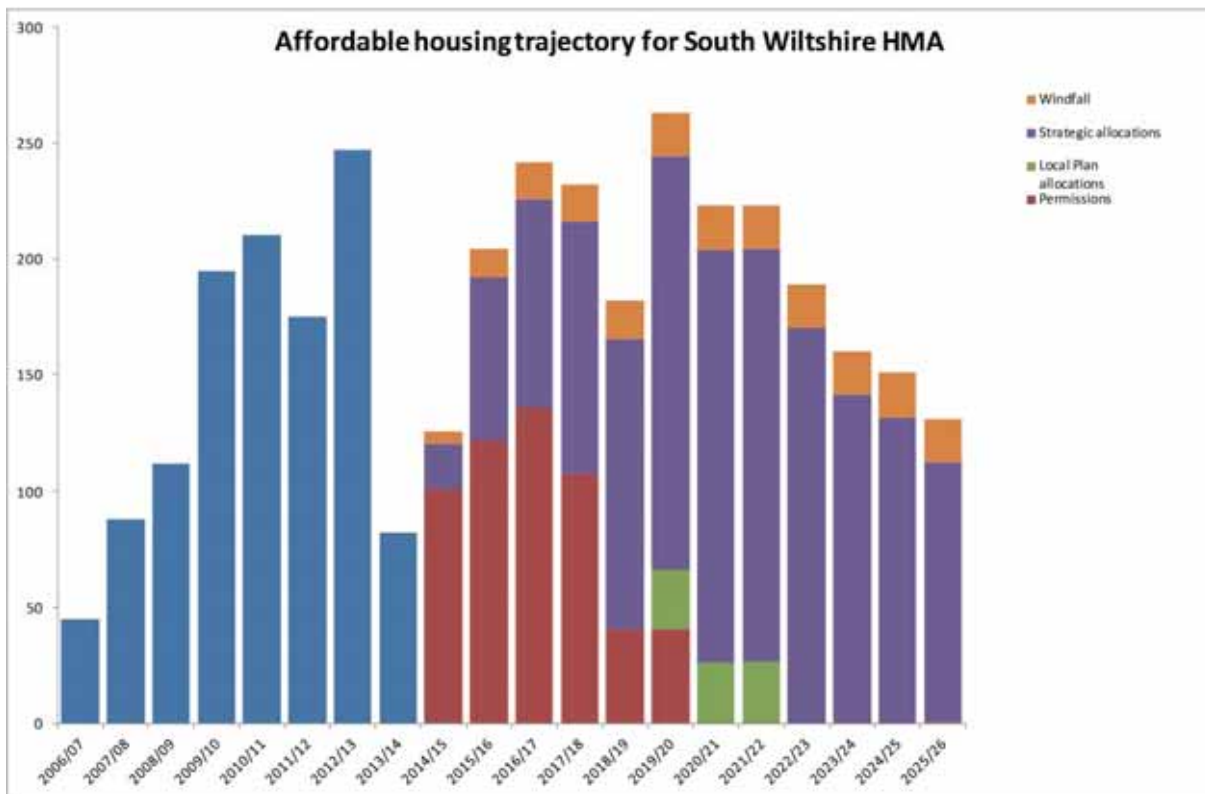


Figure Five – North and West HMA Affordable Housing Trajectory

The number of affordable completions for the North and West HMA between 2006 and 2014 totals 2,870 dwellings. This is equivalent to 29% of all completions within the North and West HMA during this period.

## South Wiltshire HMA Affordable Housing Trajectory

Figure Six below identifies the affordable housing trajectory for the South Housing Market Area.



**Figure Six – South HMA Affordable Housing Trajectory**

The number of affordable completions for the South HMA between 2006 and 2014 totals 1,154 dwellings. This is equivalent to 33% of all completions within the North and West HMA during this period.

No trajectories are presented for the West of Swindon, as this is an allowance rather than a requirement and consists of two sites.



## Appendix D: Saved policies and policies replaced

The policies set out in the table below are those that were saved by the former District Council Local Plans, the West Wiltshire Leisure and Recreation Development Plan Document, and the South Wiltshire Core Strategy.

The table indicates whether each of the policies are to be deleted as no longer required; replaced by the policies of the Wiltshire Core Strategy; or will continue to be saved to sit alongside the policies of the Core Strategy<sup>126</sup>.

### Kennet District Local Plan - Adopted April 2004

Existing policy	To be replaced by WCS or continue to save?
PD1 Development & Design	Replaced by CP57 (Ensuring high quality design and place shaping).
HC1 Strategic housing provision	Replaced by CP1 (Settlement Strategy), CP2 (Delivery Strategy) and the Area Strategies.
HC2 Housing allocations	<p><b>Do not continue to save the following allocations:</b></p> <ul style="list-style-type: none"> <li>• Quakers Walk, Devizes (230 dwellings) – site is already under development</li> <li>• The North Gate/Wharf/Devizes Hospital (about 150 dwellings) – PCT ownership is expected to continue</li> <li>• Roundway Mill, Devizes (30 dwellings) – built out</li> <li>• Former Le Marchant Barracks, Devizes (50 dwellings) – built out</li> <li>• Naughton Avenue, Devizes (100 dwellings) – site is already under development</li> <li>• Chopping Knife Lane, Marlborough (150 dwellings) – site is already under development</li> <li>• Pewsey Hospital Phase II (110 dwellings) – built out</li> </ul> <p><b>Continue to save the following allocations:</b></p> <ul style="list-style-type: none"> <li>• Garden Centre, Granby Gardens, Ludgershall (130 dwellings)</li> <li>• Broomcroft Road/Avonside area, Pewsey (30 dwellings)</li> <li>• North East Quadrant, Tidworth (150 dwellings)</li> </ul>
HC5 Net housing density	Replaced by CP57 (Ensuring high quality design and place shaping).
HC6 Efficient use of land	Replaced by CP57 (Ensuring high quality design and place shaping).
HC7 Housing layout	Replaced by CP57 (Ensuring high quality design and place shaping).
HC9 Quakers Walk	Do not continue to save. Permitted development under construction.

<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
HC10 The North Gate, the Wharf and Devizes Hospital	Do not continue to save. PCT ownership is expected to continue.
HC11 Devizes Hospital	Do not continue to save. PCT ownership is expected to continue.
HC12 Roundway Mill	Do not continue to save. Development complete.
HC13 Former Le Marchant Barracks	Do not continue to save. Development complete.
HC14 Naughton Avenue, Devizes	Do not continue to save. Site is already under development.
HC15 Chopping Knife Lane	Do not continue to save. Permitted development under construction.
HC16 Garden Centre, Granby Gardens	Continue to save.
HC17 Pewsey Hospital Phase II	Do not continue to save. Development complete.
HC18 Broomcroft Road/ Avonside area	Continue to save.
HC19 North East Quadrant	Continue to save.
HC20 Old Rectory/Portando House	Do not continue to save. Development complete.
HC22 Villages with a range of facilities	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy)
HC23 Housing in Avebury	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
HC24 Villages with limited facilities	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
HC25 Replacement of existing dwellings	Continue to save
HC26 Housing in the countryside	Replaced by CP1 (Settlement Strategy), CP2 (Delivery Strategy) and CP48 (Supporting rural life).
HC28 Affordable homes target	Replaced by CP43 (Providing affordable homes).
HC29 Definition of affordable housing	Replaced by CP43 (Providing affordable homes).
HC30 Affordable Housing on Large Sites	Replaced by CP43 (Providing affordable homes).
HC31 Integration of affordable housing	Replaced by CP43 (Providing affordable homes).
HC32 Affordable Housing Contributions in Rural Areas	Replaced by CP43 (Providing affordable homes) and CP44 (Rural exceptions sites).
HC33 Rural Exceptions Policy	Replaced by CP44 (Rural exceptions sites).
HC34 Recreation provision on large housing sites	Continue to save.
HC35 Recreation provision on small housing sites	Continue to save.
HC37 Demand for Education	Continue to save.

<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
HC38 New Primary School in Devizes	Do not continue to save. Permitted development.
HC42 Additional social & community needs	Replaced by CP3 (Infrastructure requirements).
HC45 Gypsy sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
ED1 Strategic employment allocations	Do not continue to save. General allocations policy which is no-longer needed.
ED3 Nursted Road, Devizes	Continue to save
ED4 Hambleton Avenue, Devizes	Do not continue to save. The employment potential has been eroded and the remaining area could not be classed as a strategic site.
ED5 Marlborough Road, Pewsey	Continue to save.
ED7 Protect strategic employment sites	Replaced by CP35 (Existing employment sites).
ED8 Employment development on unallocated sites	Replaced by CP34 (Additional employment land).
ED9 Rural employment locations	Replaced by CP34 (Additional employment land).
ED10 Employment development within or on the edge of villages	Replaced by CP34 (Additional employment land).
ED11 Employment Development in Avebury	Replaced by CP34 (Additional employment land) and CP59 (The Stonehenge, Avebury and associated sites World Heritage Site and its setting).
ED12 Protecting employment and within villages	Replaced by CP35 (Existing Employment sites) and CP39 (Tourist development).
ED13 Protecting employment and tourism uses on the edge of villages	Replaced by CP35 (Existing Employment sites) and CP39 (Tourist development) and CP48 (Supporting rural life).
ED16 Farm shops	Replaced by CP48 (Supporting rural life).
ED17 Town centre development	Replaced by CP58 (Ensuring the conservation of the historic environment) and CP38 (Retail and leisure).
ED18 Prime shopping areas	Continue to save.
ED19 Devizes and Marlborough Town Centres	Continue to save.
ED20 Retail Dev't in Devizes Town Centre	Continue to save.
ED21 The North gate, The Wharf and Devizes Hospital	Continue to save.
ED22 Lower Wharf, Devizes	Continue to save.
ED24 New development in service centres	Continue to save.

<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
ED28 Shopping facilities in rural areas	Replaced by CP48 (Supporting rural life).
ED29 Retention of social & community uses	Replaced CP49 (Protection of services and community facilities).
AT1 Transport appraisal process	Replaced by CP61 (Transport and development) and CP62 (Development impacts on the transport network).
AT9 Motor vehicle parking standards	Replaced by CP64 (Demand management).
AT10 Developer contributions	Replaced by CP3 (Infrastructure requirements) and CP61 (Transport and development).
AT18 Intermodal freight facilities	Replaced by CP65 (Movement of goods).
AT24 Riverside walks in Marlborough and Pewsey	Continue to save.
AT25 A342 –A3026 Western Link Road	Continue to save.
NR3 Local sites	Replaced by CP50 (Biodiversity and Geodiversity).
NR4 Nature conservation outside designated sites	Replaced by CP50 (Biodiversity and Geodiversity).
NR6 Sustainability and protection of the countryside	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
NR7 Protection of the landscape	Replaced by CP51 (Landscape).
NR19 Renewable energy proposals	Replaced by CP42 (Standalone Renewable Energy Installations).
HH1 Protection of archaeological remains	Replaced by CP58 (Ensuring the conservation of the historic environment).
HH3 Avebury World Heritage Site	Replaced by CP59 (The Stonehenge, Avebury and associated sites World Heritage Site and its setting).
HH10 Areas of minimum change	Continue to save.
HH11 Marlborough area of special quality	Replaced by CP57 (Ensuring high quality design and place shaping).
TR2 Facilities for boat users on the Kennet and Avon Canal	Continue to save.
TR4 Permanent off-channel boating facilities at Martinslade/ Upper Foxhangers	Do not continue to save. Already complete
TR6 Tourist facilities in the Avebury World Heritage Site	Continue to save.

Existing policy		To be replaced by WCS or continue to save?
TR7	Facilities for visitors to Avebury	Continue to save.
TR8	Visitor accommodation in the Avebury World Heritage Site	Continue to save.
TR9	Car parking in Avebury World Heritage Site	Continue to save.
TR17	Existing Outdoor Sport & Recreation Facilities	Continue to save.
TR20	Protection of allotments	Continue to save.

### North Wiltshire Local Plan 2011 - Adopted June 2006

Existing policy		To be replaced by WCS or continue to save?
C1	Sustainability Core Policy	Replaced by CP1 (Settlement Strategy) and CP57 (Ensuring high quality design and place shaping).
C2	Community Infrastructure Core Policy	Replaced by CP3 (Infrastructure requirements).
C3	Development Control Core Policy	Replaced by CP57 (Ensuring high quality design and place shaping).
C4	Business Development Core Policy	Replaced by CP35 (Existing employment sites).
NE1	Western Wiltshire Green Belt	No longer required. Repeats national policy / legislation.
NE4	Areas of Outstanding Natural Beauty	Replaced by CP51 (Landscape)
NE5	Nature Conservation Sites of International Importance	No longer required. Repeats national policy / legislation.
NE6	Nature Conservation Sites of National Importance	No longer required. Repeats national policy / legislation.
NE7	Nature Conservation Sites of Local Importance	Replaced by CP50 (Biodiversity and Geodiversity).
NE8	Nature Conservation Sites in the Cotswold Water Park	Replaced by CP50 (Biodiversity and Geodiversity).
NE9	Protection of Species	No longer required. Repeats national policy / legislation.
NE10	Managing Nature Conservation Features	Replaced by CP50 (Biodiversity and Geodiversity).
NE11	Conserving Biodiversity	Replaced by CP50 (Biodiversity and Geodiversity).
NE12	Woodland	Continue to save.
NE13	The Great Western Community Forest	Replaced by CP52 (Green Infrastructure).
NE14	Trees and the control of new development	Continue to save.



<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
NE15 The landscape character of the countryside	Replaced by CP51 (Landscape).
NE16 Renewable energy	Replaced by CP42 (Standalone Renewable Energy Installations).
NE17 Contaminated land	Replaced by CP56 (Contaminated land).
NE18 Noise and pollution	Continue to save.
NE19 Ministry of Defence land	Replaced by CP37 (Re-use of military establishments).
NE20 Re-use of military establishments in the countryside	Replaced by CP37 (Re-use of military establishments).
HE1 Development in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
HE2 Demolition in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
HE3 Historic Parks and Gardens	Replaced by CP58 (Ensuring conservation of the historic environment).
HE4 Development, demolition or alterations involving listed buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
HE5 Scheduled Ancient Monuments and nationally important features	Replaced by CP58 (Ensuring conservation of the historic environment).
HE6 Locally important archaeological sites	Replaced by CP58 (Ensuring conservation of the historic environment).
HE7 Enabling development – historic environment	Replaced by CP58 (Ensuring conservation of the historic environment).
HE8 Archaeological evaluation	Replaced by CP58 (Ensuring conservation of the historic environment).
T1 Minimising the need to travel	Replaced by CP60 (Sustainable transport) and CP61 (Transport and development).
T2 Transport Assessment and Travel Plans	Replaced by CP61 (Transport and development).
T3 Parking	Replaced by CP64 (Demand management).
T4 Cycling, Walking and Public Transport	Replaced by CP61 (Transport and development).
T5 Safeguarding	Continue to save.
H1 Required level of residential development	No longer relevant. Refers to period 1991-2011.

## Existing policy

H2 Allocated residential sites

## To be replaced by WCS or continue to save?

- Do not save the following allocations:
- Works Site, Pound Mead/Valley Road, Corsham (20 dwellings) – site is already under development.
- Works Site, Pound Mead, Corsham (20 dwellings) – site is already under development.
- Cattlemarket Site, Cocklebury Road, Chippenham (as part of a mixed use scheme) (150 dwellings) - site is largely developed, remainder expected to be developed in coming years.
- Flowers Site, Wood Lane, Chippenham (as part of a mixed use scheme) (50 dwellings) – built out.
- Works Site, The Forty, Cricklade (12 dwellings) – site is already under development.
- Outdoor Swimming Pool, Malmesbury (18 dwellings) – built out.
- The Elms, Green Lane, Sherston (12 dwellings) – built out.
- Former St Ivel Site, Wootton Bassett (as part of a mixed use scheme) (280 dwellings) – site is already under development.
- Filands School, Malmesbury (140 dwellings) – built out.
- Springfield School, Calne (110 dwellings) - the school is not intended to be closed and so is undeliverable for housing.
- Goldney Avenue, Chippenham (60 dwellings) – built out.
- Primary School, Tetbury Hill, Malmesbury (30 dwellings) – built out

Continue to save the following allocations:

- Quemerford House and Land, Calne (16 dwellings)
- Lower Quemerford Mill, Calne (12 dwellings)
- Works, Cocklebury Road, Chippenham (as part of a mixed use scheme) (66 dwellings)
- Foundary Lane, Chippenham (as part of a mixed use scheme) (250 dwellings)
- Land at Preston Lane, Lyneham (15 dwellings)
- AB Carter Haulage Contractors, 14 Happy Land, Ashton Keynes (11 dwellings)
- Brook Farm, Great Somerford (30 dwellings)
- Chicken Factory, Sutton Benger (60 dwellings as part of a mixed use development)
- Rugby Club, Stoneover Lane, Wootton Bassett (100 dwellings)
- Station Road, Calne (100 dwellings)

Existing policy		To be replaced by WCS or continue to save?
H3	Residential development within framework boundaries	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
H4	Residential development in the open countryside	Continue to save.
H5	Affordable housing in urban areas	Replaced by CP43 (Providing affordable homes).
H6	Affordable housing in rural areas	Replaced by CP43 (Providing affordable homes).
H7	Affordable housing on rural exception sites	Replaced by CP44 (Rural exceptions sites).
H8	Residential extensions	Replaced by CP57 (Ensuring high quality design and place shaping).
H9	Gypsy sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
BD1	Employment land	<p><b>Do not save the following allocations:</b></p> <ul style="list-style-type: none"> <li>Hunters Moon, Chippenham (5 ha) – not deliverable for employment</li> <li>Cocklebury Road, Chippenham (as part of a mixed use scheme) (2.5 ha) – built out</li> <li>Littlefields (Bath Road), Chippenham (13.2 ha) – built out</li> <li>Braydon Lane, Cricklade (2.7 ha) – built out</li> <li>Interface Business Park, Wootton</li> <li>Bassett (1.85 ha) – built out</li> <li>Former St Ivel Site, Wootton Bassett (as part of a mixed use scheme) (3 ha)– built out</li> <li>East of Leafield Industrial Estate, Corsham (3.29 ha) – no need for allocation</li> </ul> <p><b>Continue to save the following allocations:</b></p> <ul style="list-style-type: none"> <li>East of Beversbrook Farm and Porte Marsh Industrial Estate, Calne (4.4 ha)</li> <li>Garden Centre, Malmesbury (3.9 ha)</li> <li>Land to the North of Tetbury Hill, Malmesbury (1 ha)</li> <li>Brickworks, Purton (3.1 ha) – 1.0ha remaining</li> <li>Templars Way, Wootton Bassett (3.44 ha)</li> </ul>
BD2	Safeguarding existing business uses	Replaced by CP35 (Existing employment sites).
BD3	Business development on unallocated sites	Replaced by CP34 (Additional employment land).
BD4	Business development within or on edge of villages	Replaced by CP34 (Additional employment land).
BD5	Rural business development	Replaced by CP34 (Additional employment land) and CP48 (Supporting rural life).
BD6	Re-use of rural buildings	Replaced by CP48 (Supporting rural life).

Existing policy		To be replaced by WCS or continue to save?
BD7	Farm diversification	Replaced by CP34 (Additional employment land) and CP48 (Supporting rural life).
BD9	Signs and advertisements	Replaced by CP57 (Ensuring high quality design and place shaping).
R1	Town centre primary frontage areas	Continue to save.
R2	Town centre secondary frontage areas	Continue to save.
R3	Retail designations	Replaced by CP9 (Chippenham Central Areas of Opportunity).
R4	Proposals outside town centre primary and town centre secondary frontage areas	Replaced by CP38 (Retail and Leisure).
R5	Local shops and services	Replaced by CP38 (Retail and Leisure) and CP48 (Supporting rural life).
R6	Existing local shops and services	Replaced by CP49 (Protection of services and community facilities).
R7	Upper floors in town centres	Continue to save.
CF1	Local community and education facilities	<p>The first paragraph of the policy is superseded by CP2 (Delivery Strategy).</p> <p><b>Continue to safeguard the following sites:</b></p> <ul style="list-style-type: none"> <li>• Land off Blackwell Hams, Pewsham Way, Chippenham (proposed community hall)</li> <li>• Stoneover Lane, Wootton Bassett (proposed school)</li> <li>• Barn at Derriads Farm, Chippenham (proposed community use)</li> </ul> <p><b>Do not continue to safeguard the following sites:</b></p> <ul style="list-style-type: none"> <li>• Land between Knockdown Lane and Sopworth Lane (proposed school) – a new school has been built in Sherston on a different site</li> </ul>
CF2	Leisure facilities and open space	Continue to save.
CF3	Provisions of open space	Continue to save.
TM2	Wilts and Berks/Thames Severn Canals	Replaced by CP53 (Wilts & Berks and Thames and Severn Canals).
TM3	Swindon and Cricklade Railway Line	Continue to save.
TM4	The Thames Path National Trail	Continue to save.

## West Wiltshire District Plan 1st Alteration - Adopted June 2004

Existing policy		To be replaced by WCS or continue to save?
GB1	Western Wiltshire Green Belt	No longer relevant as covered by NPPF.
GB3	Safeguarded Land Bradford on Avon	No longer relevant as assessment of housing requirement beyond 2011 has now been undertaken.
C1	Countryside Protection	Replaced by CP50 (biodiversity and geodiversity), CP51 (landscape), CP52 (green infrastructure), CP2 (Delivery Strategy), CP34 (additional employment land) and CP48 (Supporting rural life).
C2	Areas of Outstanding Natural Beauty	No longer required. Repeats national policy.
C3	Special Landscape Areas	Continue to save. Will be subject to a forthcoming review.
C4	Landscape Setting	Replaced by CP58 (Ensuring conservation of the historic environment).
C6	Areas of High Ecological Value, Regionally Important Geological or Geomorphological Sites (RIGS), and Sites of Nature Conservation Interest (SNCIs)	Replaced by CP50 (Biodiversity and Geodiversity).
C6a	Landscape Features	Replaced by CP50 (Biodiversity and Geodiversity) and CP51 (Landscape).
C9	Rivers	Replaced by CP50 (Biodiversity and Geodiversity), CP51 (Landscape), CP52 (Green Infrastructure) and CP67 (Flood risk).
C10	Local Nature Reserves	Replaced by CP50 (Biodiversity and Geodiversity) and CP52 (Green Infrastructure).
C11	Military Land	Replaced by CP37 (Re-use of military establishments).
C12	Redundant Military Land	Replaced by CP37 (Re-use of military establishments).
C15	Archaeological Assessment	Replaced by CP58 (Ensuring conservation of the historic environment).
C17	Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C18	New Development in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C19	Alterations in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C20	Change of Use in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C21	Planning Permission in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
C22	Demolition in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).

Existing policy		To be replaced by WCS or continue to save?
C23	Street Scene	Replaced by CP58 (Ensuring conservation of the historic environment).
C24	Advertisements	Replaced by CP57 (Ensuring high quality design and place shaping).
C25	Shopfronts	Replaced by CP58 (Ensuring conservation of the historic environment).
C26	Maintenance of Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
C28	Alterations and Extensions to Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
C30	Skylines	Replaced by CP57 (Ensuring high quality design and place shaping).
C31a	Design	Replaced by CP57 (Ensuring high quality design and place shaping).
C32	Landscaping	Replaced by CP57 (Ensuring high quality design and place shaping).
C33	Recycling	Do not continue to save. Waste and Recycling service not looking to increase number of local recycling centres. Service provision is now focussed on supporting household collection (e.g. bins, storage facilities etc). Policy WCS6 in the Wiltshire and Swindon Waste Core Strategy provides a more up-to-date and flexible basis for securing developer contributions.
C34a	Resource Consumption and Reduction	Replaced by CP41 (Sustainable Construction and Low-Carbon energy).
C34	Renewable Energy	Replaced by CP42 (Standalone Renewable Energy Installations).
C35	Light Pollution	Replaced by CP57 (Ensuring high quality design and place shaping).
C37	Contaminated Land	Replaced by CP56 (Contaminated land).
C38	Nuisance	Replaced by CP57 (Ensuring high quality design and place shaping).
C39	Environmental Enhancement	Continue to save.
C40	Tree Planting	Continue to save.
C41	Areas of Opportunity	<p><b>Continue to save for the following sites:</b></p> <ul style="list-style-type: none"> <li>• Land East of Edward Street, Westbury</li> <li>• Vivash Park</li> <li>• Land at the Midlands, Holt</li> </ul> <p><b>Do not continue to save for the following site:</b></p> <ul style="list-style-type: none"> <li>• Land at former GEC site, Beanacre Road, Melksham - built out</li> </ul>
R7	Trowbridge Cricket Ground	Continue to save.

Existing policy		To be replaced by WCS or continue to save?
R10	Poulton Field Bradford On Avon	Continue to save.
R12	Allotments	Continue to save.
R13	Sailing Lakes	Continue to save.
R15	Development at Golf Courses	Continue to save.
H1	Further Housing Development Within Towns	Replaced by CP2 (Delivery Strategy), CP3 (Infrastructure requirements), CP50 (Biodiversity and geodiversity), CP52 (green infrastructure), CP57 (Ensuring high quality design and place shaping), CP61 (Transport and development), CP67 (Flood risk), and CP68 (Water resources).
H2	Affordable Housing Within Towns and Villages	Replaced by CP43 (Providing affordable homes).
H3	Urban Brownfield Allocations	<p><b>Continue to save the following allocations:</b></p> <ul style="list-style-type: none"> <li>• Holtbrook Lane, Trowbridge (20 dwellings)</li> <li>• Station Road, Westbury (90 dwellings)</li> <li>• Land off Oldfield Road, Westbury (30 dwellings)</li> <li>• Land at West Street, Warminster (12 dwellings)</li> <li>• Rear of Westbury Road, Warminster (10 dwellings)</li> <li>• Station Road, Warminster (30 dwellings)</li> </ul> <p><b>Do not save the following allocations:</b></p> <ul style="list-style-type: none"> <li>• Frome Road, Trowbridge (15 dwellings)-built out</li> <li>• Silver St Lane, Trowbridge (15 dwellings) - built out</li> <li>• Cedar Grove, Trowbridge (15 dwellings)- the Council owns and do not believe this site will come forward</li> <li>• County Way, Trowbridge (76 dwellings) -built out</li> <li>• Rear of Wesley Road, Trowbridge (20 dwellings) - The remainder of the site is occupied by a social club which has no intention of relocating</li> <li>• Bythesea Road, Trowbridge (20 dwellings)- Site is largely developed, remainder expected to be developed in coming years</li> <li>• Hilperton Road, Trowbridge (15 dwellings) - Cannot demonstrate that the site will be delivered</li> <li>• TA Centre, Bythesea Road, Trowbridge (59 dwellings) - built out</li> <li>• Uitenage Farm, Westbury (63 dwellings) -built out</li> <li>• Coalyard, Bratton Road, Westbury (52 dwellings) - built out</li> <li>• Becks Mill, Westbury (50 dwellings) - built out</li> </ul>

Existing policy	To be replaced by WCS or continue to save?
	<ul style="list-style-type: none"> <li>• R/O Vicarage St, West St, Warminster (20 dwellings) - Much of the site has a covenant preventing development; the remainder may be able to be brought forward but is not demonstrably deliverable</li> <li>• Land off George Street, Warminster (30 dwellings) - The majority of the site has been built out, and the remainder is occupied by a shop</li> <li>• Land fronting Boot Hill, Warminster (18 dwellings) – built out</li> <li>• Fairfield Road, Warminster (98 dwellings) – Developed for alternative uses</li> <li>• Imber Road, Warminster (15 dwellings) - This site is an orchard that the landowner does not wish to develop</li> </ul>
<p>H4 Urban Mixed Use Brownfield Allocations</p>	<p><b>Continue to save the following allocations:</b></p> <ul style="list-style-type: none"> <li>• Court Street, Trowbridge</li> </ul> <p><b>Do not save the following allocations:</b></p> <ul style="list-style-type: none"> <li>• Kingston Mills, Bradford on Avon - site is largely developed, remainder expected to be developed in coming years</li> <li>• Stratton House, Melksham – built out</li> <li>• Land at Shails Lane/Broad Street, Trowbridge – built out</li> <li>• Former Brewery Site, Trowbridge - site is largely developed, remainder expected to be developed in coming years</li> <li>• Ashton Mill, West Ashton Road, Trowbridge - no proposal to develop the site at present. If it was to be developed the owner would look for retail development</li> <li>• Yeoman Way, Trowbridge – built out</li> <li>• Land at Market Place / East Street, Warminster - the site is not considered developable</li> <li>• Land off The Close, Warminster - the site is not considered developable</li> </ul>
<p>H6 Land East of Melksham</p>	<p>Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.</p>
<p>H7 Staverton Triangle</p>	<p>Do not continue to save. Unlikely to come forward.</p>
<p>H7A New Terrace Staverton</p>	<p>Do not continue to save. Built out.</p>
<p>H8 Land at Paxcroft Way, Trowbridge</p>	<p>Do not continue to save. Built out.</p>
<p>H8a Land South of The Grange, Trowbridge</p>	<p>Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.</p>
<p>H8b Blue Hills, Devizes Road</p>	<p>Continue to save.</p>
<p>H8c Land North of Green Lane, Trowbridge</p>	<p>Continue to save.</p>



Existing policy		To be replaced by WCS or continue to save?
H9	Land at Southview, Trowbridge	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H11	Land South of Paxcroft Mead, Trowbridge	Continue to save.
H12	Land North of Victoria Road, Warminster	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H13a	Land Adjacent to Westbury Hospital	Continue to save.
H13	Leigh Park, Westbury	Do not continue to save. Site is largely developed, remainder expected to be developed in coming years.
H14	Land at Station Road, Westbury	Do not continue to save. This site is being designated as a strategic site.
H16	Flat Conversions	Continue to save.
H17	Village Policy Limits	Replaced by CP1 (Settlement Strategy) and CP2 (Delivery Strategy).
H18	Areas of Minimum Change	Continue to save.
H19	Development in Open Countryside	Replaced by CP2 (Delivery Strategy) and CP48 (Supporting rural life).
H20	Replacement Dwellings	Continue to save.
H21	Conversions of Rural Buildings	Replaced by CP48 (Supporting rural life).
H22	Affordable Housing on Rural Exception Sites	Replaced by CP44 (Rural exceptions sites).
H23	New Housing Near Intensive Livestock Units	Replaced by CP57 (Ensuring High Quality Design and Place Shaping)
H24	New Housing Design	Replaced by CP57 (Ensuring high quality design and place shaping).
E1A	New Employment Land Allocation: West Ashton Road, Trowbridge (12.1 ha)	Continue to save.
E1B	New Employment Land Allocation: south and west of Bowerhill industrial estate, Melksham (34.5 ha)	Continue to save.
E1C	New Employment Land Allocation: Station Road, Westbury (4 ha)	Do not continue to save. Not deliverable for employment.
E1D	New Employment Land Allocation: Northacre/ Brook Lane Trading Estate, Westbury (13 ha)	Continue to save.
E2	Employment Policy Areas	Replaced by CP35 (Existing employment sites).
E4	Premises Outside Employment Policy Areas	Replaced by CP34 (Additional employment land).

<b>Existing policy</b>		<b>To be replaced by WCS or continue to save?</b>
E5	Loss of Employment Floorspace	Replaced by CP35 (Existing employment sites).
E6	Rural Employment	Replaced by CP34 (Additional employment land).
E7	Farm Diversification	Replaced by CP34 (Additional employment land).
E8	Rural Conversions	Replaced by CP48 (Supporting Rural Life)
E10	Horse Related Development	Continue to save.
T1a	Westbury Bypass Package	Replaced by CP66 (Strategic Road Network)
T2	A36 Trunk Road	Do not continue to save. Funding bids for A36 Heytesbury to Codford Improvements and A303 Wyle to Stockton Wood were unsuccessful. Some parts of Trowbridge Inner Relief Road were built and the significant remaining stages were abandoned some years ago.
T4	New Distributor Roads	Continue to save.
T5	New Link Roads	Continue to save.
T6	Railway Services	Replaced by CP66 (Strategic transport network).
T7	Westbury – Swindon Railway Services	Continue to save.
T8	Melksham Railway Station	Continue to save.
T8a	Rail Freight Facility	Continue to save.
T9	Bus Services	Replaced by CP60 (Sustainable transport), CP61 (Transport and development) and CP63 (Transport strategies).
T10	Car Parking	Replaced by CP64 (Demand management).
T11	Cycleways	Replaced by CP60 (Sustainable transport), CP61 (Transport and development) and CP63 (Transport strategies).
T12	Footpaths and Bridleways	Replaced by CP60 (Sustainable transport), CP61 (Transport and development) and CP63 (Transport strategies).
SP1	Town Centre Shopping	Continue to save.
SP2	Land at Court Street/ Castle Street, Trowbridge	Continue to save.
SP3	Out of Centre Shopping	Replaced by CP38 (Retail and leisure).
SP4	Primary Retail Frontages	Continue to save.
SP5	Secondary Retail Frontages	Continue to save.
SP6	Local Shopping in Towns and Villages	Continue to save. Note that the first paragraph of the policy will be superseded by CP38 (Retail and leisure) and CP48 (Supporting rural life).
SP7	Village Shops	Replaced by CP49 (Protection of services and community facilities).
LE1	Leisure and Entertainment	Replaced by CP38 (Retail and leisure).

Existing policy		To be replaced by WCS or continue to save?
LE2	St Stephens Place, Trowbridge	Continue to save.
TC1	Upper Floor Uses in Town Centres	Continue to save.
TC2	Traffic management and pedestrian Priority	Continue to save.
TO1	Tourist Attractions	Replaced by CP39 (Tourist development).
TO2	Minor Tourist Facilities	Replaced by CP39 (Tourist development).
TO3	Hotels, Guest Houses and Self Catering Accommodation	Replaced by CP39 (Tourist development).
TO4	Camping, Caravans, Holiday Homes	Replaced by CP39 (Tourist development).
CF1	Community Facilities and Services General	Replaced by CP49 (Protection of services and community facilities).
CF2	Re-Use of Community Facilities	Replaced by CP49 (Protection of services and community facilities).
CF3	Villages and Rural Areas	Replaced by CP49 (Protection of services and community facilities).
S1	Education	Replaced by CP3 (Infrastructure requirements).
S2	Primary Schools	Continue to save.
CF6	Leigh Park	Do not continue to save. Site has been developed for retail and residential uses.
CF7	Bowerhill	Continue to save.
CF8	Community Health	Continue to save.
CF9	Bradford on Avon Police Station	Continue to save.
CF10	Cemeteries	Continue to save.
CF11	Travelling Show People	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
CF12	Gypsy Caravan Sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
U1a	Foul Water Disposal	Continue to save.
U2	Surface Water Disposal	Replaced by CP67 (Flood risk).
U4	Groundwater Source Protection Areas	Replaced by CP68 (Water resources).
U4a	Sewage Treatment Works	Continue to save.
U5	Sewage Treatment Works Buffer Zones	Continue to save.
U6	Telecommunications	Continue to save.
I1	Implementation	Replaced by CP3 (Infrastructure requirements).
I2	The Arts	Continue to save.
I3	Access for Everyone	Continue to save.

## West Wiltshire Leisure and Recreation DPD - Adopted February 2009

Existing policy	To be replaced by WCS or continue to save?
LP1 Protection and enhancement of existing open space or sport and recreation provision	Continue to save.
LP2 Proposals that involve the loss of open space or sport and recreation provision	Continue to save.
LP3 Review of low value sites	Continue to save.
LP4 Providing recreation facilities in new developments	Continue to save.
LP5 New sport and recreation facilities	Continue to save.
OS1 New artificial turf pitch provision	Continue to save.
OS2 New grass pitch provision	Continue to save.
CR1 Footpaths and rights of way	Continue to save.
CR2 Country Parks	Continue to save.
CR3 Greenspace Network	Continue to save.
GM1 Maintenance of existing open space	Continue to save.
GM2 Management and maintenance of new or enhanced open space	Continue to save.
GM3 Future management partnerships	Continue to save.
IS1 Indoor Leisure Centres	Continue to save.
IS2 Joint indoor leisure centres	Continue to save.
¶ 1 Children's play areas	Continue to save.
¶ 2 Provision for teenagers	Continue to save.
WR1 River based recreation	Continue to save.
WR2 Kennet and Avon Canal	Continue to save.
WR3 Wilts and Berks Canal	Replaced by CP16 (Melksham link project) and CP53 (Wilts & Berks and Thames and Severn Canals).
SC1 Dual-use of school facilities	Continue to save.

Salisbury District Local Plan  
2011 - Adopted June  
2003

## Salisbury District Local Plan 2011 - Adopted June 2003

Existing policy		To be replaced by WCS or continue to save?
G1	General principles for development policies	Replaced by CP57 (Ensuring high quality design and place shaping).
G2	General criteria for development	Replaced by CP57 (Ensuring High Quality Design and Place Shaping).
G3	The water environment (Abstraction)	Replaced by CP68 (Water resources).
G5	The water environment (Water Services)	Deleted.
G7	The water environment (Development Restraint Areas)	Continue to save.
G8	The water environment (Groundwater Source Protection Areas)	Deleted.
G9	Planning Obligations	Replaced by CP3 (Infrastructure requirements).
G10	Enabling Development	Continue to save.
G12	MoD land	Replaced by CP37 (Re-use of military establishments).
G13	MoD land	Replaced by CP37 (Re-use of military establishments).
D1	General Townscape (Extensive Development)	Replaced by CP57 (Ensuring high quality design and place shaping).
D2	General Townscape (Infill Development)	Replaced by CP57 (Ensuring high quality design and place shaping).
D3	General Townscape (Extensions)	Replaced by CP57 (Ensuring high quality design and place shaping).
D4	Salisbury Townscape (Chequers)	Continue to save.
D5	Salisbury Townscape (Open Space)	Continue to save.
D6	Roofscape and skyline	Replaced by Core Policy 22 (Salisbury Skyline).
D7	Site Analysis	Replaced by CP57 (Ensuring high quality design and place shaping).
D8	Public Art	Continue to save.
H1	Housing (district wide)	Deleted by CP2 (Delivery Strategy).
H2 D	Housing (Salisbury Old Sarum)	Continue to save.
H2 E	Housing (Salisbury District Hospital)	Continue to save.
H2 F	Housing (Salisbury Downton Road)	Do not continue to save – site now predominantly built out.
H3	Housing (Old Manor Hospital)	Continue to save.
H4	Housing (Eastern Chequers)	Continue to save.
H5	Housing (Salt Lane car park)	Continue to save.

Existing policy		To be replaced by WCS or continue to save?
H6	Housing (Brown Street Car Park)	Continue to save.
H7	Housing (Salisbury Central Area)	Continue to save.
H8	Housing (Salisbury HPB)	Continue to save.
H9	Housing (Boscombe Road, Amesbury)	Do not continue to save – predominantly built out.
H10	Housing (RAF Baverstock, Dinton)	Continue to save.
H11 A	Housing (Downton Wick Lane)	Do not continue to save – now built out
H12	Housing (Netheravon Road, Durrington)	Do not continue to save – predominantly built out.
H14	Housing (Weaveland Road, Tisbury)	Continue to save.
H15	Housing (Bulbridge Estate)	Continue to save
H16	Residential Development within Housing Policy Boundaries	Do not continue to save.
H17	Important Open Spaces within Housing Policy Boundaries	Continue to save.
H18	Amenity open space within Housing Policy Boundaries	Continue to save.
H19	Housing restraint areas	Do not continue to save.
H20	New residential within Special Restraint Areas	Do not continue to save.
H21	Extensions etc within Special Restraint Areas	Do not continue to save.
H22	Application of Housing Policy Boundaries	Replaced by CP2 (Delivery Strategy).
H23	Residential development outside Housing Policy Boundaries	Replaced by CP2 (Delivery Strategy).
H24	Housing for the elderly	Replaced by CP46 (Meeting the needs of Wiltshire’s vulnerable and older people).
H25	Affordable housing	Replaced by CP43 (Providing Affordable Homes).
H26	Rural exceptions	Replaced by CP44 (Rural Exceptions Sites).
H27	Permanent Housing for Rural Workers	Replaced by CP48 (Supporting rural life).
H28	Temporary Housing for Rural Workers	Continue to save.
H29	Removal of Conditions regarding Housing for Rural Workers	Continue to save.

<b>Existing policy</b>		<b>To be replaced by WCS or continue to save?</b>
H30	Replacement Dwellings in the Countryside	Continue to save.
H31	Extensions to Dwellings in the Countryside	Continue to save.
H32	Mobile Homes	Continue to save.
H33	Accommodation for Dependent Persons	Continue to save.
H34	Gypsy Sites	Replaced by CP47 (Meeting the needs of Gypsies and Travellers).
E1	Employment (Land at Old Sarum)	Continue to save.
E2	Employment (London Road site)	Replaced by CP35 (Existing Employment Sites).
E3	Employment (Central Salisbury)	Continue to save.
E4	Employment (Salisbury Chequers)	Continue to save.
E5	Employment (Salisbury Brown Street)	Continue to save.
E6	Employment (Salisbury Old Manor)	Continue to save.
E7	Employment (Salisbury Southampton Road)	Continue to save.
E8A	Employment (Porton Road, Amesbury)	Deleted.
E8B	Land at Boscombe and Porton Down	Continue to save.
E10	Employment- Dinton	Continue to save.
E12	Land at Mere	Continue to save.
E14A	Land at Hindon Lane	Continue to save.
E14B	Tisbury	Continue to save.
E16	Employment – Change of use of allocated land	Replaced by CP35 (Existing Employment Land).
E17	New Employment Development	Replaced by CP34 (Additional Employment Land).
E18	New Employment Development in Special Restraint Areas	Do not continue to save.
E19	Employment in the countryside (existing sites)	Continue to save.
E21	Employment in the countryside (change of use)	Replaced by CP48 (Supporting rural life).
CN1	Demolition of Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).

<b>Existing policy</b>		<b>To be replaced by WCS or continue to save?</b>
CN2	Demolition of Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN3	Listed Buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN4	Changes of use in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN5	Listed Building cartilage development	Replaced by CP58 (Ensuring conservation of the historic environment).
CN6	Change of use of Listed agricultural buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN7	Residential use of Listed agricultural buildings	Replaced by CP58 (Ensuring conservation of the historic environment).
CN8	Development in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN9	Demolition in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN10	Open Spaces in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN11	Views in and out of Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN12	Features in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN13	Retention of Shopfronts in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN14	Shopfronts	Replaced by CP58 (Ensuring conservation of the historic environment).
CN15	Internally illuminated signs in Conservation Areas	Replaced by CP58 (Ensuring conservation of the historic environment).
CN16	Shopfront Grilles	Replaced by CP58 (Ensuring conservation of the historic environment).
CN17	Trees	Continue to save.
CN18	Historic Parks and Gardens	Replaced by CP58 (Ensuring conservation of the historic environment).
CN19	Environmental Enhancement	Replaced by CP52 (Green infrastructure), CP57 (Ensuring high quality design and place shaping) and CP58 (Ensuring the conservation of the historic environment).
CN20	Archaeology	Replaced by CP58 (Ensuring conservation of the historic environment).
CN21	Archaeological Assessments	Replaced by CP58 (Ensuring conservation of the historic environment).
CN22	Preservation of Archaeological Remains	Replaced by CP58 (Ensuring conservation of the historic environment).



Existing policy	To be replaced by WCS or continue to save?
CN23 Archaeological implications of development in Salisbury, Amesbury, Downton, Hindon, Mere, Old Sarum, Shrewton, Tilshead and Wilton	Replaced by CP58 (Ensuring conservation of the historic environment).
CN24 Stonehenge WHS	Replaced by CP58 (Ensuring conservation of the historic environment) and CP59 (The Stonehenge, Avebury and associated sites World Heritage Site and its setting).
C2 Development in the Countryside	Replaced by CP48 (Supporting rural life).
C3 Small scale utility development in the Countryside	Replaced by CP48 (Supporting rural life).
C4 AONB	No longer required. Repeats national policy.
C5 AONB	No longer required. Repeats national policy.
C6 Special Landscape Area	Continue to save. Will be subject to a forthcoming review.
C7 Landscape Setting of Salisbury and Wilton	Replaced by CP51 (Landscape).
C8 Landscape (Trees and hedging)	Replaced by CP51 (Landscape) and CP50 (Biodiversity and Geodiversity).
C9 Loss of woodland	Continue to save.
C11 Nature Conservation	Replaced by CP50 (Biodiversity and Geodiversity).
C12 Protected species	No longer required. Repeats national policy / legislation.
C13 Enhancement of retained wildlife sites	Replaced by CP50 (Biodiversity and Geodiversity).
C14 Features of geological or geomorphological importance	Replaced by CP50 (Biodiversity and Geodiversity).
C15 Nature Conservation	Replaced by CP50 (Biodiversity and Geodiversity).
C16 Local Nature Reserves	Replaced by CP50 (Biodiversity and Geodiversity).
C17 Conservation of rivers and river valleys	Replaced by CP52 (Green Infrastructure).
C18 Development affecting rivers and river valleys	Continue to save.
C19 Best and most versatile agricultural land	No longer required. Repeats national policy.
C20 Agricultural, forestry and horticultural development	Repeats permitted development rights.
C21 Farm diversification	Continue to save.
C22 Change of Use & Conversion of Buildings	Replaced by CP48 (Supporting rural life).

Existing policy		To be replaced by WCS or continue to save?
C23	Change of use of large houses in the countryside	Continue to save.
C24	Extensions to buildings in the countryside	Continue to save.
HA1	Development in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA2	Housing within the New Forest Villages	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA3	Commoner's dwellings in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA4	Replacement of existing dwellings in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA5	Small-scale business development in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA6	Extensions or redevelopment of existing business premises in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA7	Change of use of buildings in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA8	Indoor sports and recreation facilities in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA9	Outdoor recreation facilities in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA10	Golf courses in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA11	Riding establishments in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA12	Private non-commercial stables in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA13	Tourist attractions in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).

<b>Existing policy</b>		<b>To be replaced by WCS or continue to save?</b>
HA14	New hotels in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA15	Change of use of buildings to hotel, B&B, guest house or self-catering accommodation in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
HA16	Holiday chalet accommodation in the New Forest	Deleted and replaced by New Forest National Park Core Strategy and Development Management Policies DPD (adopted 9 December 2010).
S1	Primary Shopping Frontages in Salisbury and Amesbury	Continue to save.
S2	Secondary Shopping Areas in Salisbury and Amesbury	Continue to save.
S3	Location of Retail Development	Continue to save.
S5	Shopping (Brown Street Car Park)	Continue to save.
S6	The Maltings	Deleted.
S7	London Road	Deleted.
S9	Local shops	Replaced by CP48 (Supporting rural life).
S10	Shopfronts	Continue to save.
S11	Farm shops	Replaced by CP48 (Supporting rural life).
R1A	Sports and Leisure	Continue to save.
R1C	Outdoor Recreation	Continue to save.
R2	Open Space Provision	Continue to save.
R3	Open Space Provision	Continue to save.
R4	Indoor Community and Leisure Provision	Continue to save.
R5	Protection of Outdoor Facilities	Continue to save.
R6	Urban Parks	Continue to save.
R7	Dual use of educational facilities	Continue to save.
R8	New Sports and Recreation Provision (Stockport Road, Amesbury)	Continue to save.
R9	New Sports and Recreation Provision (Wick Lane, Downton)	Continue to save.

Existing policy		To be replaced by WCS or continue to save?
R10	New Sports and Recreation Provision (Netheravon Road, Durrington)	Continue to save.
R11	New Sports and Recreation Provision (The Street, West Knoyle)	Continue to save.
R12	New Sports and Recreation Provision (The Avenue, Wilton)	Continue to save.
R13	New Sports and Recreation Provision (Middleton, Winterslow)	Continue to save.
R14	New Leisure Provision (London Road, Salisbury)	Deleted.
R15	Golf courses	Continue to save.
R16	Developments With River Frontages And Public Access	Continue to save.
R17	Public Rights of Way (Existing network)	Replaced by CP52 (Green infrastructure).
R18	Public rights of way (increased access)	Replaced by CP52 (Green infrastructure).
R20	Allotments	Continue to save.
TR1	Transport (Salisbury Urban Area)	Replaced by CP63 (Transport strategies).
TR2	Salisbury Market Place Car Parking	Replaced by CP63 (Transport Strategies) and CP64 (Demand management), and Policy PS2 in the LTP3 Car Parking Strategy.
TR3	Salisbury Coach Strategy	Replaced by CP63 (Transport Strategies) and Policy PS9 in the LTP3 Car Parking Strategy.
TR4	The former eastern goods yard	Deleted.
TR5	Commutation of Car Parking	Replaced by CP3 (Infrastructure requirements) and CP61 (Transport and development).
TR6	Private non-residential car parks	Replaced by CP64 (Demand management) and Policy PS4 and PS5 in the LTP3 Car Parking Strategy.
TR7	Residents parking schemes	Do not continue to save. Replaced by PS8 of the LTP3 Car Parking Strategy.
TR8	Park and Ride	Deleted as all Park and Ride sites are now built out and operating.
TR9	City Centre Parking	Replaced by CP63 (Transport strategies) and CP64 (Demand management), and Policy PS2 in the LTP3 Car Parking Strategy.
TR10	Brunel Link	Do not continue to save – see report 'Review of Road Schemes Revealed on Land Charges Searches' (Ref. HT-030-10).

<b>Existing policy</b>		<b>To be replaced by WCS or continue to save?</b>
TR11	Off Street Parking Spaces	Replaced by CP64 (Demand management) and Policy PS4 and PS6 in the LTP3 Car Parking Strategy.
TR12	Transport Requirements in Major Developments	Replaced by CP61 (Transport and development) and CP62 (Development impacts on the transport network).
TR13	Extensions to public footpath, bridleway and cycle way networks	Replaced by CP60 (Sustainable transport) and CP61 (Transport and development).
TR14	Secure bicycle parking spaces	Replaced by CP61 (Transport and development).
TR15	Highway safety measures in villages	Replaced by CP60 (Sustainable transport) and CP65 (Movement of goods).
TR16	Existing Bus and Rail Services	Replaced by CP60 (Sustainable transport) and CP66 (Strategic transport network).
TR17	New Rail Development	Replaced by CP65 (Movement of goods) and CP66 (Strategic transport network).
TR18	Measures to assist motorcycling	Replaced by CP61 (Transport and development).
TR20	A350 Shaftesbury Eastern Bypass	Continue to save.
T1	Tourist attractions and facilities	Replaced by CP39 (Tourist development).
T2	Tourist attractions in the Countryside	Replaced by CP39 (Tourist development).
T3	Stonehenge WHS visitor centre	Replaced by CP6 (Stonehenge)
T4	Tourist Accommodation	Replaced by CP40 (Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities).
T6	Change of use to tourist accommodation	Replaced by CP40 (Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities).
T7	Tourist accommodation in the countryside	Replaced by CP39 (Tourist development).
T8	Camping sites in the AONB	Replaced by CP39 (Tourist development).
T9	Touring caravans and tents	Replaced by CP39 (Tourist development).
PS1	Community Facilities	Continue to save.
PS2	Nursing homes	Replaced by CP46 (Meeting the needs of Wiltshire's vulnerable and older people).
PS3	Facilities and services within smaller settlements	Replaced by CP49 (Protection of Services and Community Facilities).
PS4	New school sites at Landford and Shrewton	Continue to save.
PS 5	New education facilities	Continue to save.

<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
PS 6 Playgroups, childminding facilities and day nurseries	Continue to save.
PS7 Telecommunications	Continue to save.
PS8 Renewable Energy	Replaced by CP42 (Standalone Renewable Energy Installations).
PS9 Cemetery (Fugglestone Red)	Replaced by CP2 (Delivery Strategy) (cemetery provided within Fugglestone Red allocation).

### South Wiltshire Core Strategy - Approved by Full Council 7 February 2012

<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
Core Policy 1 The Settlement Strategy and distribution of growth in south Wiltshire	Replaced and incorporated into CP1 (Settlement Strategy).
Core Policy 2 Strategic Allocations	Incorporated into CP2 (Delivery Strategy).
Core Policy 3 Meeting Local Needs for Affordable Housing	Incorporated and amended by CP43 (Providing affordable homes).
Core Policy 4 Making adequate provision for gypsies and travellers	Amended by CP47 (Meeting the needs of Gypsies and Travellers).
Core Policy 5 Employment Land	Taken forward and broadened to cover the whole of Wiltshire by CP35 (Existing employment sites).
Core Policy 6 Meeting Salisbury's Housing Needs	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 7 Maltings / Central Car Park	Taken forward and re-numbered as CP21 (Maltings / Central Car Park).
Core Policy 8 Salisbury Skyline	Taken forward and re-numbered as CP22 (Salisbury Skyline).
Core Policy 9 Old Sarum Airfield	Taken forward and re-numbered as CP25 (Old Sarum Airfield).
Core Policy 10 Meeting Housing Needs in Wilton Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 11 Meeting the housing needs for the Amesbury Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 12 Porton Down	Taken forward and re-numbered as CP5 (Porton Down).
Core Policy 13 Stonehenge	Incorporated and re-numbered as CP6 (Stonehenge).

<b>Existing policy</b>	<b>To be replaced by WCS or continue to save?</b>
Core Policy 14 Meeting Housing Needs In The Southern Wiltshire Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 15 New Forest National Park	Taken forward and re-numbered as CP24 (New Forest National Park).
Core Policy 16 Meeting Housing Needs In The Mere Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 17 Meeting Housing Needs in the Tisbury Community Area	Replaced by CP45 (Meeting Wiltshire's housing needs).
Core Policy 18 Lifetime Homes Standards	Replaced by CP46 (Meeting the needs of Wiltshire's vulnerable and older people).
Core Policy 19 Water Efficiency and the River Avon Special Area of Conservation	Replaced by CP68 (Water Resources).
Core Policy 20 Pollution and phosphate Levels in the Water Environment	Re-worded and broadened to cover the whole of Wiltshire by CP69 (Protection of the River Avon SAC), although thrust of policy is similar.
Core Policy 22 Protection of Services and Community Facilities	Taken forward and broadened to cover the whole of Wiltshire by CP49 (Protection of Services and Community Facilities).
Core Policy 23 Green infrastructure and Habitat networks	Taken forward and reworded into CP50 (Biodiversity and Geodiversity) and CP52 (Green Infrastructure).
Core Policy 24 Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities	Taken forward and broadened to cover the whole of Wiltshire by CP40 (Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities).

## Appendix E: List of settlement boundaries retained

### Principal Settlements

Chippenham

Trowbridge

Salisbury

### Market Towns

Amesbury  
(including Bulford and Durrington)

Marlborough

Bradford on Avon

Melksham and Bowerhill Village

Calne

Royal Wootton Bassett

Corsham

Tidworth and Ludgershall

Devizes

Warminster

Malmesbury

Westbury

### Local Service Centres

Cricklade

Pewsey

Downton

Tisbury

Market Lavington

Wilton

Mere

### Large Villages

Aldbourne

Lyneham

Alderbury

Morgans Vale / Woodfalls

Ashton Keynes

Netheravon

Atworth

North Bradley

Baydon

Oaksey

Box

Pitton

Bratton

Porton



Broadchalke	Potterne
Broad Hinton	Purton
Bromham	Ramsbury
Burbage	Rowde
Chapmanslade	Rudloe
Christian Malford	Seend
Codford	Semington
Colerne	Shalbourne
Collingbourne Ducis	Shaw / Whitley
Coombe Bissett	Sherston
Corsley	Shrewton
Crudwell	Southwick
Derry Hill / Studley	Steeple Ashton
Dilton Marsh	Sutton Benger
Dinton	Sutton Veny
Fovant	The Winterbournes
Great Bedwyn	Tilshead
Great Somerford	Upavon
Great Wishford	Urchfont
Heytesbury	West Lavington / Littleton Pannell
Hilperton	Westwood
Hindon	Whiteparish
Holt	Winsley
Hullavington	Winterslows / Middle Winterslow
Kington St Michael	Worton
Ludwell	Yatton Keynell

## Appendix F: List of settlement boundaries removed

The lists below show settlements where there is no longer a settlement boundary. This includes all Small Villages and settlements outside the settlement hierarchy.

### List 1 – Settlements identified as Small Villages that do not have a boundary

All Cannings	Britford	Dauntsey
Allington	Broad Town	Donhead St Andrew
Alton Priors/Alton Barnes	Broughton Gifford	Donhead St Mary
Ansty	Bulkington	East Grafton
Avebury/Trusloe	Burton	East Grimstead
Axford	Charlton (Malmesbury CA)	East Kennett
Barford St Martin	Charlton (Tisbury CA)	East Knoyle
Beanacre	Charlton All Saints	Easterton
Beckhampton	Charlton St Peter	Easton Royal
Berryfield	Cherhill	Ebbesbourne Wake
Berwick St James	Chilmark	Edington/Tinhead
Berwick St John	Chilton Foliat	Enford
Biddestone	Chirton	Erlestoke
Bishop Cannings	Chitterne	Everleigh
Bishopstone	Cholderton	Farley
Bodenham	Collingbourne Kingston	Figcheldean/Ablington
Bowerchalke	Compton Bassett	Firsdow/Winterbourne
Bradenstoke	Compton Chamberlayne	Fonhill Bishop
Bremhill	Corston	Fonhill Gifford
Brigmerston	Crockerton	Froxfield
Brinkworth		Fyfield

Gastard	Longbridge Deverill	Quidhampton
Gomeldon / East	Lopcombe Corner	Rushall
Gomeldon / West	Lower Stanton St Quintin	Seend Cleeve
Gomeldon	Lower Woodford	Semley/Semley Station
Great Cheverell	Luckington	South Newton
Great Durnford	Lydiard Millicent	Stanton St Bernard
Grittleton	Maiden Bradley	Stanton St Quintin
Ham	Manningford Bruce	Stapleford
Hanging Langford	Manton	Staverton
Heddington	Marden	Steeple Langford
Hilcott	Marston	Stockton
Hilmarton	Middle Woodford	Stoford
Hook	Milbourne	Stourton
Horningsham	Milton Lilbourne	Minety
Keevil	Monkton Farleigh	Sutton Mandeville
Kilmington	Neston	Swallowcliffe
Kington Langley	Nettleton	Teffont Magna & Teffont Evias
Lacock	Newton Toney	The Chutes
Langley Burrell	Nunton	Tollard Royal
Latton	Oare	Upper Minety
Laverstock and Ford	Odstock	Upper Seagry
Lea	Ogbourne St George	Upton Scudamore
Limpley Stoke	Orcheston	West Ashton
Little Bedwyn	Poulshot	West Dean
Lockeridge	Purton Stoke	

West Grimstead	Winterbourne	Woodborough
West Overton	Bassett	Wootton Rivers
Westwells	Winterbourne	Wyllye
Wilcot	Monkton	Yarnbrook
Wingfield	Winterbourne	
	Stoke	als

**List 2 – Settlements not identified in the settlement hierarchy that formerly had a boundary**

Barkers Hill	Homington	Landford Wood
Boscombe	Hugglers Hole/Sedgehill	Petersfinger
Chicklade	Hurdcott	Sutton Row
Chicksgrove	Idmiston	West Knoyle
Fisherton De La Mere	Lake	Wick
Ford	Landford Common	Wilsford
Great Hinton		



## Appendix G: Principal Employment Areas

The following maps identify the Principal Employment Areas set out in the Community Area Strategies. These sites form part of the policies maps.

Figure G.1 Principal Employment Areas in Amesbury Community Area

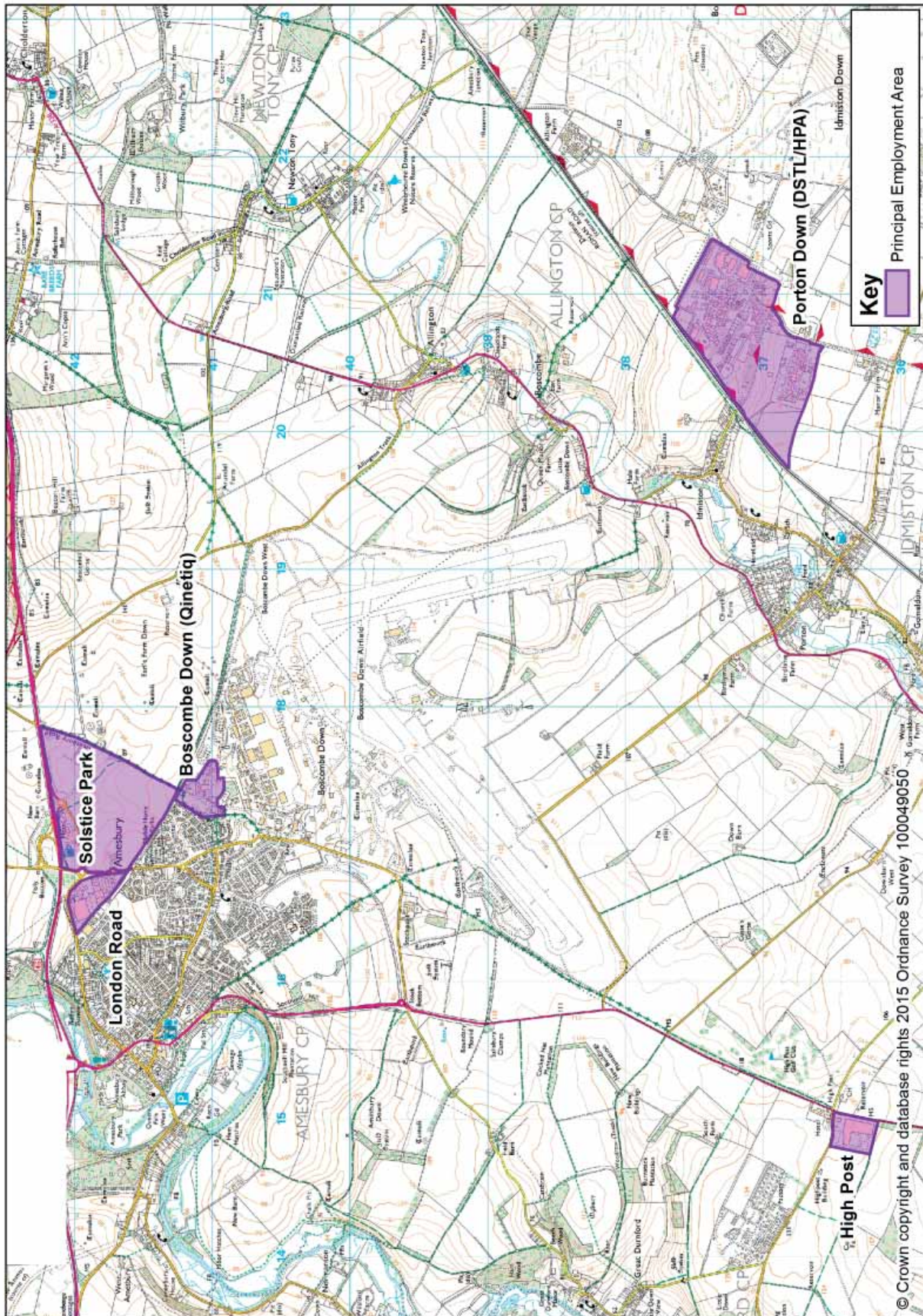


Figure G.2 Principal Employment Areas in Bradford on Avon Community Area

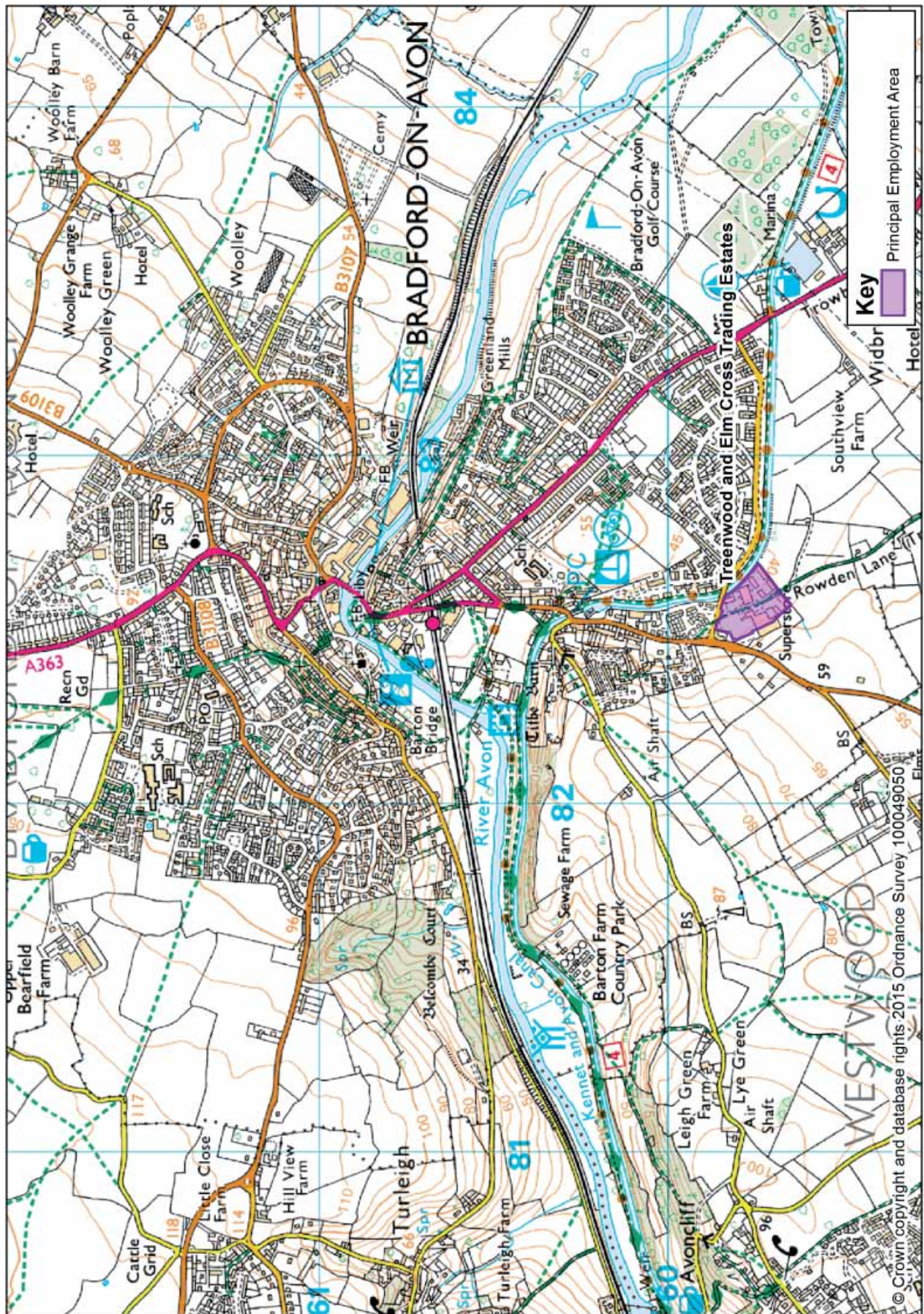


Figure G.3 Principal Employment Areas in Calne Community Area

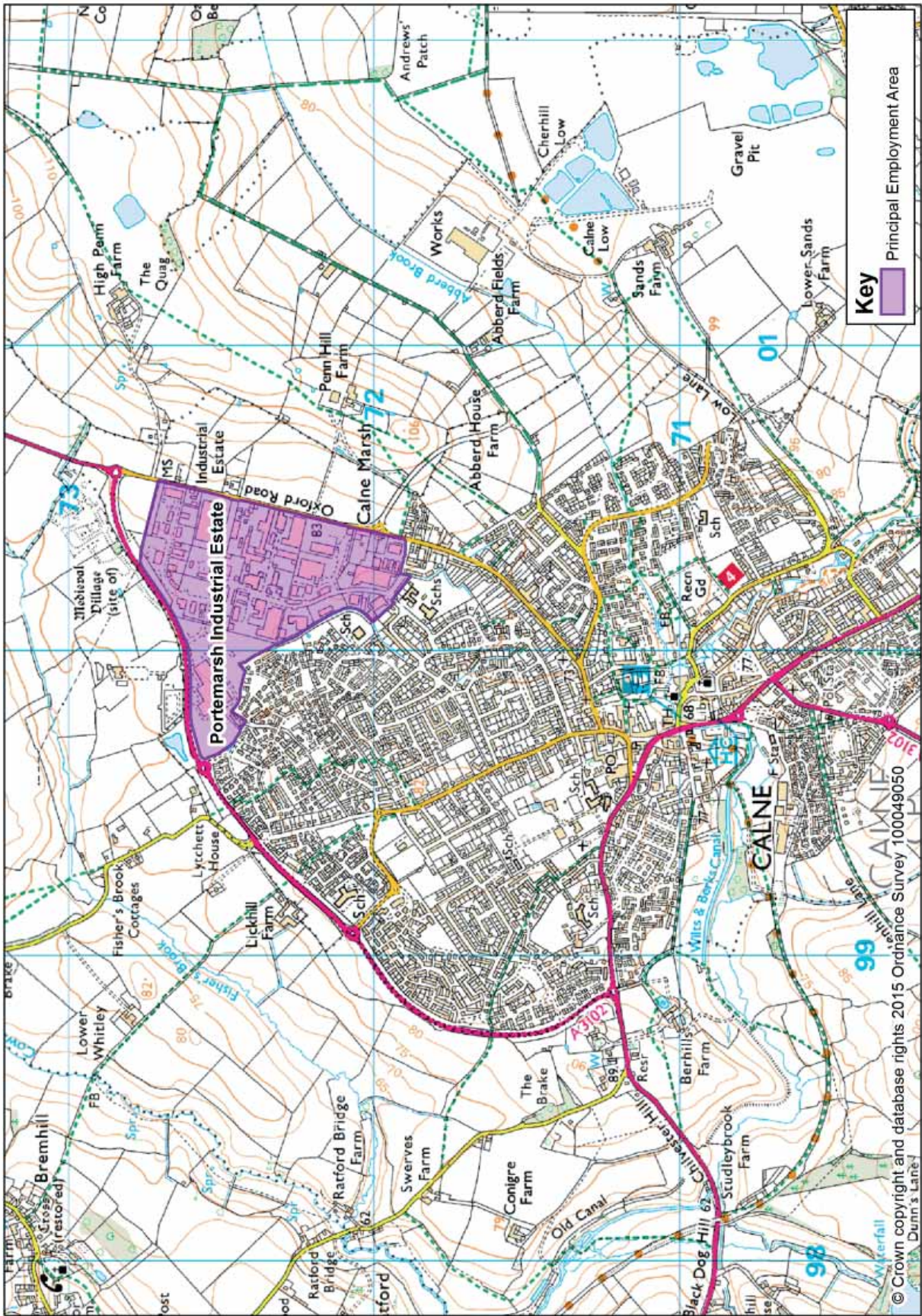




Figure G.4 Principal Employment Areas in Chippenham Community Area

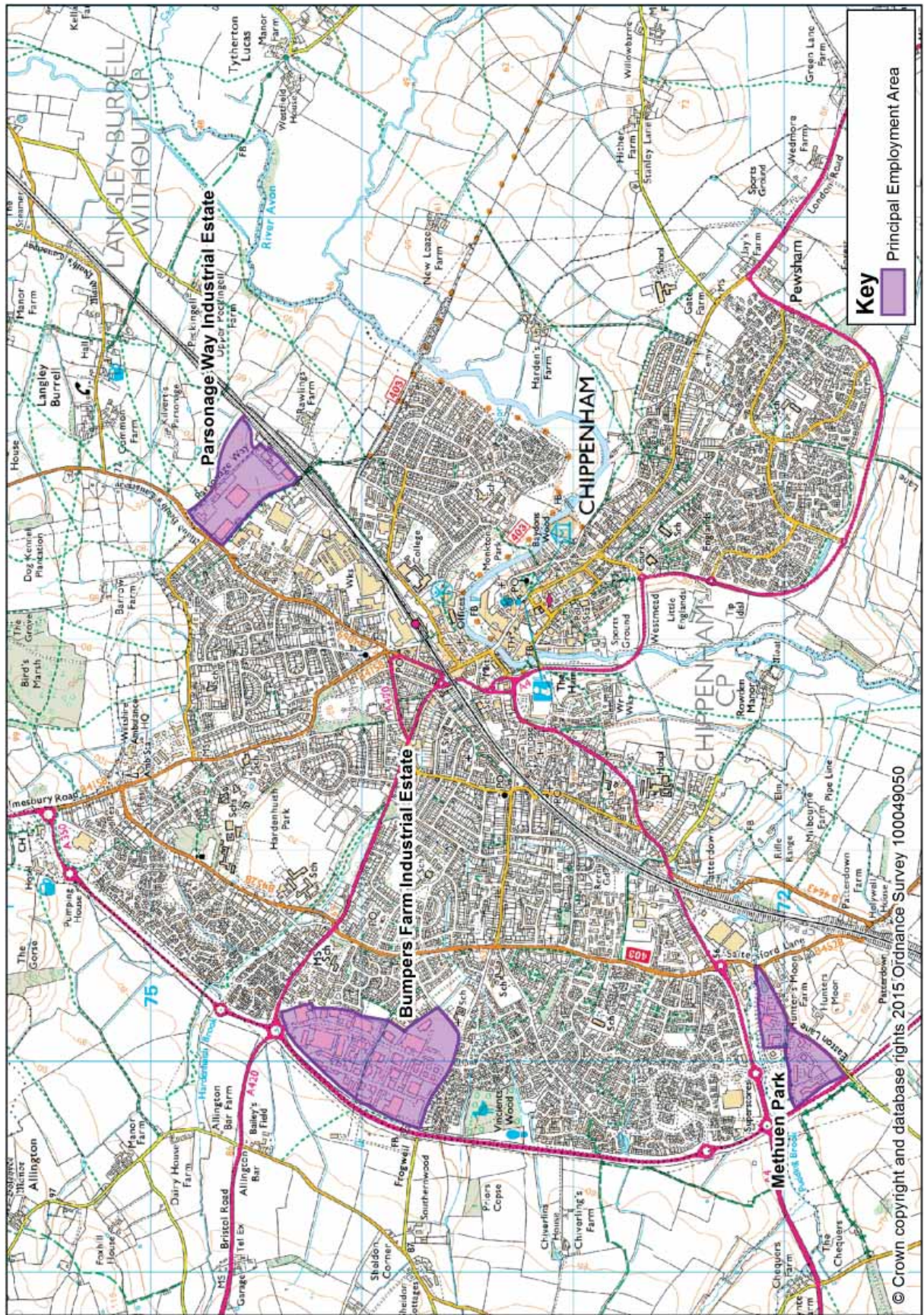


Figure G.5 Principal Employment Areas in Corsham Community Area

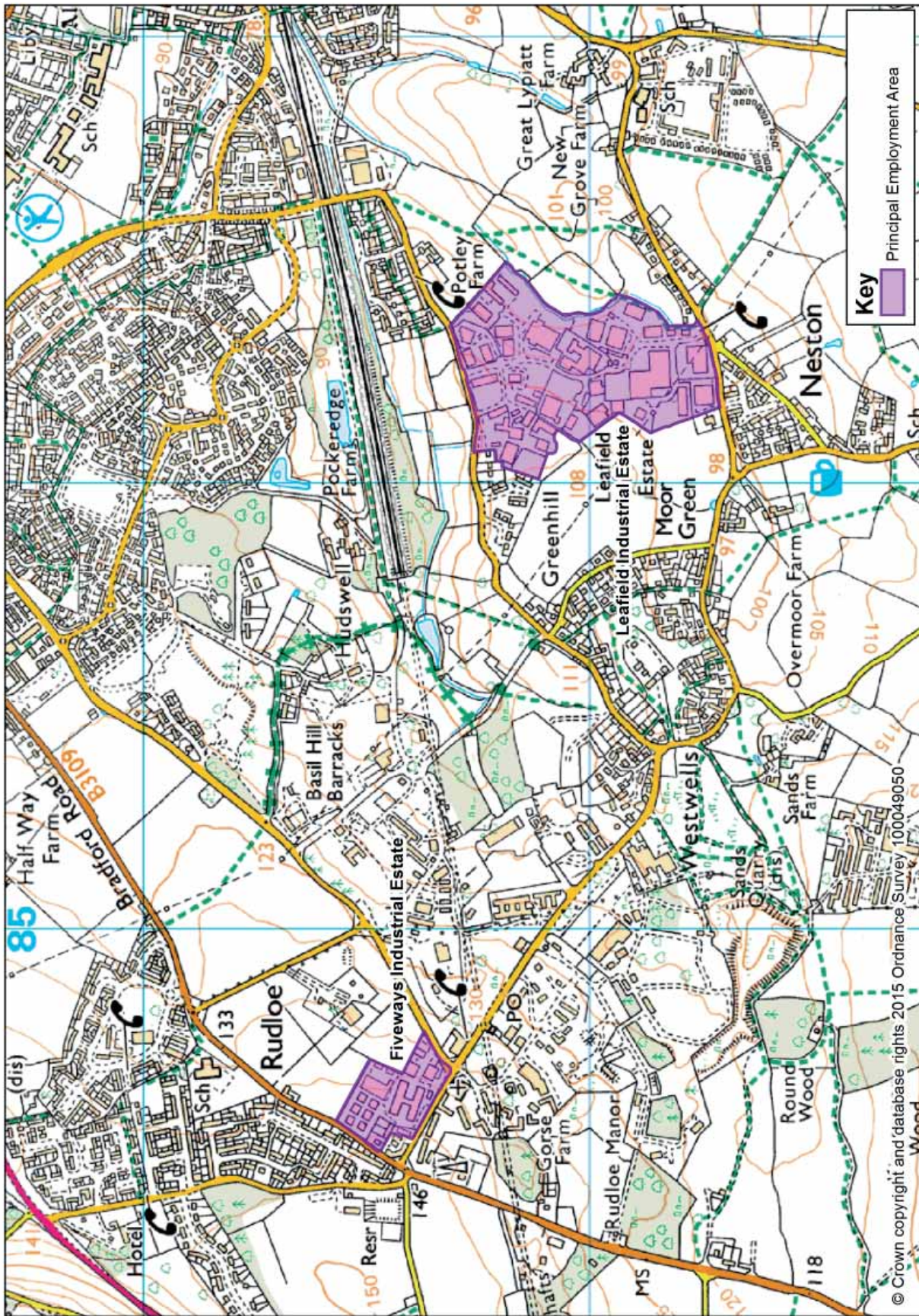


Figure G.6 Principal Employment Areas in Devides Community Area

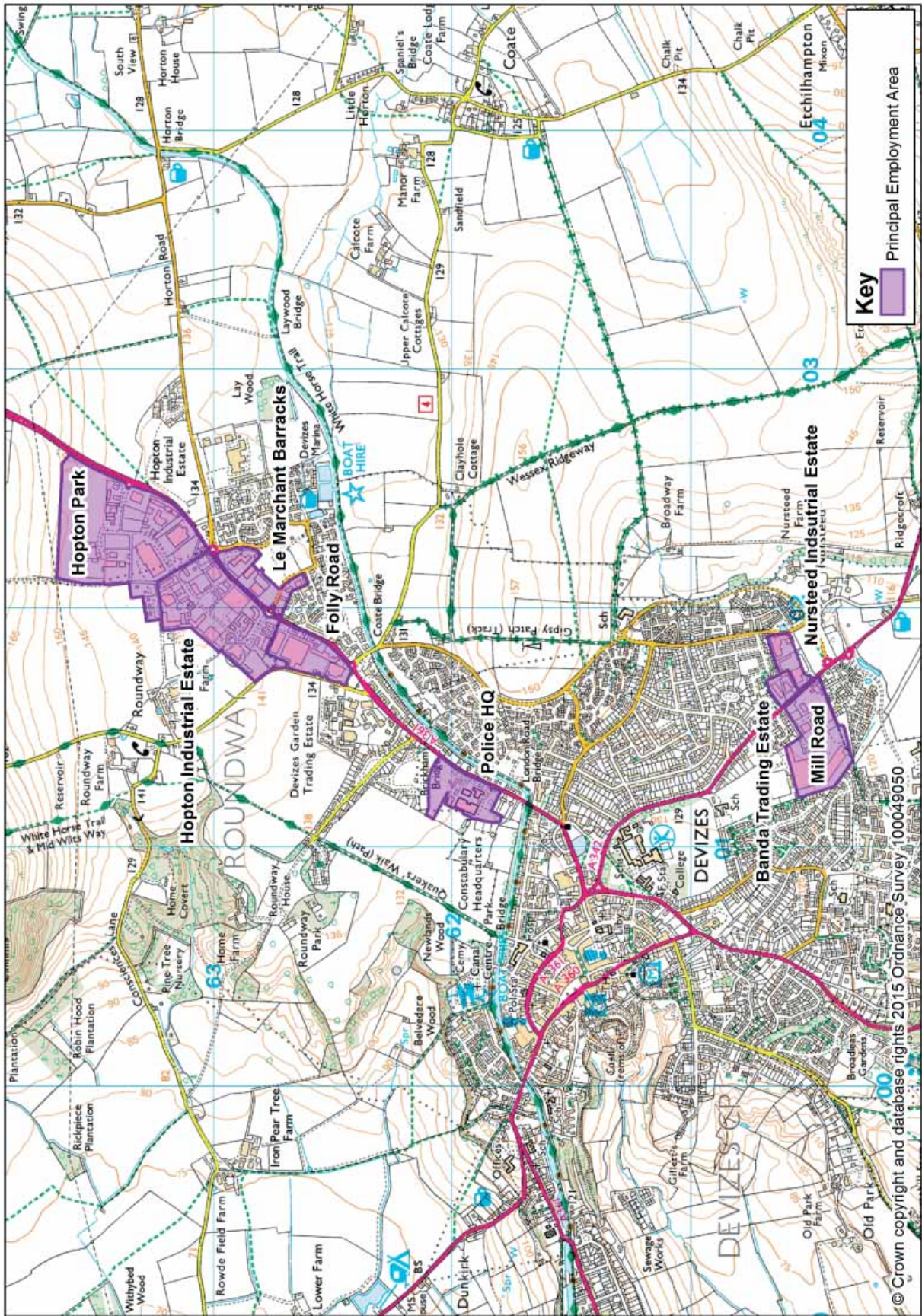


Figure G.7 Principal Employment Areas in Malmesbury Community Area

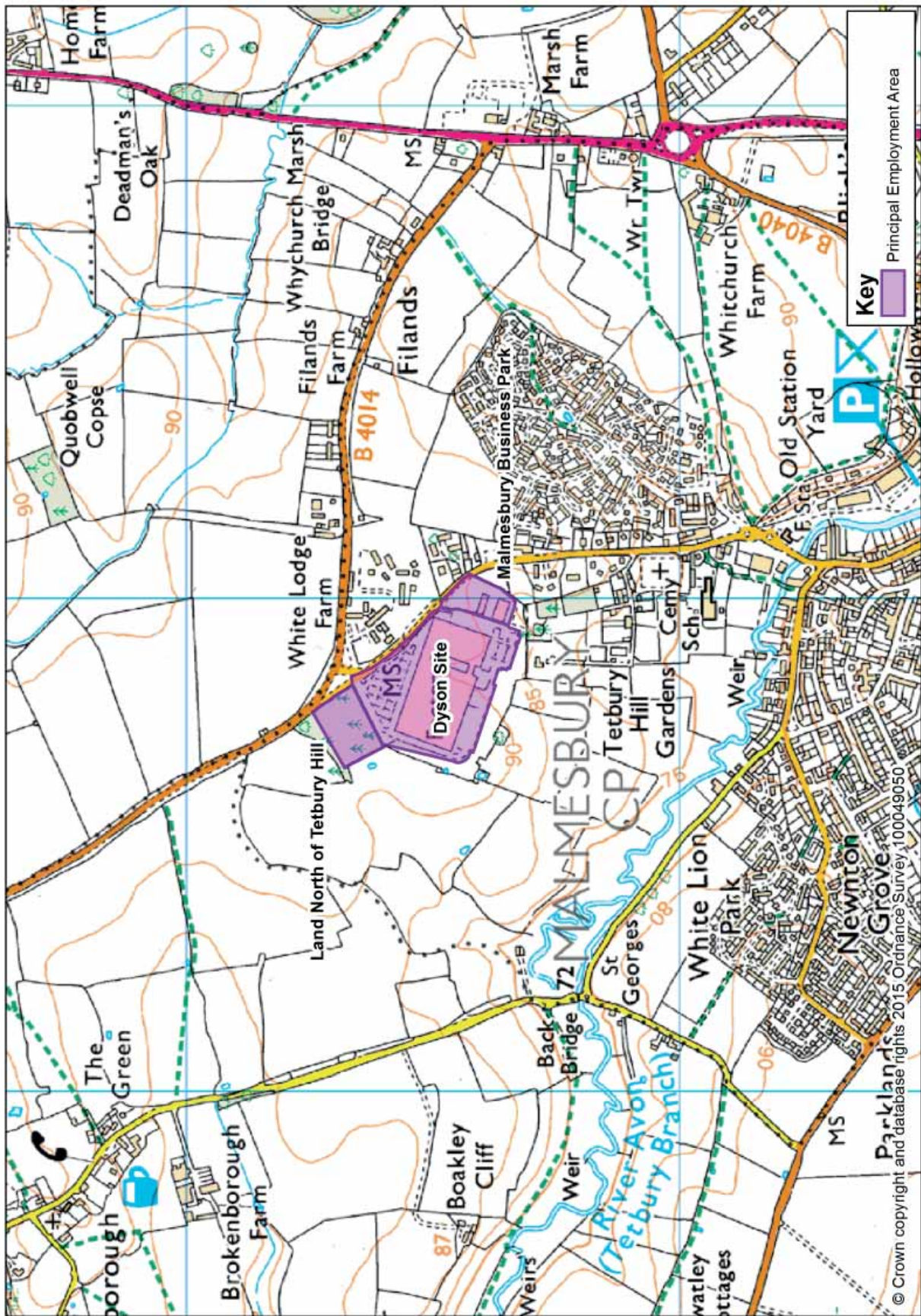


Figure G.8 Principal Employment Areas in Marlborough Community Area

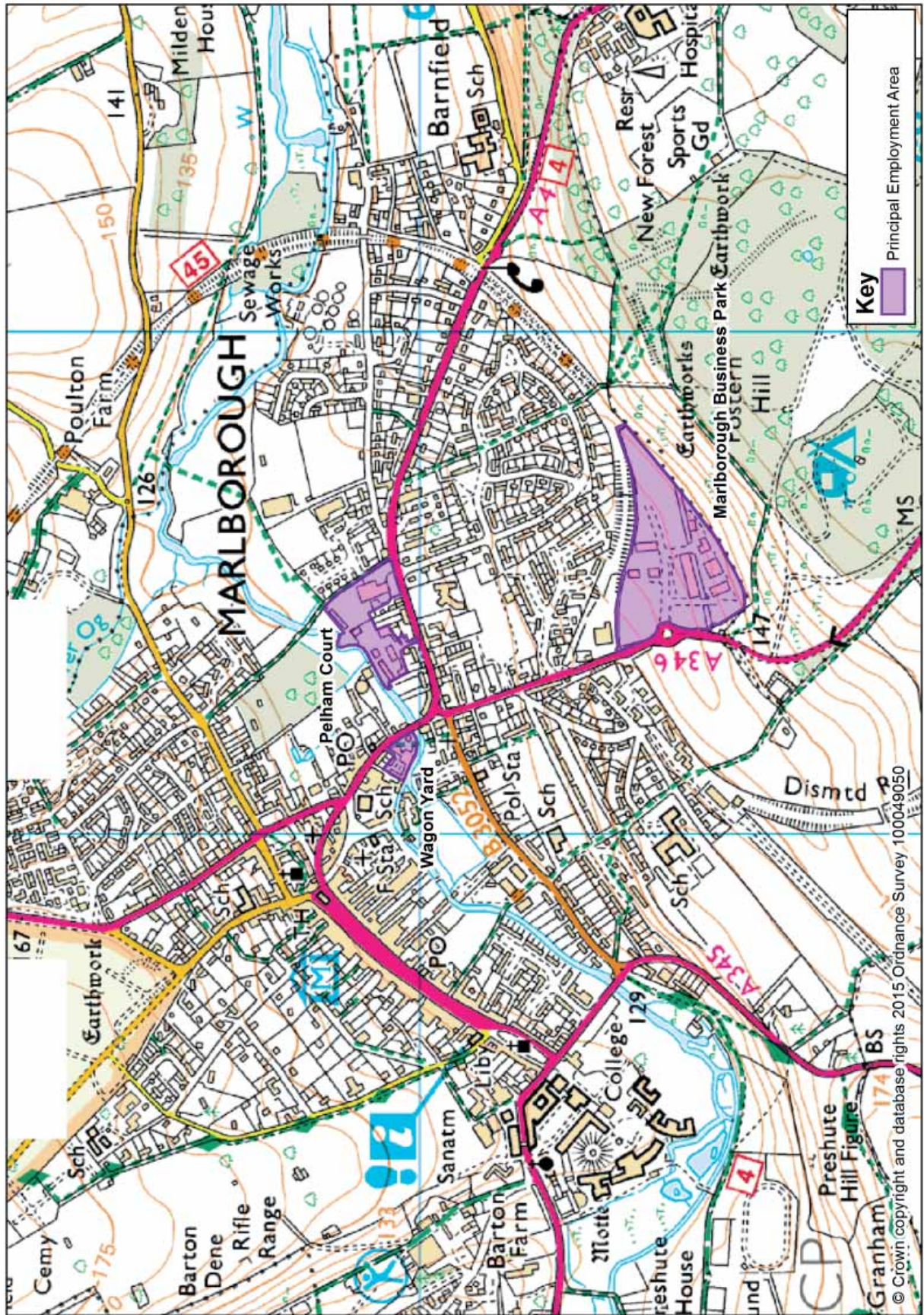


Figure G.9 Principal Employment Areas in Melksham Community Area

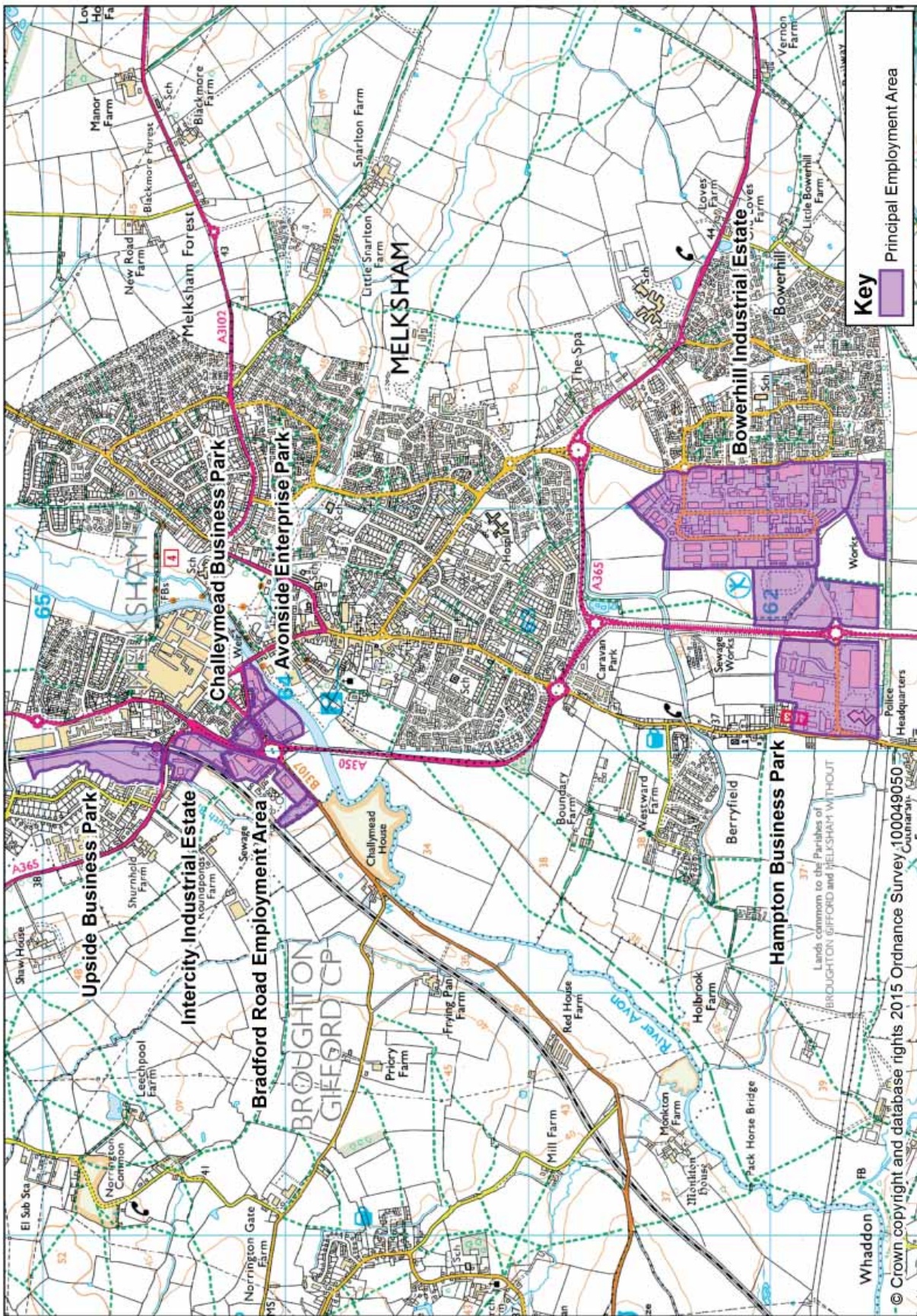


Figure G.10 Principal Employment Areas in Royal Wootton Bassett and Cricklade Community Area

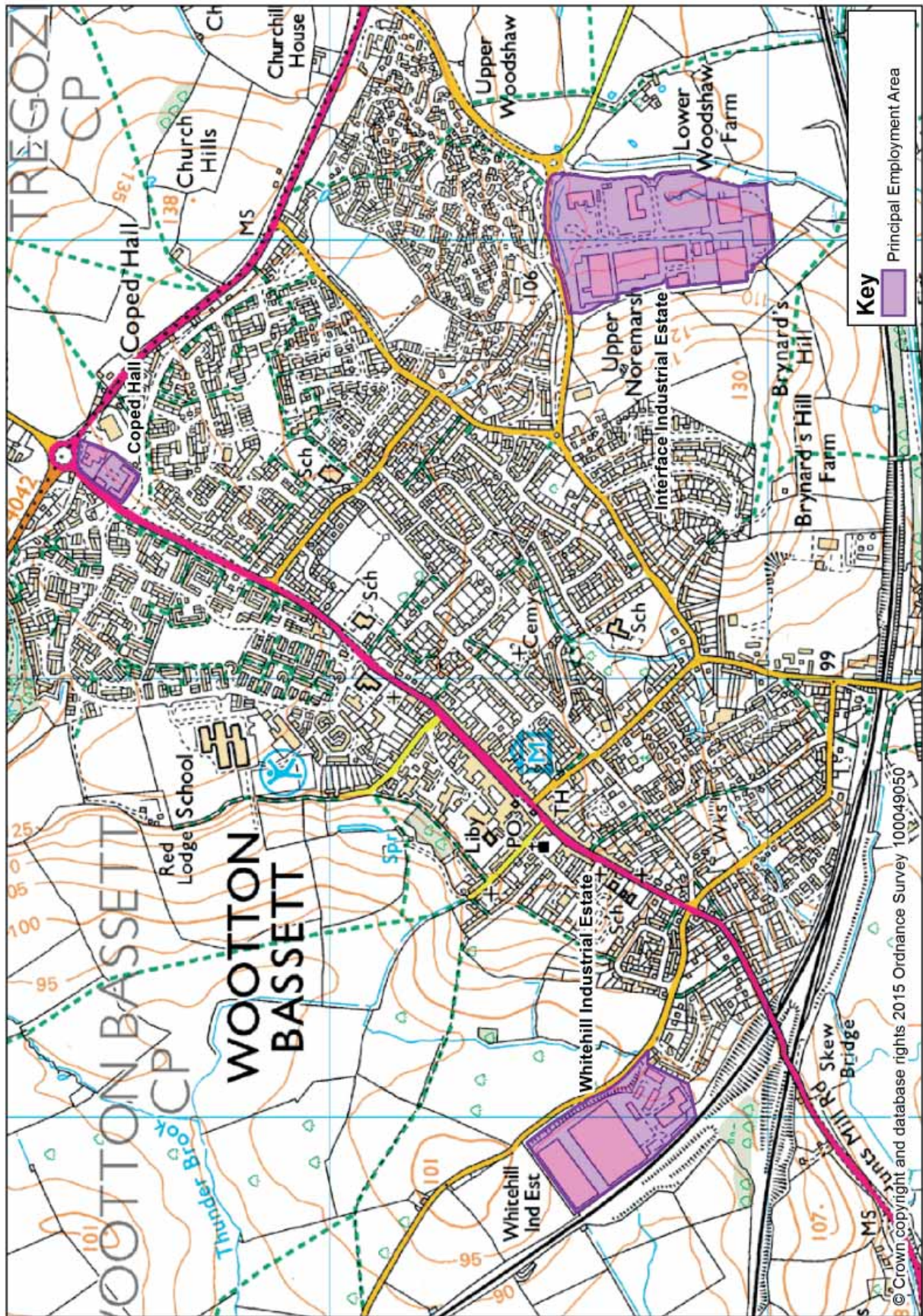


Figure G.11 Principal Employment Areas in and around Salisbury

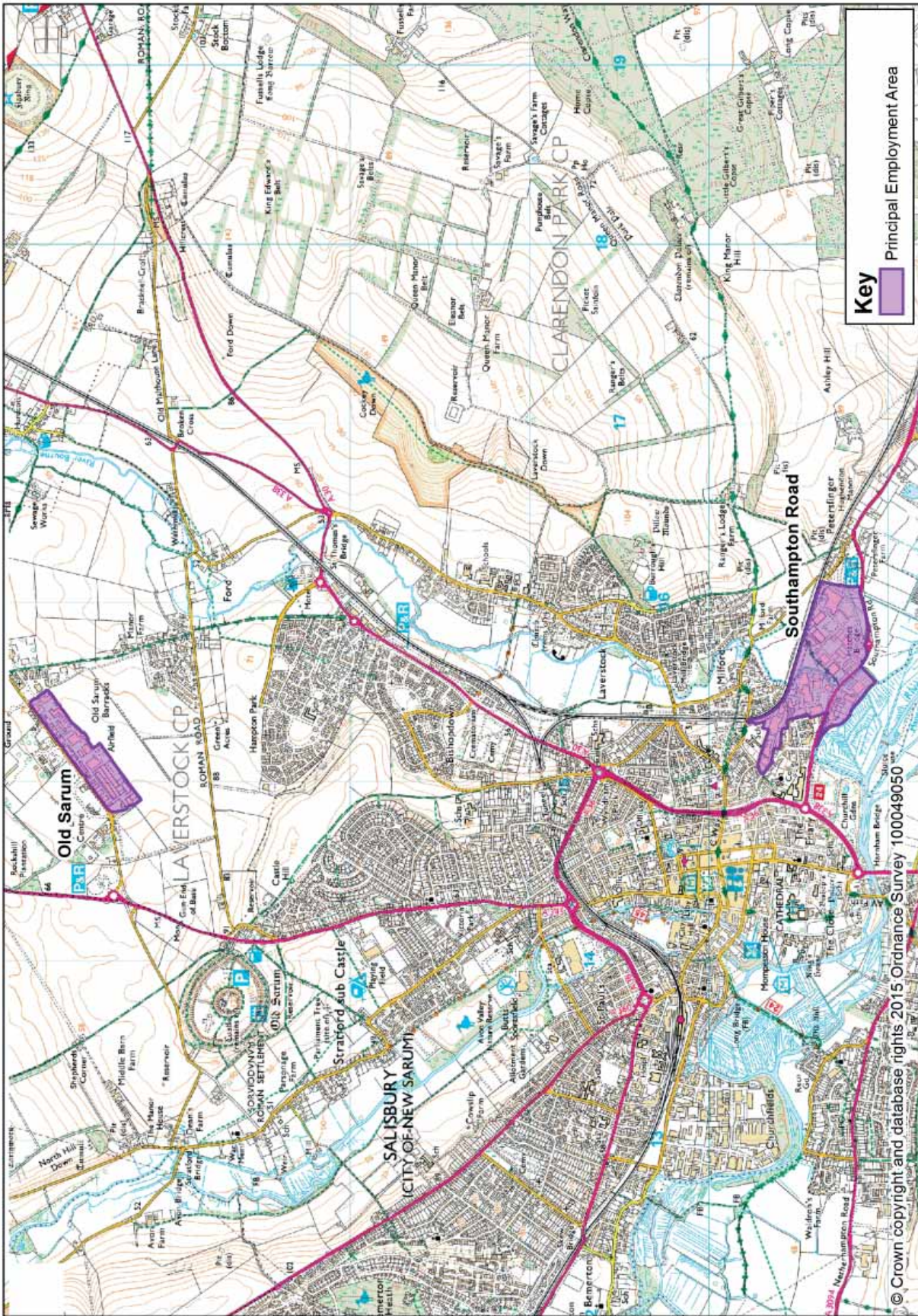




Figure G.12 Principal Employment Areas in Downton

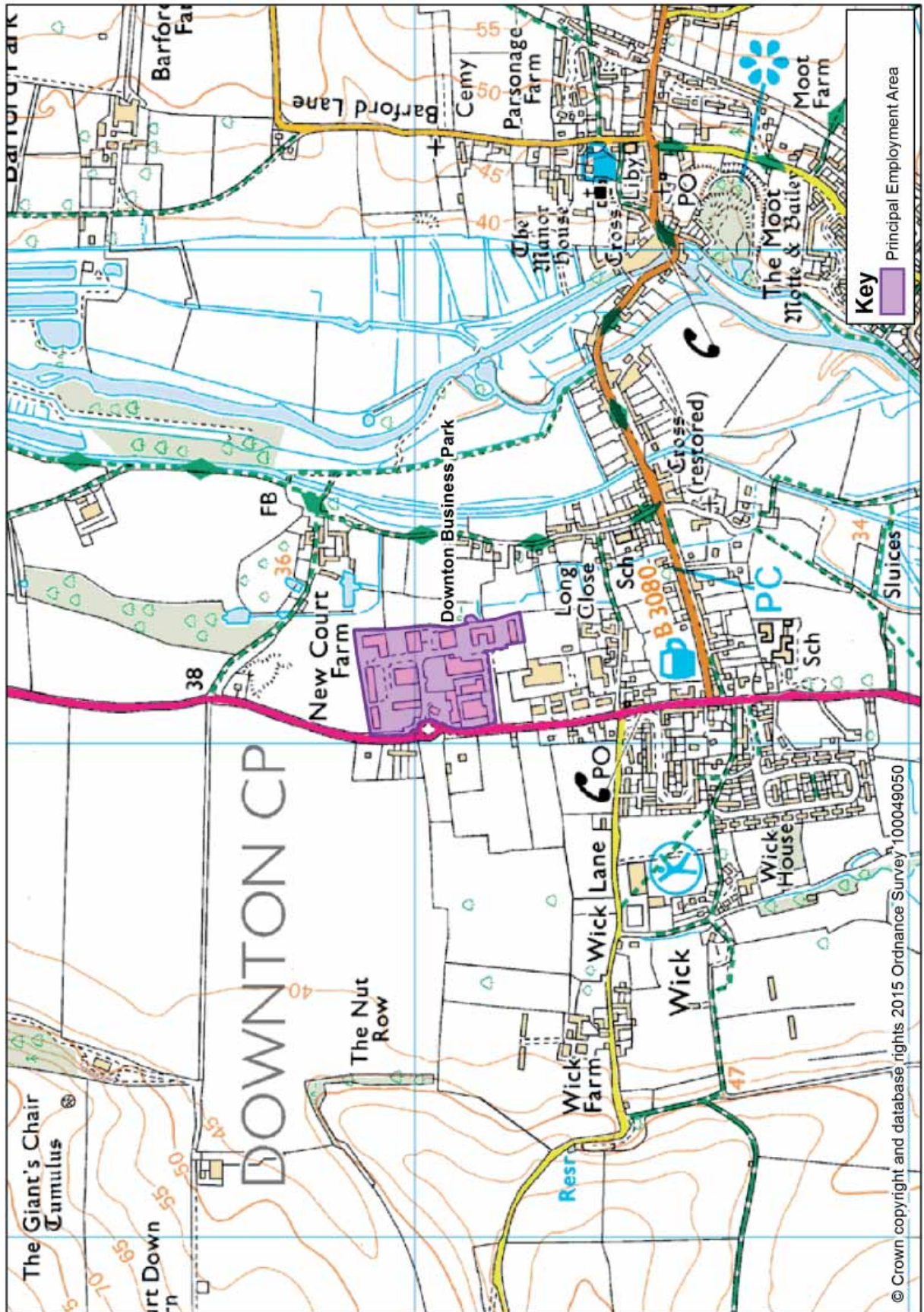


Figure G.13 Principal Employment Areas in Tidworth Community Area

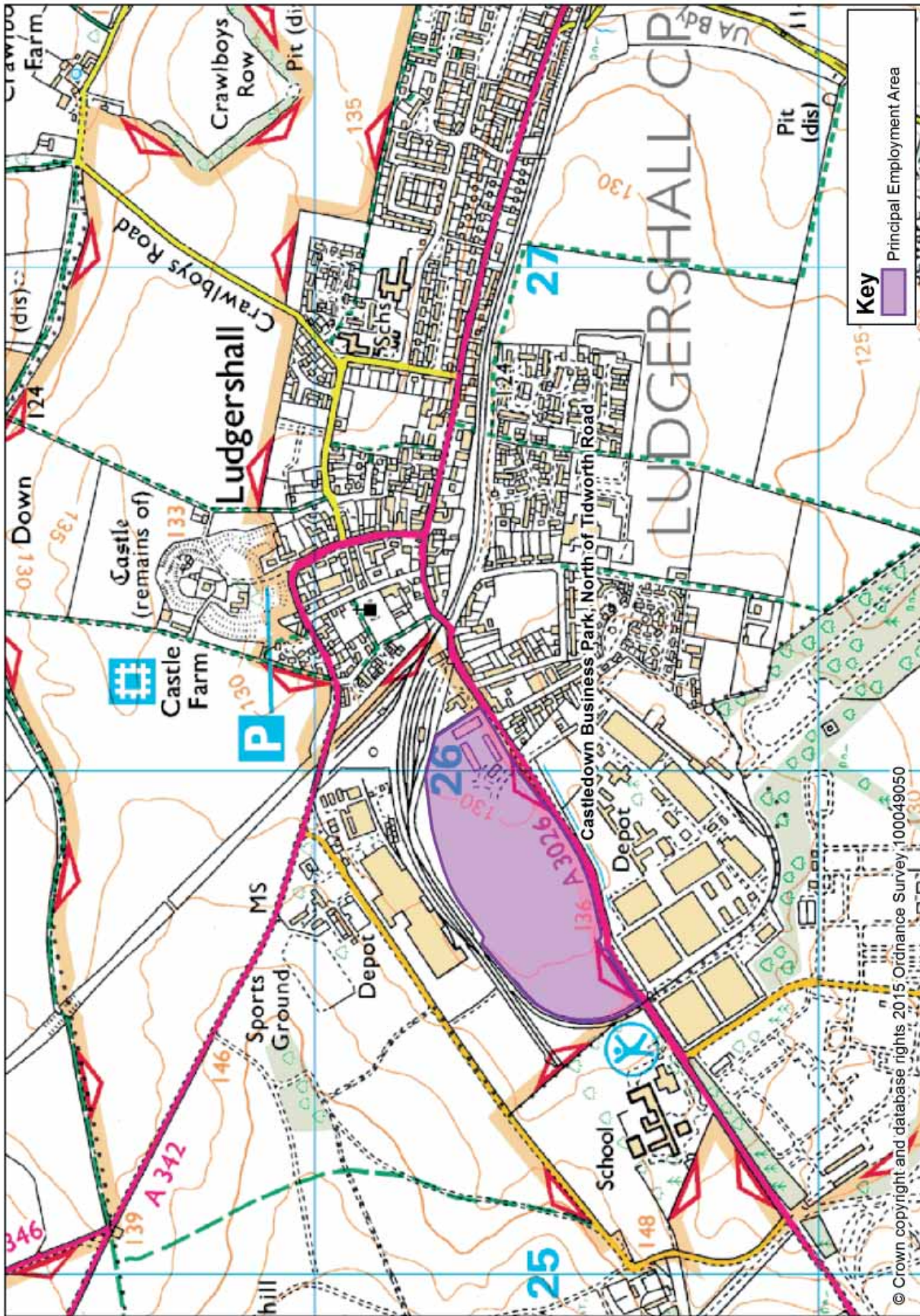


Figure G.14 Principal Employment Areas in Trowbridge Community Area

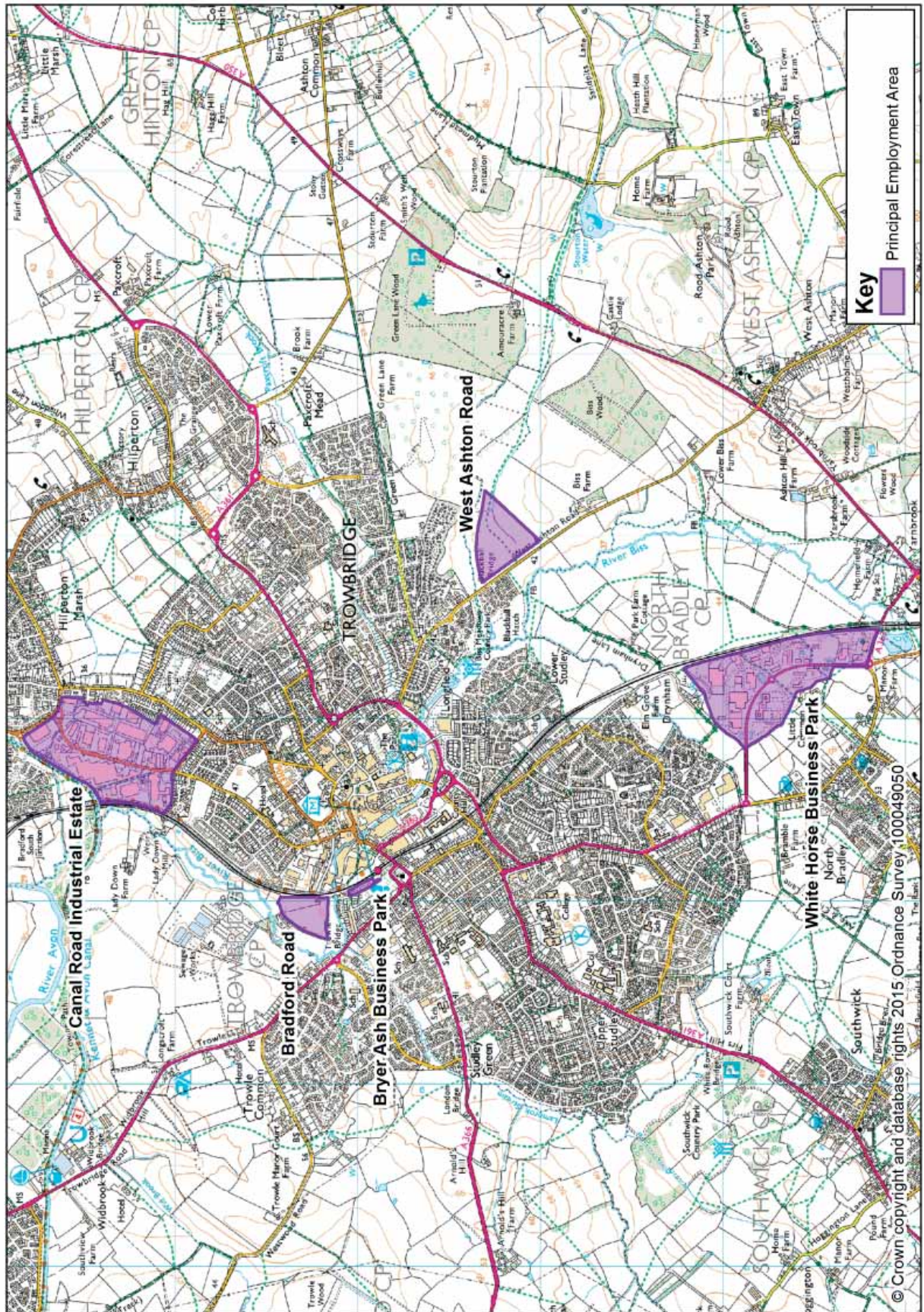


Figure G.15 Principal Employment Areas in Warminster Community Area

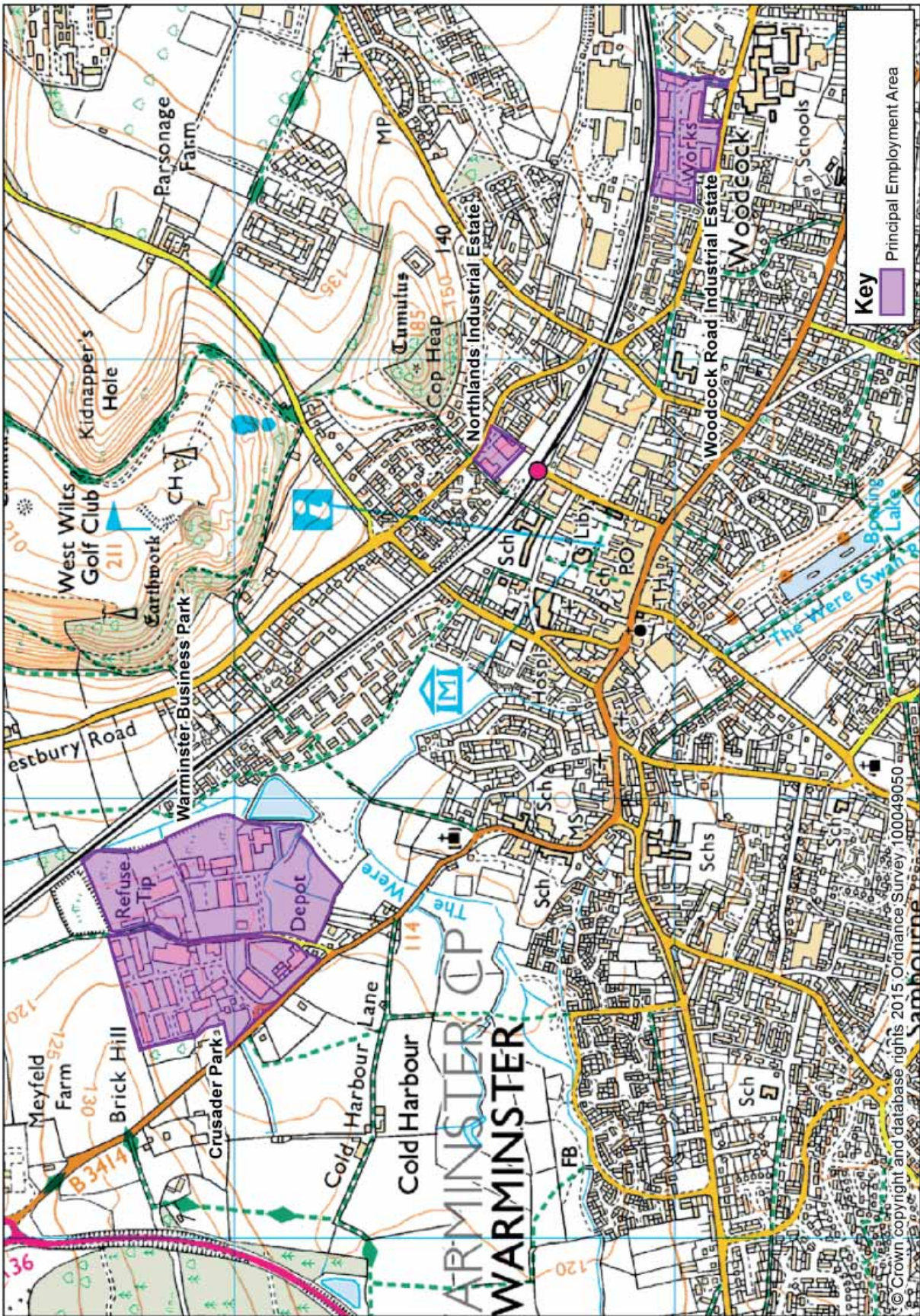
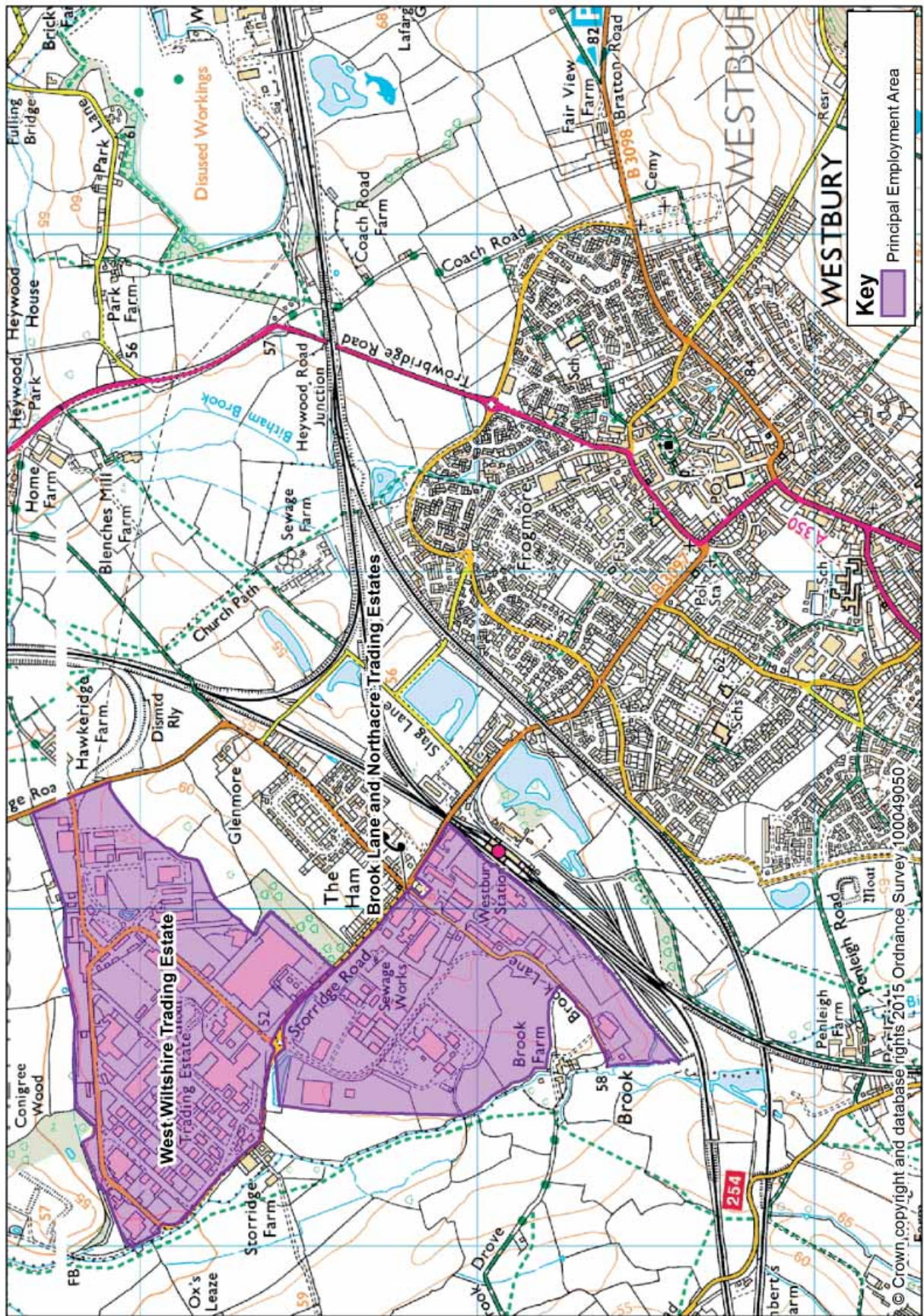


Figure G.16 Principal Employment Areas in Westbury Community Area



1. Wiltshire Community Plan 2011-2026: People, places and promises
2. The Swindon and Wiltshire Local Enterprise Partnership Proposal 2011, page 2, Executive Summary
3. See Appendix B for list of Topic Papers
4. Table A2.17, appendix 2 of the Roger Tym Workspace and Employment Land Review identifies that 13,339 net residents out commute for work to Swindon, the majority of these being located in the former north Wiltshire area
5. Table 4.1, page 35 of the GVA Grimley Town Centre and Retail Study, March 2011 identifies that Swindon, Bath and Southampton have a combined market share of 25.7% across the study area whilst, Chippenham, Salisbury and Trowbridge account for only 14.7%, showing that a high proportion of expenditure is being lost to outside of Wiltshire.
6. Table A2.17, appendix 2 of the Roger Tym Workspace and Employment Land Review identifies that 1,852 net workers commute from Bristol to West Wiltshire, whilst 580 net workers commute from Southampton to South Wiltshire.
7. Level and type of growth is evidenced in Topic Paper 8, 'Employment', and The Wiltshire Workspace and Employment Land Review, by Roger Tym and Partners, November 2011, Section 5, page 52 onwards.
8. These projections are based on the medium emissions scenario developed by the Intergovernmental Panel on Climate Change (IPCC) and use the United Kingdom Climate Projections 09 (UKCP09) tool developed by the Met Office Hadley Centre. See Climate Change Topic Paper.
9. See Climate Change Topic Paper.
10. Department for Energy and Climate Change (2010). Local and regional CO2 emissions estimates for 2005-2008 – Full dataset.
11. Regen SW (2010) – Renewable electricity and heat projects in South West England.
12. Previously developed land, often called brownfield land, is land that was developed but is now vacant or derelict, and land currently in use with known potential for redevelopment.
13. See Strategic Housing Market Assessment.
14. On Wiltshire Council Housing Register on 31.12.11.
15. See Topic Paper 2, Housing, page 25, paragraphs 5.4 to 5.5 and Fig 3.
16. Wiltshire Infrastructure Delivery Plan, [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk).
17. Page 7, Para 2.1, Future Employment Needs in Wiltshire – Employment Floorspace and Land Forecasts – April 2011.
18. For a definition of 'Green Infrastructure' please refer to Glossary.
19. Including Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Sites and other areas containing Biodiversity Action Plan (BAP) habitats.
20. The evidence which has informed this understanding of the role and function of settlements is set out in Topic Paper 3: Settlement Strategy which can be found at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk).
21. B1, Offices, research and development of products and processes and light industry. B2 General Industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste). B8 Storage or distribution - this class includes open air storage.
22. This is made up of 132 ha as identified on page 87 of Topic Paper 7: Economy plus employment land identified in the South Wiltshire Core Strategy
23. Housing supply has the potential to be delivered through a company relocating and freeing up their existing site, or rationalisation and retrenchment thereby freeing up land on their existing site, or indeed basing expansion on a mixed use development.
24. This figure is 'at least'. See paragraph 4.28.
25. Development 'West of Swindon' lies within the Royal Wootton Bassett and Cricklade Community Area but contributes towards the housing needs of Swindon. A separate allowance for housing is included in recognition of permissions granted at Moredon Bridge and Ridgeway Farm. This allowance is not a minimum requirement.
26. The West of Swindon does not form a HMA - see paragraph 4.34
27. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
28. Saved policy E8B of the Salisbury District Local Plan identifies a 5 ha site at Porton Down. The saved policy states that 'The site at Porton Down is about 5 hectares as a first phase, although there is a further 5 hectares of adjoining land available if required in the future'. The full 10 ha is saved within Core Policy 4, although only the identified 5 ha site is displayed on the Core Strategy policies maps.
29. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
30. Wiltshire Council Calne Air Quality Management Area Order 2013
31. Showell Farm employment site, Chippenham is not included as a site with planning permission
32. Showell Farm employment site, Chippenham is not included as a site with planning permission
33. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
34. Devizes Traffic Model: Local Model Validation Report, PFA Consulting, January 2012 and Devizes Traffic Model: 2026 Model Forecasting: Core Strategy Options Testing, PFA Consulting, January 2012.
35. Devizes Wharf Planning Brief, Draft Supplementary Planning Document, June 2011.
36. Wiltshire Town Centre and Retail Study 2011.
37. Malmesbury Town has sufficient commitments to exceed the indicative requirement.
38. Wiltshire Workspace and Employment Land Review, Roger Tym and Partners, November 2011, para 5.49 and 6.28
39. Air Quality Strategy for Wiltshire 2011-2015, Appendix 2: Air Quality Management Areas in Wiltshire, page 45

40. The housing requirement for Melksham town includes Bowerhill, and could include dwellings provided within the Melksham Without Parish Council Area
41. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
42. See saved North Wiltshire Local Plan policy TM3
43. Swindon Borough Core Strategy and Development Management Policies 2026: Swindon: Planning for our future: Revised Proposed Submission Document March 2011, Theme 2, page 28 onwards available from [www.swindon.gov.uk/corestrategy](http://www.swindon.gov.uk/corestrategy) which has informed by 'Small scale urban extensions study' and the 'Swindon Market Area Housing Strategy' available from: <http://www.swindon.gov.uk/ep/ep-planning/epplanning-localdev/Pages/ep-planning-localdev-evidencebase.aspx>.
44. Review of Employment Projections and Land Requirements in south Wiltshire – January 2011.
45. Review of Employment Projections and Land Requirements in south Wiltshire – January 2011.
46. Housing numbers for Salisbury include those planned for the town of Wilton – the remainder of the Wilton Community Area is treated separately (see Wilton Area Strategy).
47. Review of the Salisbury Central Area 40ft Rule Policy – Chris Blandford Associates, August 2008.
48. See the New Forest National Park Core Strategy and Development Management Policies DPD at <http://www.newforestnpa.gov.uk/planning/planning-policy/core-strategy>.
49. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details.
50. Salisbury District Employment Land Review (2007) (section 8).
51. Please refer to the Biodiversity and Development pages on the Wiltshire Council website for further details..
52. Please see the Council and Democracy section of the Swindon Borough Council website.
53. Please refer to the Biodiversity and development pages of the Wiltshire Council website for further details.
54. Urban Practitioners, 2010. Transforming Trowbridge Masterplan Development Stage One – Scoping and Vision Study.●
55. The term 'major development' is taken to be as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2010.
56. Housing numbers for Trowbridge include those planned for the village of Hilperton.
57. The remainder of the Community Area has sufficient commitments to exceed the indicative requirement.
58. The term 'major development' is taken to be as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2010.
59. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
60. Warminster Town Plan <http://www.warminster.uk.com/documents/Warminster%20Town%20Masterplan.pdf>
61. West Wiltshire District Plan First Alteration 2004.
62. Wiltshire Town Centre and Retail Study 2011.
63. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
64. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details
65. Urban Practitioners, 2011, Westbury Vision and Scoping Study.
66. Retail and Leisure Needs Study (2006, GVA Grimley) (appendix 1).
67. Preferred Options Consultation Methodology and Output Report; Evolved Preferred Options Consultation Methodology and Output Report.
68. The housing requirement for the town of Wilton is included within the Salisbury Area Strategy.
69. The Swindon and Wiltshire Local Enterprise Partnership Proposal 2011, 'The Pivotal Place for Growth in Southern England', page 2, Executive Summary.
70. People, Places and Priorities: Wiltshire Community Plan 2011-2026, page 9.
71. Evidence within the Roger Tym ELR (2011) (section 5 para 5.51) identifies that offices and businesses generally look for less than 185 sq m and for industrial / warehousing spec most look for less than 400 sq m.
72. [www.wiltshire.gov.uk/mci-envisioning-the-future.pdf](http://www.wiltshire.gov.uk/mci-envisioning-the-future.pdf).
73. Wiltshire Workspace and Employment Land Review – Draft – Roger Tym and Partners (Oct 2011, para 4.40)
74. Draft Wiltshire Strategic Economic Partnership: interim Strategy for the Development of the Economy in Wiltshire 2011-2015 (June 2011 and The Swindon and Wiltshire Local Enterprise Partnership Proposal – the Pivotal Place for Growth in Southern England)
75. Development affecting the Stonehenge and Avebury World Heritage Site and its setting should be considered in light of Core Policy 59.
76. New housing provision will be in addition to the housing requirement in Core Policy 2
77. The Kennet Local Plan defines Service Centres for Ludgershall, Market Lavington, Pewsey and Tidworth, and saved policy ED24 (New development in service centres) relates to these areas. However, retail frontages are not currently identified at these settlements.
78. Wiltshire Council, Town Centre and Retail Study, GVA Grimley, page 201, para 9.3 and 9.4
79. Value of Tourism in Wiltshire, South West Tourism, 2008, page 2 <http://www.swtourismalliance.org.uk/files/download.php?n=documents&f=100419143804-8Wiltshiredistricts08.pdf>.
80. Policies TR6 (Tourist facilities in the Avebury World Heritage Site) and TR8 (Visitor accommodation in the Avebury World Heritage Site) of the Kennet Local Plan 2011 will continue to be saved, and should be referred to alongside Core Policies 39 (Tourist Development) and 40 (Hotels, Bed and Breakfasts, Guest Houses and Conference Facilities).
81. A Tourism Strategy for South Wiltshire (Action Plan: Incorporates Accommodation Facilities in Salisbury) (2005; The Market Research Group (para 11.1)
82. Climate Change Act (2008) and Department for Energy and Climate Change (2009) UK Renewable Energy Strategy.
83. Camco (2011) Wiltshire Sustainable Energy Planning Research.

84. RegenSW (2013) South West Renewable Energy Progress Report
85. Wiltshire Council (2011) Working towards a core strategy for Wiltshire - Draft Topic Paper 1: Climate Change.
86. For residential development post-construction Code for Sustainable Homes assessments will be required which must be undertaken by an accredited assessor. For conversions and for non-residential development an appropriate post-construction BREEAM assessment will be required which must also be undertaken by an accredited assessor. Replacements for the BREEAM standards are being developed and this policy will apply the equivalent replacement standards. The policy will also apply to any future replacements to the Code for Sustainable Homes.
87. The term 'major development' is taken to be as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2010.
88. Detailed design guidance will be prepared by the council to assist with the selection of appropriate technologies and will cover sustainable construction and low-carbon energy generation, including appropriate approaches for historic buildings and buildings within Conservation Areas.
89. Wiltshire Local Plan Viability Study 2014
90. Wiltshire Strategic Housing Market Assessment 2012
91. Wiltshire's Older People Accommodation Development Strategy 2011
92. Planning Policy for Traveller Sites, DCLG March 2012
93. Topic Paper 16: Gypsy and Travellers (including the addendum) provides an outline of how the requirement for new pitches has been determined and the basis for the criteria proposed.
94. Topic Paper 16: Gypsy and Travellers provides a detailed explanation of the methodology used for the review.
95. Wiltshire Council Local Development Scheme, January 2014 provides a timetable for this work.
96. The council consulted on an 'Issues and General Approach' to gypsies and travellers in April 2010. The detailed, criteria based approach set out in that report will be carried forward to the Gypsy and Traveller DPD and become the basis for the assessment of sites.
97. Planning Policy for Traveller Sites, DCLG March 2012
98. For the purposes of Core Policy 49, the smaller settlements of Wiltshire are defined as those Local Service Centres, Large Villages and Small Villages listed in Appendix E, or any smaller settlement not defined in the settlement hierarchy.
99. 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.
100. 'Guidelines for the selection of biological SSSIs' or the 'Wiltshire and Swindon Wildlife Sites Handbook'
101. In accordance with IEM Guidelines on Ecological Impact Assessment
102. Ecosystem services are best defined through the work of the UK National Ecosystem Assessment <http://uknea.unep-wcmc.org/>.
103. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details.
104. Please refer to the Biodiversity and Development pages of the Wiltshire Council website for further details.
105. As adopted by Wiltshire Council
106. As adopted by Wiltshire Council
107. As defined in The Town and County Planning (Development Management Procedure) (England) Order 2010
108. Air Quality Strategy for Wiltshire 2011-2015 (adopted December 2011).
109. Air Quality Strategy for Wiltshire, Strategic Action Plan, Action No 3, page 32.
110. Wiltshire Council Inspection Strategy for Contaminated Land (2010):[www.wiltshire.gov.uk/contaminatedland](http://www.wiltshire.gov.uk/contaminatedland).
111. Checklist produced by the council, which explains what type and level information is required to support different types of planning application. See [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)
112. The policy recognises that the setting of the Bath World Heritage Site may include elements within Wiltshire. Wiltshire Council will continue to work with Bath and North East Somerset Council to develop guidance on how the Outstanding Universal Value of this World Heritage Site should be sustained.
113. <http://www.english-heritage.org.uk/publications/good-practice-local-heritage-listing/>
114. Stonehenge Management Plan (2009) <http://english-heritage.org.uk/publications/stonehenge-management-plan-2009/>
115. Statement of Outstanding Universal Value (agreed June 2013) <http://www.wiltshire.gov.uk/artsheritageandlibraries/museumhistoryheritage/worldheritagesite/stonehengeanddaveburysou.htm>
116. [http://www.eng-h.gov.uk/archcom/projects/summaries/html989\\_12257aveb.htm](http://www.eng-h.gov.uk/archcom/projects/summaries/html989_12257aveb.htm)  
<http://www.english-heritage.org.uk/daysout/properties/stonehenge/world-heritage-sites/stonehengemanagement-plan>.
117. [http://www.international.icomos.org/worldheritage/HIA2\\_0110201.Pdf](http://www.international.icomos.org/worldheritage/HIA2_0110201.Pdf).
118. See Statement of Outstanding Universal Value (agreed June 2013) [.http://www.wiltshire.gov.uk/artsheritageandlibraries/museumhistoryheritage/worldheritagesite/stonehengeanddaveburysou.htm](http://www.wiltshire.gov.uk/artsheritageandlibraries/museumhistoryheritage/worldheritagesite/stonehengeanddaveburysou.htm).
119. Guidance on Transport Assessments, March 2007, DCLG/DfT.
120. A large sites consists of 10 or more dwellings.
121. This will be delivered through neighbourhood plans and/or a Site Allocations DPD as well as through additional windfall delivery in excess of the conservative allowance.
122. Excluding the permissions for 900 dwellings at Moredon Bridge and Ridgeway Farm, West of Swindon.
123. The methodology for calculating the five year supply of gypsy and traveller pitches is currently under review which may result in minor alterations to these figures.
124. Wiltshire Council Local Development Scheme 2014



125. Strategic site allocations do not include land at Chippenham (former draft strategic sites in the submitted Core Strategy) considered 'deliverable' in terms of five year housing land supply. This source of supply has not been included.
126. The policies that continue to be 'saved' will be subject to further review as part of the Core Strategy Partial Review process.

This document was published by the Spatial Planning team, Wiltshire Council, Economic Development and Planning Services.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>

Wiltshire and Swindon

Minerals Development Control Policies

Development Plan Document

Adopted September 2009

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<b>Executive Summary</b> .....	<b>iii</b>
<b>1 Introduction</b> .....	<b>1</b>
<b>2 The Development Control Process</b> .....	<b>3</b>
<b>3 Delivering Sustainable Minerals Development</b> .....	<b>7</b>
<b>4 Managing the Impacts of Minerals Development</b> .....	<b>11</b>
<b>5 Wiltshire and Swindon's Natural and Historical Environment</b> .....	<b>19</b>
<b>6 Sustainable Transport and Minerals Development</b> .....	<b>31</b>
<b>7 The Restoration, Aftercare and After-use of Minerals Development</b> .....	<b>35</b>
<b>8 Monitoring and Implementation</b> .....	<b>43</b>
<b>Appendix 1: Glossary of Terms</b> .....	<b>49</b>
<b>Appendix 2: Links to Other Plans, Policies and Strategies</b> .....	<b>55</b>
<b>Appendix 3: Saved Policies to be Replaced by the Policies in the Minerals Development Control Policies DPD</b> .....	<b>59</b>
<b>Appendix 4: Summary of information required within a planning application for Minerals Development</b> .....	<b>61</b>
<b>Appendix 5: Requirements of Ecological Survey to Inform the Planning Decision</b> .....	<b>63</b>





## Executive Summary

The principle aim of the Minerals Development Control Policies, Development Plan Document (DPD) is to ensure that applications for minerals development received by Wiltshire Council and Swindon Borough Council (the Councils), result in sites that are operated and managed to high standards with minimum impacts to local communities and the environment.

Emphasis is placed on the importance of pre-application discussions between the developer and key stakeholders (in particular the Councils, statutory consultees and local communities). Developers will now be encouraged to agree and adopt a mitigation strategy that aims to deliver a holistic approach to managing the impacts of minerals development.

The document builds upon the strategic policy framework set out in the Minerals Core Strategy, and forms part of the overall development plan for Wiltshire and Swindon. In this sense the Development Control Policies DPD should be read in conjunction with national and regional policy as well as local policies applicable to the plan area.

The document commences with an overarching policy (MDC1) that requires applications to adhere to the principles of sustainable minerals development. The remaining policies are designed to manage the following aspects of minerals development:

- Protection of residential amenity and the environment from impacts associated with noise, dust, lighting, vibration and emissions to air
- Impacts upon groundwater and surface water
- Enabling appropriate non-minerals development within minerals safeguarding areas
- Protection and enhancement of Wiltshire and Swindon's landscape character
- Protection and enhancement of Wiltshire and Swindon's biodiversity and geological interest
- Protection of Wiltshire and Swindon's historic environment
- Ensuring that minerals development minimises HGV miles for transporting minerals by road and minimises the impacts upon other transport networks
- A comprehensive approach to managing the restoration of minerals developments that will deliver a range of afteruses and provide tangible benefits to the local area.

To ensure that the policies are being implemented as intended, the document also includes a detailed policy monitoring framework.







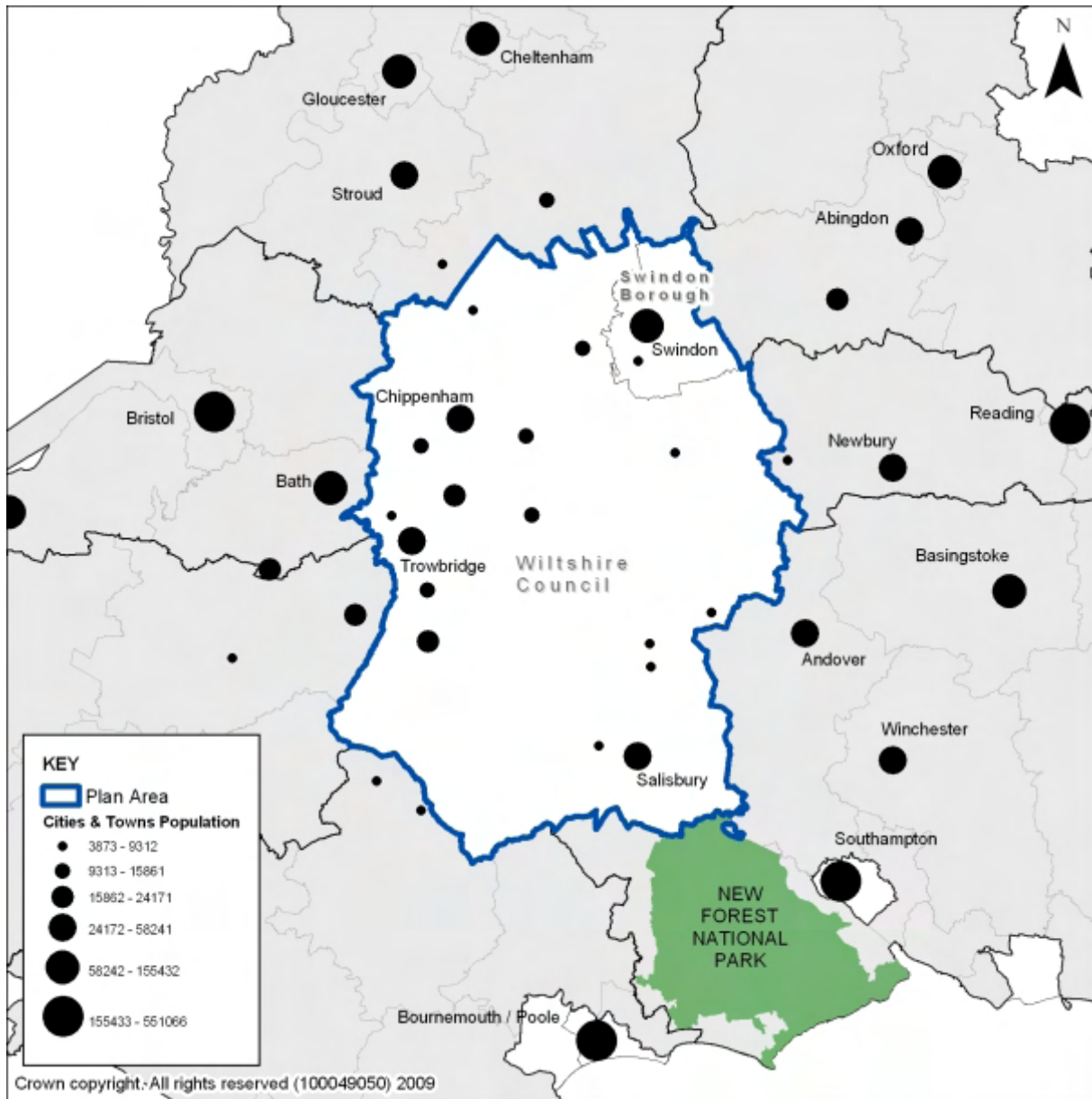
# 1 Introduction

- 1.1 This document sets out the Councils' land use policy framework for determining planning applications for minerals development within the 'Plan' area of Wiltshire and Swindon (see Figure 1). The principle aim of the Minerals Development Control Policies DPD is to ensure that applications received by the Councils for minerals development result in sites that are operated and managed to high standards with minimum impacts to local communities and the environment.
- 1.2 This document has been prepared by Wiltshire Council and Swindon Borough Council (the Councils) as part of the preparation of the 'Wiltshire and Swindon Minerals and Waste Development Framework' (MWDF).
- 1.3 In the interests of brevity the Councils have prepared a separate Evidence Base (available on the Wiltshire Council website: [www.wiltshire.gov.uk/environmentandplanning](http://www.wiltshire.gov.uk/environmentandplanning)). This has been produced to underpin the Minerals and Waste Development Framework, and allows a substantial amount of information previously contained within the Minerals and Waste DPDs to be removed, making them more user friendly. A glossary of terms is included in Appendix 1.

## Relationship with the Minerals Core Strategy

- 1.4 The purpose of the Minerals Core Strategy is to establish a strategic policy framework that determines the nature and spatial extent of minerals development in Wiltshire and Swindon to 2026. The core strategy also guides the content of subsequent minerals DPDs and requires this Development Control Policies DPD to contribute to the delivery of the 'Vision and Strategic Objectives' through the provision of more detailed, criteria based policies that will be used to manage the impacts of future minerals development. In turn, the policies within the Minerals Core Strategy DPD and this Development Control Policies DPD will be used to determine the location and delineation of allocated sites for minerals development in subsequent Site Allocations DPDs (as deemed appropriate).
- 1.5 Elements of the core strategy **strategic objectives**, relating to each chapter of this DPD, are set out ***“emboldened within quote marks”*** at the beginning of each chapter.

Figure 1 Wiltshire and Swindon - the 'Plan' area






## 2 The Development Control Process

### Planning applications – information required, planning conditions and planning agreements

- 2.1** In order to determine applications for minerals development, the minerals planning authorities (MPAs) must have sufficient information upon which to base their development control decisions, and will require submission of a full planning application for any such development.
- 2.2** Pre-application consultation with the MPAs is therefore essential in terms of establishing what supporting information is likely to be required and, as such, is strongly encouraged as an important element of applying for permission for minerals development – particularly where the need for an Environmental Impact Assessment may be a factor for consideration (see overleaf). Such liaison will also help ensure that planning applications are processed efficiently and effectively.
- 2.3** In line with good practice, and the Councils' Statements of Community Involvement, the MPAs would strongly encourage developers to consult on their proposals with the local community at the earliest stage. Further advice is provided in the general guidance notes accompanying the application forms for minerals development.
- 2.4** Due to the nature of minerals development, permissions are likely to be subject to a number of planning conditions designed to avoid nuisance and adverse impacts throughout, and in some cases beyond, the life of the development. Such conditions must be:
- necessary
  - relevant to planning
  - directly related to the proposed development
  - enforceable
  - precise
  - reasonable in all other aspects.
- 2.5** The use of planning conditions is a standard approach to ensuring that a development is acceptable and can therefore proceed. However, where a development cannot be made acceptable through planning conditions it may be necessary for the MPA and developer to enter into planning agreements that will ensure that wider environmental impacts that extend beyond the development site, and would otherwise lead to an application being refused, can be resolved.
- 2.6** A planning agreement may, for example, involve a developer providing a financial contribution towards the provision of additional / improvements to infrastructure or to the protection and enhancement of biodiversity. The MPAs must ensure that planning agreements are:
- necessary
  - relevant to planning
  - directly related to the proposed development

- 
- fairly and reasonably related in scale and kind to the proposed development
  - reasonable in all other aspects.

**2.7** Planning Agreements are also often referred to as ‘Planning Obligations’ or ‘Section 106 Agreements’.

## **Environmental Impact Assessment**

**2.8** Environmental Impact Assessment (EIA) is undertaken by developers as a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects of certain types of development proposal.

**2.9** The EIA process, including the method for determining whether an EIA is required for a particular development proposal, is set out in legislation and detailed national guidance<sup>(1)</sup>. The result of an EIA is presented in an Environmental Statement and if required should be submitted with a planning application.

**2.10** An EIA is mandatory for new minerals extraction sites, extensions to existing extraction sites, or reviews of permissions of existing extraction sites greater than 25 hectares. Below this threshold an EIA will be required if, without any mitigation measures, the development would be likely to have significant environmental effects.

**2.11** Planning applications falling within the scope of the Regulations will not be determined until a satisfactory Environmental Statement has been submitted and its information taken into consideration. Developers should request a screening opinion from the planning authority, if they are in doubt as to whether an application will need to be supported by an EIA.

**2.12** Where an EIA is required developers are encouraged to ask the MPAs for an opinion as to the scope and level of detail that should be covered, prior to submitting any application for planning permission. In such cases, and to ensure that all relevant environmental issues are identified and addressed, the MPAs will consult other relevant conservation and information-holding bodies (including the Environment Agency) before an opinion is given.

## **Habitats Regulations Assessment / Appropriate Assessment**

**2.13** A Habitats Regulation Assessment (HRA), often referred to as Appropriate Assessment (AA) of spatial development plans is a requirement of the Habitats Directive (92/43/EEC) as transposed in UK legislation by the Habitats Regulations (2007). The primary aim of HRA is to ensure that a development proposal, on its own or in combination with other developments, will not compromise the integrity of European designated areas, collectively known as Natura 2000 sites. There are three stages to HRA and AA:

- Stage 1: Screening
- Stage 2: Appropriate Assessment
- Stage 3: Assessment where no alternatives and adverse impacts remain.

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1 Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999; and Circular 02/99 ‘Environmental Impact Assessment’



- 2.14** A HRA has been undertaken as part of the production of the Minerals and Waste Development Framework. This covers Stage 1 – Screening; and Stage 2 – AA on Natura 2000 sites for impacts associated with minerals development. The HRA conducted does not, at this stage, concern specific sites proposed for future minerals developments. Where required, site specific AAs will be undertaken during the preparation of the Minerals Site Allocations DPDs (e.g. the Aggregate Minerals Site Allocations DPD). Planning applications on sites that are not contained within Site Allocations DPDs will be required to undertake and submit an AA where it is deemed necessary.
- 2.15** Draft guidance for AA ‘Planning for the Protection of European Sites: Appropriate Assessment’ (DCLG, 2006) offers guidance to regional and local planning authorities on undertaking AA. The final document is expected to be published in 2008 and planning applications that require AA will be required to follow the guidance.

### **Monitoring, enforcement and liaison**

- 2.16** The MPAs will ensure that the land-use implications of all minerals development are carefully monitored and carried out in accordance with the provisions of the valid planning permission, including compliance with associated conditions and any planning agreements. Land-use implications of minerals development can include, among others, the movement of minerals to, from and within a site; the provision of suitable screening measures; the erection of ancillary buildings and structures; and the final restoration and after-use of the site.
- 2.17** Where complaints from the public arise concerning land use aspects of minerals developments they will be dealt with in accordance with relevant legislation, policy and guidance on enforcement (including any adopted by the MPAs)<sup>(2)</sup>. Monitoring and dealing with complaints helps to highlight where breaches of planning controls have or may have occurred and usually leads to problems being resolved quickly and effectively.
- 2.18** The MPAs will seek to rectify breaches of planning control (including conditional matters associated with planning permissions) and/or planning agreements through negotiation with the operator or landowner. Where this fails the MPAs have the powers to implement formal enforcement action to secure a stop to any unauthorised development and to direct appropriate remedial works. It is therefore in the interests of the minerals industry to work strictly in accordance with planning permissions and attached conditions and/or planning agreements. This will help to ensure that formal enforcement action will not be necessary and that the relationship between the minerals operator and the local community is not compromised.
- 2.19** Wherever minerals developments are located they are likely to create concern and anxiety in the neighbouring local community. Through their shared location, the operators of any minerals development will form a part of the local community, and as such are encouraged to develop links with that community. A recognised approach

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2 Wiltshire Council has produced specific 'Planning Enforcement Policy Guidance' and Swindon Borough Council have adopted an amended version of the Cabinet Office's 'Enforcement Concordat' at the end of 2001.



to creating such links is through community liaison committees, and where planning permission for minerals development is granted the MPAs encourage mineral operators to establish such committees.

- 2.20** Community liaison committees can act as useful forums, ensuring that the local community is kept up-to-date on the progress of the site and the compliance of the operations with the conditions attached to the planning permission. They also allow for constructive discussion about concerns or problems and to assist in their resolution to the satisfaction of both the local community and the minerals operator.



## 3 Delivering Sustainable Minerals Development

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### ***Links to the Minerals Core Strategy Strategic Objectives***

***“... Make a sustainable contribution to meeting the need for minerals. The reliance on primary resources in Wiltshire and Swindon will be reduced, firstly through the more efficient use of the primary resource and reducing the amount of mineral waste; then the use of recycled and secondary aggregates...”***

***“... Support opportunities that assist in the economic growth of Wiltshire and Swindon, recognising the important contribution that minerals development can make to the local economy...”***

***“... Maintaining and/or enhancing the quality of life of people living in proximity to minerals development...”***

***“... Provide clear guidance to the communities of Wiltshire and Swindon on minerals planning policy and proposals...”***

***“... Identify, develop and implement opportunities to work with all those with an interest in sustainable minerals planning in Wiltshire, Swindon and the surrounding areas...”***

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- 3.1** The term minerals development is used to describe a range of uses that incorporate minerals extraction and associated plant and ancillary structures, mineral recycling facilities, rail aggregate depots and borrow pits. This chapter sets out the broad principles upon which decisions on planning application for minerals development will be based; ensuring proposals for minerals development reflect the requirement to contribute to the achievement of sustainable development. <sup>(3)</sup>
- 3.2** The Minerals Core Strategy places a restoration led approach at the heart of delivering sustainable minerals development in Wiltshire and Swindon. This position acknowledges that what is essentially a temporary use of land should be returned to a beneficial afteruse in a timely and efficient manner, with minimum adverse impact upon local communities and the environment.
- 3.3** Policy MDC1 aims to ensure that this is achieved through encouraging applicants to adopt an integrated mitigation strategy for managing the adverse impacts that are likely to arise as a result of minerals development. Adverse impacts include, but are not exclusive to, impacts associated with noise, dust, vibration, lighting, emissions to air, water and soils, as well as those that affect biodiversity, landscape character, loss of agricultural land and the historic environment.

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3 The requirement to contribute to the achievement of sustainable development is set out in Section 39 of the Planning and Compulsory Purchase Act 2004



- 3.4** The mitigation strategy should serve to bring together the requirements of all the policies within this document and the wider policy framework. Its effectiveness will depend upon the extent of pre-application discussions with and between key stakeholders (including local communities, the Environment Agency, English Heritage, Natural England, the Highways Agency, MoD etc) and the Councils.
- 3.5** Proposals should consider the wider context of possible adverse impacts, and the possible cumulative effect with other development within the vicinity of the site. The proposed scheme of mineral working, processing, transportation and the impact of ancillary structures associated with minerals development, all need to be fully considered and addressed at the earliest stage of the planning process, in order to ensure that any adverse impacts are reduced to an acceptable minimum.
- 3.6** Within the context of sustainable development, the need for the minerals development is an important consideration, recognising the vital contribution that is made to the prosperity of Wiltshire and Swindon through the provision of construction materials to build new homes, schools, roads and hospitals etc. It is however, important to avoid over-provision of permitted reserves for a given mineral type, as this could lead to more quarries than necessary operating at any one time. In the case of sand and gravel, the need should be based upon the Government policy (MPS1) requiring the maintenance of a minimum 7 year 'stock' of planning permissions (known as a 'landbank') for aggregate extraction at the rate set in the Regional Spatial Strategy for the South West and reflected in the Minerals Core Strategy (Policy MCS 1). Updates on the status of the Wiltshire and Swindon sand and gravel landbank are provided each year in the Councils annual monitoring reports.
- 3.7** Applicants are also encouraged to consider how waste can be minimised on site and the extent that the use of alternatives to primary aggregates can be promoted through new development. This information, in the form of a site waste management plan, should be submitted to support planning applications for minerals development that fall within the requirements of policy WCS6 of the Wiltshire and Swindon Waste Core Strategy.
- 3.8** The wider resource implications of the development should also be taken into account by ensuring that a sustainable approach is taken to managing resources that may be affected by the development such as water and soil.
- 3.9** In addition to the general demand for minerals, some major construction projects require substantial amounts of mineral to be supplied over relatively short periods of time. In order to meet these needs, and in the interests of sustainable development it can be preferable to open up a 'borrow pit' adjacent to the project site specifically to provide the required construction minerals. In such circumstances it must be demonstrated that the environmental and amenity impacts associated with extracting and processing aggregates from a borrow pit will be lower than transporting the materials from existing quarries. As such, applications for borrow pits will be treated the same as any other proposal for mineral extraction.





## **MDC1: Key criteria for sustainable minerals development**

**Proposals for minerals development must contribute to the delivery of sustainable development in Wiltshire and Swindon by ensuring that the social, economic and environmental benefits of minerals development are maximised, and adverse impacts - including cross-boundary and cumulative impacts - are kept to an acceptable minimum. All proposals for minerals development will be assessed using the following key criteria:**

- a. The need for the development;**
- b. The extent to which adverse impacts associated with the development will be minimised and managed through an integrated mitigation strategy developed through early and effective consultation with key stakeholders, including local communities and the Councils, prior to the submission of a planning application;**
- c. The extent to which the development ensures protection and enhancement of biodiversity, geodiversity and the historic and cultural environment;**
- d. The extent to which mineral waste generated on site is minimised, and where possible, the reception, processing and distribution of alternatives to primary aggregates is facilitated;**
- e. The extent to which the visual / landscape impact of any structures and buildings is minimised in terms of the appropriate use of scale and form;**
- f. The extent to which the development avoids loss of best and most versatile agricultural land and ensures the protection of soil resources throughout the life of the development;**
- g. The extent to which the development ensures the efficient use of water resources on site and the extent that the adverse impacts on the water environment and flood risk can be avoided and / or mitigated;**
- h. The extent to which the proposal facilitates sustainable transport;**
- i. The quality and appropriateness of the restoration, aftercare and after-use proposals, considering the contribution that could be made to the UK, South West and/or Wiltshire, Swindon and Cotswold Water Park Biodiversity Action Plan targets, the South West Nature Map and Great Western Community Forest.**



## **Policy drivers**

- **MPG7: The Reclamation of Mineral Workings**
- **Minerals Core Strategy Policy MCS1, MCS1B and MCS1C**
- **PPS1: Delivering Sustainable Development**
- **MPS1: Planning and Minerals**
- **MPS2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England**
- **SA/SEA report**
- **PPS7: Sustainable Development in Rural Areas**
- **The First Soil Action Plan for England 2004 - 2006**
- **South West Regional Spatial Strategy**
- **Comments received from previous consultations**



## 4 Managing the Impacts of Minerals Development

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### ***Links to the Minerals Core Strategy Strategic Objectives***

***“... Provide clear guidance to the communities of Wiltshire and Swindon on minerals planning policy and proposals through the pursuit of a collaborative public involvement approach, which contributes to maintaining and/ or enhancing the quality of life of people living in proximity to mineral development...”***

***“... Identify, develop and implement opportunities to work with all those with an interest in sustainable minerals planning in Wiltshire, Swindon and the surrounding areas...”***

***“... Proven mineral deposits which are, or may become, of economic importance will be safeguarded from non-mineral development...”***

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- 4.1** Unless effectively and robustly controlled, the adverse environmental impacts of minerals development can be significant. Proposals must therefore consider the extent to which adverse environmental impacts of the development can in the first instance be avoided, before considering the adequacy of options for mitigation.
- 4.2** The avoidance of impacts refers to the need to prevent impacts happening in the first place. It is acknowledged that this will be difficult due to the (often) large scale of mines and quarries and associated plant and machinery. Where the impacts are unavoidable, mitigation measures should be incorporated in order to reduce any adverse impacts to the point where it no longer has significant effect. Proposals that do not provide adequate protection of the environment will not normally be permitted.
- 4.3** The policies within this topic seek to manage the various operational impacts associated with all types of minerals development, concentrating on the impacts that are likely to affect amenity, the environment (noise, dust, vibration, lighting and emissions to air) and water. Additionally, the approach to ensure safeguarding of existing minerals development, and land that may be required for minerals development in the future, is detailed. The impacts upon the natural and historic environment are considered separately in Chapter 5.

### **Managing the impacts of minerals development**

- 4.4** Minerals development can lead to adverse environmental impacts that can affect the quality of life of those living, working and using facilities in proximity to the development. Clearly some land uses will be more sensitive to changes in the environment than others – hospitals, schools and residential areas are classed as having a high to medium sensitivity, whereas farms and industrial uses are considered as low sensitivity land uses (as detailed in MPS2).



- 4.5** Possible impacts may include noise, vibration and emissions to air from quarry traffic and processing plant, debris on the roads, the raising of dust during dry periods, light pollution and visual intrusion. Minerals developments are often generators of high volumes of HGV traffic and, as well as being linked to many of the impacts listed above, air emissions from quarry traffic are referred to as being contributors to climate change and can adversely affect people's health. It is important that these impacts are kept to an acceptable minimum through the use of appropriate mitigation measures such as:
- The incorporation of a defensible separation distance between residents and mineral workings
  - Landscaping to create temporary screening bunds
  - Using natural vegetation for screening purposes
  - Restricting the hours of operation
  - Water bowsers to suppress dust, and wheel washers to reduce the road debris caused by lorries
  - The phasing of operations to reduce the impact on local residents
  - The choice of route, location and suitability of access arrangements for vehicles entering and leaving the site
  - The use of shields, louvers, baffles and restrictions on operational hours to prevent 'light spill', 'light trespass' and 'sky glow' in sensitive areas.
- 4.6** Government policy (MPS1, MPS2) states that the environmental effects of minerals extraction should, as far as possible, be controlled, mitigated or removed at source, so as to reduce potential adverse impacts to an acceptable level. EIA Regulations require an assessment of the likely significant environmental effects of some development (explained in Chapter 2). Policy MDC2 compliments the EIA provisions by requiring assessments for minerals development that fall below the EIA threshold, where there is likely to be adverse impacts associated with noise, dust, air emissions, lighting and vibration. Where there is a residual adverse impact associated with the criteria listed in policy MDC2, that is permanent, the development will not be approved<sup>(4)</sup>.
- 4.7** The policy approach set out in MDC2 seeks to ensure that the potential adverse impacts associated with minerals development are managed in order to protect the environment and amenity.
- 4.8** In some instances, it may be appropriate to retain plant and machinery on site after mineral extraction has ceased where its existing location is more acceptable, in the interests of protecting amenity<sup>(5)</sup> and the environment, than an alternative site. Policy MDC2 seeks to reduce the impacts of plant and machinery in the long term, by limiting the life of these structures to the mineral reserve it serves; except where the developer can demonstrate that the continued use of such plant/machinery will not lead to significant adverse impacts, in accordance with the provisions of MDC2.

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4 As stated in paragraph 2 of MPS2.

5 In every case, proposals to retain plant and machinery will have to be in accordance with national policy and the development plan for the area.



## **MDC2: Managing the impacts of minerals development**

**Applications for minerals development in Wiltshire and Swindon will only be permitted where it is demonstrated that the proposal avoids and / or adequately mitigates significant adverse impacts associated with the following environmental considerations:**

- **Noise levels;**
- **Dust levels;**
- **Air emissions;**
- **Lighting; and**
- **Vibration levels.**

**Proposals for mineral development should be accompanied, where necessary, by an assessment of the impact of the proposal in terms of noise, dust, air emissions, lighting, and vibration. Where a need for mitigation is identified by the assessment and / or through consultation with key stakeholders, mitigation measures should be clearly defined and submitted as part of the development proposal, where necessary incorporating appropriate separation distances to safeguard residential amenity.**

**All plant and machinery associated with the mineral development will be limited to the life of the mineral reserve it serves, except where it can be demonstrated that the adverse impacts associated with retaining the plant and machinery can be effectively managed.**

### **Policy drivers**

- **Wiltshire and Swindon Minerals Core Strategy: Policy MCS8**
- **PPS12: Local Spatial Planning**
- **MPS1: Planning and Minerals**
- **MPS2: Controlling and Mitigating the Environmental effects of Minerals Extraction in England**
- **Regional Spatial Strategy for the South West**
- **The Councils' SA/SEA/HRA Reports**
- **Comments received from previous consultations**



## Managing the impacts on surface water and groundwater

- 4.9** Minerals development in Wiltshire and Swindon, particularly sand and gravel extraction, is an activity that will at some point involve interaction with surface and ground water resources. Whether it be through abstraction of water for mineral washing and processing, the culverting of water courses and dewatering of areas where minerals will be worked below the water table, or simply the storage of fuels and other chemicals necessary for the development, there will be potential for adverse impacts to water quality and water levels both within and beyond the boundaries of a site. It is therefore important that these aspects of minerals development are assessed and properly managed.
- 4.10** In some areas of Wiltshire and Swindon, the Upper Thames Valley for example, a key consideration in the timing and phasing of operations will be the seasonal variations in surface and ground water levels, as it may be inappropriate or impractical for minerals extraction or restoration to occur at certain times of year.
- 4.11** One of the effects of climate change could be more extreme weather events, including an increase in the risk of flooding. For Wiltshire and Swindon the evidence suggests that this is likely to mean a 0-15% decrease in precipitation in the summer, and a 0-15% increase in precipitation in the winter months up to 2020. Therefore, managing the impact of minerals development upon the water environment will need to consider the possibility that flood risk in the future will be increased. Particular care will also need to be taken when considering the impacts of development proposals on areas not supported by mains drains.
- 4.12** Government policy (PPS25) seeks to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. A Flood Risk Assessment is required for development proposals of one hectare or above in Flood Zone 1, and all proposals within areas at risk of flooding as identified by the Wiltshire and Swindon Strategic Flood Risk Assessment<sup>(6)</sup>. Geological circumstances dictate that it is likely that sand and gravel extraction will take place in areas at a high risk of flooding.
- 4.13** Ancillary buildings and hard-standing associated with minerals development can also lead to increases in surface run-off and therefore could contribute to flooding. Sustainable Drainage Systems (SUDS)<sup>(7)</sup>, that are capable of storing and controlling the discharge of water associated with these areas, should also be incorporated into the design of proposals.
- 4.14** The Environment Agency has an important role to play on hydrological issues and is the main body responsible for safeguarding the water environment. Its concerns include ground and surface water protection, pollution control, flood defence, land drainage, recreation, fisheries and conservation. The Environment Agency produces standing advice that developers should refer to when considering ways of dealing with the hydrological effects of minerals development.

6 Guidance on the requirements of a Flood Risk Assessment can be found in Annex E of PPS25; and further information on development and flood risk is available in the accompanying practice guide

7 Information on SUDS can be found in Annex F of PPS25; and in the accompanying Practice Guide



- 4.15** The Environment Agency safeguards water resources and manages abstraction through Catchment Abstraction Management Strategies (CAMS). Currently CAMS affecting Wiltshire and Swindon all state that there are no ground and surface water resources available for new consumptive abstractions at low flows, or they are over licensed or over abstracted at low flows. However, water may be available at higher flows with appropriate restrictions. It is therefore essential that proposals for minerals developments include provisions for the efficient use of water resources.
- 4.16** Pre-application discussion with the Environment Agency, the Councils and the relevant sewerage undertakers / infrastructure providers on matters likely to affect surface and groundwater resources will always be encouraged. Based on the advice of the Environment Agency applicants will be required to assess the potential impacts upon the water environment at both extraction and restoration phases, undertaking a hydrological/ hydrogeological investigation where necessary.

### **MDC3: Managing the impact on surface water and groundwater resources**

**Proposals for minerals development will only be permitted where it can be demonstrated that appropriate controls will be made available to protect and, where appropriate, enhance the water environment. This includes making provisions to ensure the protection and maintenance of:**

- **The quality of groundwater, water courses and other surface water; and**
- **The volume / levels of groundwater, water courses and other surface water**

**Flood Risk Assessments (FRA) will be required for minerals development proposals in areas at risk of flooding or likely to contribute to flooding elsewhere, as appropriate to the nature and scale of the development, and must take into account cumulative effects with other existing or proposed development. Where a risk of flooding is identified through FRA, proposals must include measures to ensure the avoidance of and / or mitigation of that risk.**

**Where appropriate, development proposals will also be required to include provisions for the efficient use of water resources on site and the use of Sustainable Drainage Systems (SUDS).**

#### **Policy drivers**

- **Wiltshire and Swindon Minerals Core Strategy: Policies MCS1 (B) and MCS7**
- **Wiltshire and Swindon Strategic Flood Risk Assessment (SFRA)**
- **Regional Spatial Strategy for the South West**
- **PPS25: Development and Flood Risk**
- **PPS25: Development and Flood Risk: Practice Guide**
- **Relevant Catchment Abstraction Management Plans**
- **The Councils' SA/SEA/HRA Reports**
- **Comments received from previous consultations**



## **Safeguarding mineral resources, rail-head facilities and mineral recycling facilities**

- 4.17** A balance needs to be struck between protecting the amenity of nearby sensitive land uses, such as residential areas, and the need to prevent the sterilisation of proven mineral resources, operational land associated with rail-head facilities and minerals recycling facilities. To this end, Mineral Safeguarding Areas (MSAs) have been defined, as shown on the proposals map.
- 4.18** The minerals core strategy provides strategic direction on the issue of safeguarding, setting out those areas within Wiltshire and Swindon that will be safeguarded. It would be unreasonable to oppose development where it can be proven that mineral resources will not needlessly become sterilised as a result of that development. It is therefore necessary to provide the criteria that should be met to enable certain non-mineral developments to proceed within MSAs.
- 4.19** The Councils will require the developers to provide sufficient information, in the form of borehole sample data, upon which to consider whether a non-mineral development proposal within a MSA should be approved. Borehole samples should be taken to ensure that comprehensive data is available across the site and that will provide a clear indication of whether economically viable mineral is present, and if so where.
- 4.20** The Councils will support major developments in MSAs where they allow for minerals to be extracted prior to or in phase with the proposed non-minerals development. In such circumstances it is unlikely that all of the mineral contained within the site will be recoverable. The Councils will, however, require the developer to demonstrate that opportunities for maximising the potential yield for minerals have been taken into account.
- 4.21** The Councils will also support proposals for temporary non-minerals development in MSAs where there will be no long term sterilisation of mineral resources.





#### **MDC4: Safeguarding mineral resources, rail-head facilities and mineral recycling facilities**

**Proposals for development within Mineral Safeguarding Areas, as defined on the Proposals Map, that may prevent or adversely affect current or possible future mineral extraction and/or associated ancillary operations, rail-head facilities, and mineral recycling facilities within Wiltshire and Swindon will be opposed unless:**

- **An appropriate quantity of mineral can be reasonably extracted prior to or in phase with the proposed non-mineral development such that the extraction does not unreasonably prevent or hinder the non-minerals development; or**
- **It can be proven that the mineral deposit is unlikely to be worked due to its quality or quantity; or**
- **The development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or**
- **There is an overriding need for the proposed non-minerals development to commence without delay.**

#### **Policy drivers**

- Wiltshire and Swindon Minerals Core Strategy: Policy MCS6
- MPS1: Planning and Minerals
- Regional Spatial Strategy for the South West
- The Councils' SA/SEA/HRA Reports
- Comments from previous consultations





# 5 Wiltshire and Swindon's Natural and Historical Environment

## ***Links to the Minerals Core Strategy Strategic Objectives***

***“... Protect and enhance the diverse and highly valued natural and historical environment of Wiltshire and Swindon, incorporating the landscape character, the setting of local settlements biodiversity and geological conservation interests, the water environment including flood risk, and cultural heritage... reduce and buffer the impacts of climate change on vulnerable habitats and species...”***


**5.1** Wiltshire and Swindon is highly valued for its landscape, biodiversity, geological, and historical significance. It is therefore important that these features of interest are afforded protection and that minerals development is managed in such a way that positive contributions can and will be made to Wiltshire and Swindon’s character and heritage.

### **Landscape and the countryside**

**5.2** Government policy (MPS1) advocates that major mineral developments should not take place in nationally designated landscape areas – National Parks and Areas of Outstanding Natural Beauty (AONB) – apart from in exceptional circumstances. With 43% of Wiltshire and Swindon designated as AONB, and the New Forest National Park on Wiltshire’s southern boundary, it is important to ensure the impacts of minerals development upon these important landscapes are effectively managed through an appropriate policy framework. Major proposals for minerals development within or adjacent to a landscape of national importance should be subject to the most rigorous examination in accordance with the requirements of PPS7 (paragraph 22). Any built structures and ancillary buildings associated with minerals development should be designed to keep their visual impact to a minimum, through the appropriate use of scale and form.

**5.3** The Minerals Core Strategy supports, in principle, proposals for small-scale building stone extraction that demonstrate a need for the material locally. In Wiltshire and Swindon, small-scale mines and quarries located within AONBs provide sources of building stones that have historically made a valuable contribution to the local built environment and therefore intrinsically form part of the landscape character. These factors relating to the nature and scale of development proposals within an AONB will be taken into account by the Councils when determining planning applications.

**5.4** Landscape Character Assessments (LCAs) are used to describe and map the landscape, and provide information to inform judgements about what aspects of the landscape are important and why. LCAs can help to inform the way in which new minerals development can fit within the landscape and assist with the design of restoration proposals (covered in chapter 7). The Wiltshire Landscape Character



Assessment has been published covering the whole of Wiltshire and Swindon. Assessments have also been produced for the three AONBs; the former Districts of Kennet, Salisbury, North and West Wiltshire; Swindon Borough; the Army Training Estate on Salisbury Plain and the Cotswold Water Park.

- 5.5** All of the Wiltshire and Swindon mineral workings occur in rural areas where they can impact upon the visual amenity of local residents and the setting and character of rural villages and towns. Landscape and Visual Effects Assessments are used to understand how a development will change the local landscape character and the appearance of key views, and to inform the design of an appropriate mitigation strategy for the duration of operations, the restoration scheme and final afteruse.
- 5.6** Developers are advised to undertake assessments of the landscape and visual effects of proposals, appropriate to the nature and scale of the development. The Council's landscape officer will provide advice at the pre-application stage on the scope and details of what landscape and visual assessments should consider and when they should be undertaken. It follows that the delineation of sites allocated in the Minerals Site Allocations DPDs should also be drawn in accordance with the requirements of Policy MDC5 and the need to protect the character and setting of the landscape and settlements.
- 5.7** Other land uses such as canal routes, public open space, Public Rights of Way and outdoor recreational facilities all contribute to the landscape setting of an area and are an important consideration for minerals development proposals. Minerals development should not result in the loss or degradation of such features and the quality and character of the wider countryside should be protected and, where possible, enhanced in accordance with Government policy (PPS7).
- 5.8** Additionally, the agricultural quality of land must be considered alongside other sustainability considerations (as set out in PPS7). The use of poorer quality agricultural land in preference to 'best and most versatile agricultural land' should occur where significant development of agricultural land is unavoidable, except where this would conflict with other sustainability considerations.



#### **MDC5: Protection and enhancement of Wiltshire and Swindon's landscape character**

Proposals for minerals development should include an assessment of the adverse impacts upon Wiltshire and Swindon's landscape character and the landscape character of adjacent areas, as deemed appropriate to the scale and nature of the development, and in particular in relation to the following designated areas:

- The New Forest National Park
- The Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty
- The Cotswolds Area of Outstanding Natural Beauty
- The North Wessex Downs Area of Outstanding Natural Beauty.

The assessment should be informed by the Wiltshire Landscape Character Assessment, as a minimum, and where the proposed development is situated within or in proximity to an AONB or in proximity to the New Forest National Park, the relevant Management Plan.

Proposals for minerals development should include appropriate provisions to protect and where possible enhance the quality and character of the countryside and landscape. Proposals in proximity to settlements must safeguard their character, setting and rural amenity through the implementation of mitigation measures that incorporate an acceptable separation distance, landscaping and planting, appropriate to the existing landscape setting and consistent with the proposed after-use of the site.

#### **Policy drivers**

- Wiltshire and Swindon Minerals Core Strategy: Policies MCS1 (B) and MCS7
- MPS1: Planning and Minerals
- PPS7: Sustainable Development in Rural Areas
- Regional Spatial Strategy for the South West
- Relevant AONB Management Plans
- New Forest National Park Management Plan
- Relevant Landscape Character Assessments
- The Councils' SA/SEA/HRA Reports
- Comments from previous consultations



## Biodiversity and geological conservation

- 5.9** Wiltshire and Swindon is home to a rich source of biodiversity and geodiversity with 12 internationally protected nature conservation sites, over 130 Sites of Special Scientific Interest (SSSIs), 60 Regionally Important Geological and geomorphological Sites, around 1,500 County Wildlife Sites, and 13 Local Nature Reserves.
- 5.10** Unless effectively managed, minerals development in Wiltshire and Swindon could potentially result in adverse impacts on features of biodiversity and geological interest both within and adjacent to the Plan area. The Councils consider features of biodiversity and geological interest to comprise:

### Sites and species of international importance

- Special Areas of Conservation (SACs)
- Special Protection Areas (SPAs)
- Ramsar sites
- European Protected Species.<sup>(8)</sup>

### Sites and species of national importance

- Sites of Special Scientific Interest
- Species of Principal Importance.<sup>(9)</sup>

### Sites and species of regional and local importance

- Regionally Important Geological and Geomorphological Sites
- Local Biodiversity Action Plan habitats and species (including those of the Wiltshire, Swindon and Cotswold Water Park BAPs)<sup>(10)</sup>
- County Wildlife Sites (including Semi Natural Ancient Woodlands)
- Local Nature Reserves
- The Great Western Community Forest.

And any area / habitat that could be considered to be essential to connect / support habitats or species such as those listed above.

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8 **European Protected Species** - Circular 06/2005; Annex A; Tables 2 & 3 of lists the species; Schedule 2 and Schedule 4 of the Conservation (Natural Habitats & c.) Regulations 1994 identifies those species of the Habitats Directive applicable to the UK.

9 **Species of Principal Importance** - Circular 06/2005, paragraphs 84 - 86 and Annex C lists the species and habitats of 'principal importance'.

10 **Local BAP Species** - can be found in the relevant Local Biodiversity Action Plan [*note: habitats of principal importance are incorporated into the Wiltshire BAP habitats*].



- 5.11** The Government's approach to planning policy on biodiversity and geological conservation (PPS9) seeks to maintain and enhance, restore or add to biodiversity and geological interests. A number of areas of biodiversity interest in Wiltshire and Swindon are already afforded significant European and national protection and therefore their inclusion in local level planning policy is not warranted as it would not provide any greater protection than already exists. Any proposal that could potentially impact upon a site protected by the Habitats Directive is legally required to be subject to an appropriate assessment, in accordance with the Habitats Regulations 1994 (as amended). However, European Protected Species, found outside of a SAC/SPA, are the responsibility of the competent authority (i.e. in minerals planning matters the Minerals Planning Authority), and therefore the need for developers to survey for these species should be reflected in local policy. The exception to this is where European Protected Species are a feature of European designated sites (SAC or SPA) when Natural England must have the final word on whether the proposal can be allowed to happen. International and national designations are identified on the Proposals Map.
- 5.12** The Countryside and Rights of Way Act, 2000 along with the guidance in Circular 06/2005 (accompanying PPS9) sets out the national policy position on protecting and enhancing biodiversity and geodiversity. The Councils are committed to ensuring that habitats and species both within and outside designated sites are protected. Taking the lead from PPS9, Policy MDC6 identifies the need to promote the conservation of habitats and species in the widest sense through the implementation of Biodiversity Action Plans (e.g. Wiltshire BAP, Swindon BAP, Cotswold Water Park BAP, etc) and, where produced, Geodiversity Action Plans. In addition, the need to protect 'species of principle importance' (as referenced by PPS9) has been recognised.
- 5.13** Additionally, nationally designated SSSIs are also afforded statutory protection. MPS1 advises that proposals for minerals development that are likely to result in an adverse effect upon SSSIs should not normally be permitted. Developments that would result in the loss or deterioration of non-statutory ancient woodland should also not be permitted.
- 5.14** To ensure that sufficient information is provided for planning officers to efficiently determine a planning application, Policy MDC6 requires minerals developers to undertake an assessment of the potential effects of their development proposals on areas of biodiversity and/or geological interest, including those of local importance. The assessment should identify whether a proposal is likely to result in a significant adverse impact (i.e. resulting in unacceptable loss or harm of species or habitat), and set out clearly the options considered for avoiding, mitigating or compensating for the adverse impact.
- 5.15** Not all proposals for minerals development are likely to impact upon biodiversity or geodiversity. Some minor applications for ancillary developments on existing sites, for example, may not present any significant ecological issues and therefore would not necessarily need to be supported with a detailed assessment. However, other applications could relate to small scale development in isolated areas where there is a realistic possibility of an adverse impact upon flora and fauna (noise, disturbance



through frequent access to site, etc). It is important that developers engage in early and effective pre-application discussions with the Councils to establish the potential issues associated with a proposed development.

- 5.16** Wiltshire's County Ecologist will be able to provide advice on whether a particular proposal will need to be accompanied by an assessment of the impacts on biodiversity and the level of detail an assessment will need to cover. Where an assessment is required it must incorporate an appropriate ecological survey (additional details on the requirements of an ecological assessment are set out in Appendix 5).
- 5.17** Government policy<sup>(11)</sup> affords great importance on the need to ensure that biodiversity can adapt to the impacts of climate change. An assessment of the effect of minerals development upon biodiversity should also consider the likely local changes in the distribution of species and habitats in response to a changing climate.
- 5.18** Based on the outcomes of the biodiversity/geodiversity assessment a sequential approach to managing the predicted impacts of minerals development is required. In the first instance applicants should make every effort to ensure that significant harm to protected species and features is **avoided**; including ensuring the development cannot be reasonably located on any alternative sites that would result in less or no harm. In the absence of alternatives, **mitigation** measures should be designed and implemented in order to reduce the impact to the point where it no longer has significant effects. Finally, as a last resort, **compensation** in the form of a legal agreement should be sought where significant harm cannot be avoided or adequately mitigated against. Compensatory measures should result in at least 'like for like' habitat creation either within or in proximity to the proposed development. If significant harm cannot be avoided, mitigated against, or adequately compensated for, planning permission should be refused. This process is outlined in Figure 3.
- 5.19** Where a proposal identifies a need for mitigation and/or compensation, full details of mitigation and/or compensation measures to be implemented should be incorporated into the design of the proposal. Applicants should make provisions for the need for long term aftercare and management of the site. It is therefore imperative that the ecology of the site has been properly assessed at an early stage, so that mitigation or compensation measures can be presented as part of the planning application.

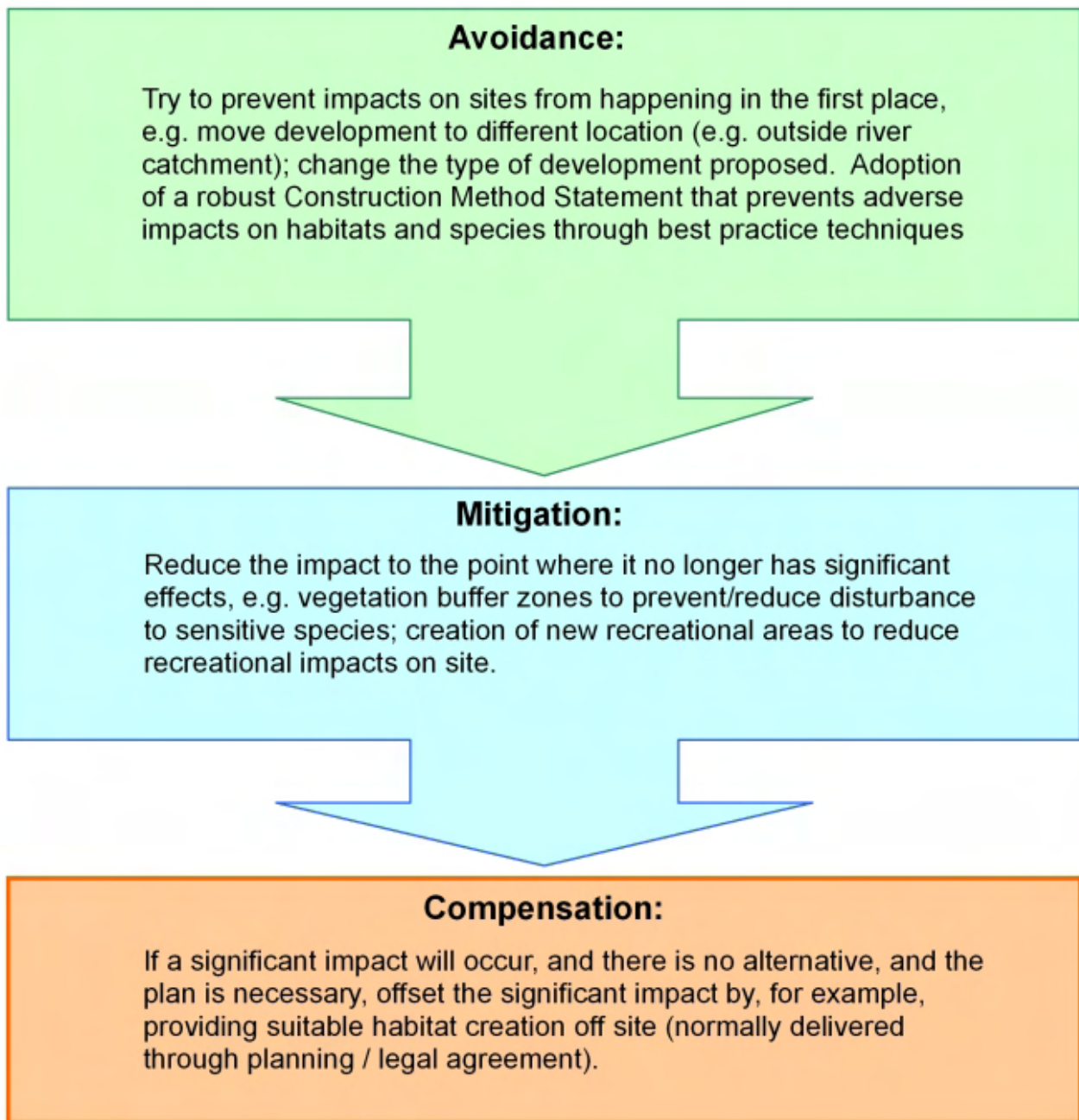
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11 Planning and Climate Change - Supplement to PPS1.






**Figure 3: Preventing harm to biodiversity and geological conservation interests<sup>(12)</sup>**



12 Adapted from 'Appropriate Assessment of Plans: Discussion Paper,' Scott Wilson et al, June 2006.



## **MDC6: Biodiversity and geological interest**

**Proposals for minerals development in Wiltshire and Swindon must be accompanied by an objective assessment of the potential effects of the development on features of biodiversity and/or geological interest, taking into account cumulative impacts with other development and the potential impacts of climate change.**

**The assessment must have particular regard to the need to maintain and / or enhance sites and species of international and national importance in accordance with the relevant statutory requirements.**

**The assessment must also consider carefully the need to maintain and / or enhance the following features of local and regional importance:**

- **Local Biodiversity Action Plan habitats and species**
- **County Wildlife Sites (including Semi Natural Ancient Woodlands)**
- **Regionally Important Geological and Geomorphological Sites**
- **Local Nature Reserves**
- **The Great Western Community Forest.**

**Proposals for minerals development will only be permitted where adverse impacts will be:**

- a. **Avoided; or**
- b. **Where an adverse impact cannot be avoided, the impact will be adequately mitigated; or**
- c. **Where adverse impacts cannot be avoided or adequately mitigated, compensation will result in the maintenance or enhancement of biodiversity / geodiversity.**




## Policy drivers

- **Wiltshire and Swindon Minerals Core Strategy: Policies MCS1 (B) and MCS7**
- **MPS1: Planning for Minerals**
- **PPS9: Biodiversity and Geological Conservation**
- **Planning for Biodiversity and Geological Conservation: A Guide to Good Practice**
- **Circular 06/2005: Biodiversity and Geological Conservation - statutory obligations and their impact within the planning system**
- **Regional Spatial Strategy for the South West**
- **The Councils' SA/SEA/HRA Reports**
- **Comments received from previous consultations**

## The historic environment

- 5.20** The historic environment can be broadly defined as incorporating all designated historic assets of archaeological or cultural heritage importance, including features of local historic and / or architectural interest and value, since these can make an important contribution to creating a sense of place, local identity and distinctiveness. Other important elements of the historic environment, some of which are often without any statutory protection, include locally significant, but as yet, un-designated other archaeological remains, locally listed buildings, conservation areas, registered parks and gardens, historic battlefields, historic landscape and townscape features<sup>(13)</sup>, the historic character of the wider landscape/ built environment, as well as the potential for as yet unrecorded archaeology.
- 5.21** The diverse historic environment of Wiltshire and Swindon includes many features of local, national and international importance and therefore warrants significant consideration by applicants preparing and submitting proposals for minerals development. The World Heritage Site of Stonehenge and Avebury comprises Wiltshire and Swindon's best known historic landscape and monuments, and there are numerous other highly valued examples of evidence from our past including the Roundway Down Battlefield, over 2000 Scheduled Ancient Monuments, and over 21,000 sites of archaeological or historical remains recorded on the Sites and Monuments Record. Additionally, there are more than 250 Conservation Areas and thousands of listed buildings.
- 5.22** If inappropriately designed and managed, minerals extraction can result in the disturbance and loss of archaeological remains. National policy (PPG16) outlines a presumption in favour of the preservation in situ of nationally important remains and their settings, whether scheduled or not. It is important to note that archaeological sites and features do not have to be formally scheduled to be of national importance.

13 Townscape features can include: historic bridges, street furniture of historic and/or architectural interest (e.g. Pillar boxes, railings, street lights, market crosses, clocks etc) and many other features that add to the quality and distinctiveness of local towns and villages.



However, minerals can only be worked where they exist and this can lead to conflicts of interest between developers providing an essential resource and those responsible for protecting the evidence of Wiltshire and Swindon's past for future generations.

**5.23** To ensure that the appropriate level of protection, investigation and management is given to archaeological remains within and in proximity to proposed minerals development, the Confederation of British Industry have produced a code of practice<sup>(14)</sup> for mineral developers to apply when planning proposals for minerals development. In addition the Minerals and Historic Environment Forum have recently built upon this advice and produced a practice guide<sup>(15)</sup> setting out clear and practical advice on the archaeological evaluation of mineral development sites. The Councils support the principles of both documents and will require developers submitting proposals for new minerals development to:

- Consult the relevant Sites and Monuments Records (SMRs) - in areas such as the Upper Thames Valley, depending on the proximity to the Wiltshire and Swindon boundary, developers may be required to consult both the Wiltshire / Swindon and Gloucestershire SMRs - this should form the basis for pre-application discussions between the Councils and developers;
- Based on the advice of the relevant Archaeological Body (e.g. Wiltshire's CountyArchaeologist), and the existing or potential archaeological importance of the proposed site, undertake an appropriate initial archaeological evaluation (e.g. site inspection, remote sensing, trial trenching) prior to the submission of a planning application; and
- Where initial investigations indicate archaeological remains are likely to be disturbed and based on the advice of the relevant Archaeological Body, agree to a scheme of preservation in situ or further archaeological mitigation measures to take place prior to or concurrently with the minerals development. Depending on the importance of the findings of the initial archaeological assessment, the Councils may seek non-financial contributions from the developer in the form of a legal agreement, to ensure that archaeological evidence is further investigated, recorded, preserved and managed<sup>(16)</sup> to an appropriate standard and to an appropriate timescale.

**5.24** Where initial investigations reveal that the mineral development will result in the loss of archaeological features of significant importance (e.g. of national or international significance), it is unlikely that a proposal will be permitted.

**5.25** The impacts of minerals development can be evident, not only in terms of the potential disturbance of archaeological remains through extraction but also upon the character and setting of many of the surviving examples of our past. English Heritage has developed an Historic Landscape Characterisation Project that can be used to inform development proposals and in particular the restoration and afteruse of minerals development. In addition to archaeological assessment, proposals for new minerals development should assess the potential adverse impacts on the historic landscape

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14 Confederation of British Industry, *Archaeological Investigations Code of Practice for Minerals Operators*, April 1991.

15 Minerals and Historic Environment Forum, *Mineral Extraction and Archaeology: A Practice Guide*, 2008.

16 Where long term management is needed for public access and display for future enjoyment and educational purposes.



and cultural heritage assets, including registered historic parks and gardens, registered battlefields, listed buildings and conservation areas, taking into account the English Heritage Historic Landscape Characterisation Project<sup>(17)</sup>

- 5.26** The principle objective of Policy MDC7 seeks to ensure that Wiltshire and Swindon's historic environment is afforded the appropriate level of protection, enhancement and / or preservation in conformity with national and regional policy. The policy also provides advice to developers on how to assess the potential impacts of their proposals on known (i.e. designated) and / or potential features of archaeological importance. As part of the process of preparing planning applications for new development, archaeological and Historic Landscape Assessments should be used by developers to inform the preparation of a mitigation strategy (please refer to Policy MDC1) for proposed minerals development.

### **MDC7: The historic environment**

**In the interest of protecting the rich historic environment of Wiltshire and Swindon, proposals for minerals development will only be permitted where it can be demonstrated through a process of assessment that historic assets of archaeological or cultural heritage importance and their settings can be appropriately protected, enhanced and/or preserved.**

**Proposals affecting historic assets known or potential archaeological importance must be accompanied by an appropriate archaeological evaluation. Based on the findings of the initial evaluation, preservation of nationally important remains in situ may be necessary, or developers will be required to agree to a scheme of further archaeological mitigation prior to commencement of the development or as part of the overall development scheme. In the interests of recording, preserving and future management of important archaeological features affected by a proposal the Councils may seek contributions from the developer in the form of a legal agreement.**

### **Policy drivers**

- Wiltshire and Swindon Minerals Core Strategy: Policies MCS1 (B) and MCS7
- MPS1: Planning and Minerals
- PPG15: Planning and the Historic Environment
- PPG16: Archaeology and Planning
- CBI Archaeological Investigations Code of Practice for Mineral Operators
- Mineral Extraction and Archaeology: A Practice Guide
- Regional Spatial Strategy for the South West
- Avebury World Heritage Site Management Plan (English Heritage)
- The Councils' SA/SEA/HRA Reports
- Comments from previous consultations

17 Currently the HLC does not have coverage for Wiltshire and Swindon, but it is expected that this will be achieved by 2010.





## 6 Sustainable Transport and Minerals Development

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### ***Links to Minerals Core Strategy Strategic Objectives***

***“... Options for sustainable transportation will be encouraged and pursued in order to reduce the environmental impacts of transporting minerals across Wiltshire and Swindon...”***

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- 6.1** Quarries are often generators of Heavy Goods Vehicle (HGV) traffic, which can lead to adverse environmental impacts such as noise, air pollution, vibration, dust and a road safety hazard for other vehicles, pedestrians and cyclists. These effects are exacerbated in areas designated for their environmental importance. Additionally, lorries used to transport minerals will also produce carbon emissions that are believed to contribute to global warming. The transportation of minerals between sites for processing or to their end-use destination is therefore an important consideration for managing the impacts of minerals development.
- 6.2** In order to minimise the impacts of HGV traffic associated with minerals development the reduction of transportation distances and the use of rail and water to transport minerals should be encouraged wherever possible. For ultra short distances i.e. for transport of mineral within or between adjacent or nearby quarries, short-haul conveyors should be utilised.
- 6.3** Crushed limestone aggregate is currently imported into the Plan area to a rail aggregate depot located in Wootton Bassett and the Minerals Core Strategy (Policy MCS9) seeks to steer proposals for new rail aggregate depots towards the Swindon area. However, the Councils appreciate that, for economic reasons, there is currently a limited possibility for transport of minerals by rail or water from within Wiltshire and Swindon as most of the mineral extracted is used locally due to it being of a relatively low value material, available from relatively short-term quarries (precluding use of rail), and there is a lack of a suitable water infrastructure.
- 6.4** The Wiltshire HGV Route Network sets out the most appropriate routes for HGVs to use, making the distinction between ‘strategic’ and ‘local’ lorry routes. The adverse impacts of minerals transportation, including those upon residential amenity, should be minimised if development is located in close proximity to this network. Close proximity is not defined within planning policy but sites will be supported where they offer direct access to, or have good links with the HGV route network or the primary route network. Sites will not be encouraged where access is required through residential areas, sensitive land uses or via roads which are not considered suitable by the Highway Authority for HGV use.



- 6.5** The impact of lorries on the road network can be reduced if the operator takes mitigation measures such as using water bowsers to suppress dust during spells of dry weather; wheel washers to prevent debris from being deposited on the road network; and through consideration of the choice of route, location and suitability of access arrangements for vehicles entering and leaving the site.
- 6.6** A comprehensive Transport Assessment (TA) will be required to be submitted with a planning application where a development is likely to have significant transport and related environmental impacts. It should identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport impacts of the proposal and improve accessibility and safety for all travel modes. Where a development will have relatively limited transport implications, a full TA may not be required and a simplified Transport Statement can be produced instead. This will be the case where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts. Finally, where the issue of transport is considered to be of limited significance, no formal assessment will be necessary.<sup>(18)</sup> Pre-application discussions with the Minerals Planning Authority will be critical to establish the scope of assessment required when considering the transport impacts of minerals development proposals.
- 6.7** Transport Assessments should consider the impacts of the minerals development upon all modes of travel likely to be affected by the development. Where there is likely to be significant adverse impacts that cannot be avoided or mitigated, legal agreements may be required to protect and where necessary make improvements to the relevant network.
- 6.8** Government policy (PPG13) introduced the concept of voluntary mineral site transport plans. Minerals site operators are encouraged to establish these plans where there will be significant impacts from minerals transportation (MPSI). Mineral site transport plans should be produced in consultation with the local community, in order to reduce the impact on nearby residents, thus promoting the sustainable transportation of minerals. These plans should deal with matters including routeing (avoiding weight restricted roads), offsite parking, hours of movement, considerate driving, and complaints procedures. The establishment of mineral site transport plans should be incorporated into pre-application discussions and/or planning agreements (as detailed in Chapter 2); and as part of the mitigation measures outlined in TAs accompanying proposals for minerals development. Many impacts can be controlled through use of appropriate conditions attached to a permission. However, developers will be encouraged to consider routing restrictions controllable by agreement to ensure the potential transport impacts of new minerals development are minimised.

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18 Government guidance on this matter is detailed within the document '*Guidance on Transport Assessment*', DCLG, DfT, March 2007.





- 6.9** There may be cases where the existing road network is not adequate for the amount of lorry movements associated with a minerals development. This has the potential to cause damage to the road structure and adversely affect residential amenity. Where this is the case, legal agreements<sup>(19)</sup> will be sought to achieve appropriate road network improvements in order to mitigate the adverse impacts of the increased lorry traffic due to the minerals development. It may also be possible to limit vehicle sizes in certain circumstances, for example when a minerals development is located in a sensitive area (e.g. AONB) where a local source of stone is required and improving the road network could harm the landscape character of lanes and roads.
- 6.10** In addition to the networks used for the transportation of minerals, minerals development can also impact upon other transport and recreational routes such as public rights of way (including footpaths and bridleways), canals (used and disused), railways and cycle-ways. It is important to safeguard, and where possible improve, these valued assets for their continued enjoyment. Some routes, public rights of way for example, may require temporary diversion for the duration of the development or a permanent diversion where this would be preferable to reinstatement of the original line. Where minerals development will impact upon a disused canal route, provisions should be made to reinstate the original line of the canal or to secure an alternative route that will be acceptable to the relevant Canal Trust and landowner.

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<sup>19</sup> Section 59 of the Highways Act, 1980 - allows the highway authority to seek costs for maintaining the highway as a result of road damage caused by excessive weight or other extraordinary traffic. Section 278 of the Highways Act allows a highway authority to seek costs from a developer, where the developer would derive a special benefit for necessary modifications to be made to a strategic road network as part of the highway authority's proposed works. Also, Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into an agreement with developers for the purposes of restricting or regulating a development.



## **MDC8: Sustainable transport and minerals development**

**Minerals development will only be permitted where it is demonstrated that the proposals facilitate sustainable transport by:**

- **Minimising transportation distances;**
- **Maximising the use of rail or water to transport minerals where practicable and environmentally acceptable;**
- **Ensuring a proposal has direct access or has suitable links with the Wiltshire HGV Route Network or primary route network;**
- **Establishing mineral site transport plans;**
- **Mitigating or compensating for any adverse impact on the safety, capacity and use of a highway, railway, canal route, cycleway or public right of way, through improvements to the appropriate network where necessary.**

**Where appropriate, applications for minerals development will need to be accompanied by a Transport Assessment. The Transport Assessment will need to:**

- **Consider the impact of the development upon the highway network (and where relevant the local rail infrastructure, canal route, cycleway or public right of way), in the local area;**
- **Consider the potential cross-boundary impacts and cumulative impacts of the development with other local developments; and**
- **Identify any mitigation or compensatory works directly related to the development that may need to be funded by the developer in conjunction with the proposal.**

### **Policy drivers**

- **Wiltshire and Swindon Minerals Core Strategy: Policies MCS1 (B) and MCS9**
- **MPS1: Planning and Minerals**
- **PPG13: Transport**
- **Regional Spatial Strategy for the South West**
- **The Councils' SA/SEA/HRA Reports**
- **Comments received from previous consultations**



# 7 The Restoration, Aftercare and After-use of Minerals Development

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## **Links to Minerals Core Strategy Strategic Objectives**

***“... A restoration-led approach to mineral workings will make a contribution to Biodiversity Action Plan targets and the implementation of the South West Nature Map. Within the Cotswold Water Park/Upper Thames Valley, this approach will need to consider the potential for open water restoration to increase the risk of bird strike at RAF Fairford...”***

***“... The restoration of mineral workings will deliver tangible benefits to the communities of Wiltshire and Swindon...”***

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**7.1** The restoration-led approach advocated within the Minerals Core Strategy gives primary importance to the restoration, aftercare and after-use for proposals for minerals development. This approach is supported by evidence that among other benefits such as returning the land to agriculture and uses that provide employment opportunities, the restoration of mineral sites can make an important contribution to enhancing biodiversity and meeting Biodiversity Action Plan targets. This will prove to be especially important in helping to sustain biodiversity, recognising that the distribution of habitats and species will be affected by climate change.

### **Restoration**

**7.2** The Councils encourage the phased restoration of mineral sites, where land is restored as extraction progresses through the development. This will minimise the area of land disturbed at any one time, limit the impacts upon sensitive areas (please refer to Policies MDC2 and MDC5) and reduce the overall time period of working. Phased restoration also helps to gauge the initial success of the restoration scheme by showing what aspects have worked well; and those aspects that may have been less successful.

**7.3** Proposals for minerals development should be accompanied by a restoration scheme that provides comprehensive details of the order and timings of phases of mineral working, restoration and of the final primary afteruses. Where possible the scheme should aim to integrate and facilitate the delivery of any relevant mitigation measures, as identified through the relevant assessments undertaken to support the planning application. It is strongly advised that these matters are discussed with the Councils at the pre-application stage, and where possible involve input from relevant key stakeholders to resolve any potential conflicts of interest.



- 7.4** Where practicable, restoration schemes should incorporate haul roads that facilitate the effective and logical progression of the restoration scheme, avoiding passing through earlier phases of the development that have already been worked and restored. Areas used for mineral processing and storage should form part of the final phase of the development and restoration of the site.
- 7.5** In the interests of conforming to the principles of sustainable development it is important to retain the potential for a minerals development site to be restored to a state suitable for supporting a range of after-uses. It is therefore imperative that soils are adequately protected and maintained throughout the life of the development. This is particularly important if a potential site comprises land that qualifies as best and most versatile agricultural land.
- 7.6** Where necessary proposals for minerals development should be supported by a site specific Land Classification Survey<sup>(20)</sup>, undertaken by an independent expert to determine the grading and agricultural value of the proposed site. The survey should incorporate a Statement of Physical Characteristics Report providing detailed information about the soils, subsoils and overburden within the boundaries of the site. The results of the assessment should then be used to inform the restoration scheme, identify potential afteruses and provide details of the measures that will need to be undertaken to ensure the adequate protection of these soil resources during stripping, storage and management. The Councils will be able to inform applicants at the pre-application discussion stage as to whether a proposal will require a Land Classification Survey.
- 7.7** In many cases, materials (such as inert waste) will need to be brought on to a site to ensure that the minerals development can be restored and returned to a beneficial after-use. Phased restoration of a site may require an adequate and timely supply of suitable material in order to ensure that the development can proceed on schedule. For this reason the Councils will require developers to demonstrate that materials to be imported to the site for restoration purposes are both suitable for the development (based on the advice of the Environment Agency) and are available in sufficient quantity to deliver the proposed restoration scheme, in accordance with proposed timescales.
- 7.8** The restoration of quarries needs to be considered carefully if the importation of controlled waste is considered. This will require approval by the Environment Agency in the form of an Environmental Permit, or an exemption from Environmental Permitting Regulations. This has long term engineering and financial implications for any operator or landowner facing aftercare requirements, and is dependent on factors such as the location of the development in relation to the Environment Agency Groundwater Source Protection Zones. The Environment Agency will not normally issue an Environmental Permit for infilling of waste in Groundwater Source Protection Zone One.

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20 Information on Agricultural Land Classification and Land Classification Surveys can be found on the [DEFRA website](#) specifically Agricultural Land Classification of England and Wales, MAFF 1988 and DEFRA Guidance for Successful Reclamation of Minerals and Waste Sites.



- 7.9** As stated previously, biodiversity gains can be made in the restoration of mineral sites, through contributing to Biodiversity Action Plan targets. It may be possible for an active quarry Biodiversity Action Plan to be produced for a particular site, outlining in detail how the site will seek to enhance biodiversity. Where appropriate phased restoration schemes should incorporate measures such as advanced tree planting, to ensure that biodiversity benefits are realised at the earliest opportunity.

### After-care

- 7.10** An appropriate period of aftercare will be needed to ensure mineral sites are restored to a standard suitable for its intended after-use.<sup>(21)</sup> Different after-uses may require different periods of aftercare; for example nature conservation management may require an aftercare period of up to 20 years or more, whilst agriculture may only need a 5 year aftercare period.<sup>(22)</sup>
- 7.11** It is important that management responsibilities are identified and agreed between the developer and those taking on the post extraction/restoration management of the site, to ensure that the proposed after-use can and will be delivered. Where necessary the Councils will encourage developers to enter into planning agreements to ensure that the appropriate aftercare provisions remain in effect for the required aftercare period.

### After-use

- 7.12** After-use proposals should give consideration to the wider context of the area within which restoration proposals are planned. This will ensure the most appropriate afteruse is achieved, taking into account the wider development plan policies for the area and considering potentially beneficial contributions at a local, regional, or even national level.
- 7.13** Minerals development in Wiltshire and Swindon generally occurs in rural areas where agriculture is the predominant land use and often sites will be restored to agriculture/forestry or involve habitat creation for nature conservation. In the Upper Thames Valley, where the water table is relatively close to the ground surface level, restoration to a water-based after-use is often the most practicable approach. However, proposals for mineral extraction, particularly in the Upper Thames Valley, will fall within a Ministry of Defence Airfield Safeguarding Area (see policy MDC10) and restoration schemes must therefore resolve any issues in relation to the potential for an after-use to increase the risk of birdstrike to aircraft. Pre-application discussions with the MoD are advised to highlight where there might be issues regarding birdstrike and identify potential solutions for managing risks with the development proposal.
- 7.14** The reclamation of mineral sites must consider the potential impacts upon landscape character (as set out in Chapter 5). Landscape Character Assessments (LCAs) can be used to describe and map the landscape and provide information on which judgements can be made about what is important and why. The Wiltshire Landscape

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21 A separate planning permission is likely to be required for any formal after-use proposals apart from agriculture, forestry, nature conservation and informal recreation, which do not involve substantial public use.

22 Paragraph 7 of Schedule 5 of the Town and Country Planning Act 1990 stipulates a minimum 5-year period for after-care.



Character Assessment (and other locally produced LCAs) should be used to inform the type and design of restoration, aftercare and after-use proposals, in order to ensure schemes are appropriate in terms of effects upon the landscape.

- 7.15** In order to simplify long term management and reduce potential conflicts, the Councils encourage after-use proposals that incorporate a primary after-use, whilst recognising that a mix of different after-uses is often the most appropriate way forward in providing a wide range of benefits to the community.
- 7.16** Policy MDC9 encourages after-use proposals that benefit local communities, which includes, for example creating employment opportunities or contributing to recreation/amenity open space, including public rights of way. It is acknowledged that the after-use of mineral sites will not always provide economic benefits, especially where restoration will lead to habitat creation, but the provision of employment and opportunities for inward investment associated with recreation and tourism may well be possible in after-use proposals.
- 7.17** One of the potential impacts of climate change will be more extreme flooding events. The reclamation of mineral workings could provide a possible mitigation measure against this through using mineral sites to provide storage capacity during extreme flood events, protecting areas at risk of flooding.



## **MDC9: Restoration, aftercare and after-use management of minerals development**

**Proposals for minerals development will be permitted where it can be demonstrated that a high quality and appropriate restoration scheme will enable the long term maintenance and enhancement of the environment after the minerals development has ceased and at the earliest practicable opportunity.**

**The proposals must demonstrate that:**

### **1. Restoration**

- i. The restoration scheme incorporates phased restoration of the site that will minimise the period of operations in sensitive areas to protect settlements and residential amenity, taking into account the phasing and operations of nearby development;**
- ii. Measures will be taken to ensure that soil quality will be adequately protected and maintained throughout the life of the development and in particular during stripping, storage and management of soils, subsoils and overburden arisings as a result of site operations;**
- iii. There is an available supply of appropriate materials to be used for restoration purposes, as required to implement the proposed restoration scheme; and**
- iv. The restoration scheme will not impede the successful adoption of the proposed after-use and will offer flexibility for a range of potential after-uses.**

### **2. Aftercare**

- i. The aftercare scheme incorporates an aftercare period of at least five years commensurate with the proposed after-use; and**
- ii. Those responsible for the on going management and aftercare of restored sites have been identified and agreed.**

### **3. After-use**

- i. Where the proposed after-use will achieve habitat creation it aims to deliver the objectives of the relevant National, Regional or Local Biodiversity Action Plan, and where applicable, contribute to the delivery of the South West Nature Map and / or the Great Western Community Forest;**
- ii. The after-use will be compatible with the wider context of the site, in terms of the character of the surrounding landscape (informed by the Wiltshire Landscape Character Assessment), existing land uses in the area, having considered the relative potential benefits of alternative after-uses in local, regional or national terms;**
- iii. the site is designed for a primary after-use that will simplify and minimise long-term management; and**
- iv. the after-use will benefit the local and/or wider community.**



## Policy drivers

- **Wiltshire and Swindon Minerals Core Strategy: Policies MCS1 (B) and MCS10**
- **MPS1: Planning and Minerals**
- **MPG7: The Reclamation of Mineral Workings**
- **PPS9: Biodiversity and Geological Conservation**
- **MAFF Agricultural Land Classification of England and Wales**
- **DEFRA Guidance for Successful Reclamation of Minerals and Waste Sites**
- **Environment Agency: State of Soils in England and Wales Report**
- **Regional Spatial Strategy for the South West**
- **The Councils' SA/SEA/HRA Reports**
- **Comments received from previous consultations**

## Airfield safeguarding

- 7.18** The risk of bird strike is important when considering the after-use of mineral workings, and is of particular significance in Wiltshire and Swindon with the presence of 10 Airfield Safeguarding Areas. These are designated within 13km (8 miles) of an airfield, where the owner or operator of civil or military aerodromes are required to be consulted where restoration is through landfill or to a wetland habitat (as stated in MPS1) in order to consider the potential bird strike hazard.
- 7.19** The Minerals Core Strategy (Policy MCS10) recognises that restoration which enhances biodiversity involving creation of wetland habitat is a particular issue in Wiltshire and Swindon, where it may lead to the creation of nature reserves that attract birds. However, careful planning will ensure that it will be possible to enhance biodiversity. For example, creating reed beds, instead of open water, which generally do not attract the flocking birds that cause a bird strike hazard; and also using smaller expanses of water such as fragmented ponds.





### **MDC10: Restoration within airfield safeguarding areas**

**Proposals for minerals development within the following Airfield Safeguarding Areas, as identified on the Proposals Map, will be permitted when the applicant can demonstrate that the proposed extraction and after-use will not cause an unacceptable risk of bird strike:**

- **Boscombe Down**
- **Colerne**
- **Fairford**
- **Hullavington Barracks**
- **Keevil Airfield**
- **RAF Lyneham**
- **Middle Wallop**
- **Netheravon**
- **South Cerney**
- **Upavon (Trenchard Lines)**

### **Policy drivers**

- MPS1: Planning and Minerals
- MPG7: The Reclamation of Mineral Workings
- Regional Spatial Strategy for the South West
- The Councils' SA/SEA/HRA Reports
- Comments received from previous consultations





## 8 Monitoring and Implementation

- 8.1** An essential part of DPD preparation is the establishment of a monitoring system that will enable the Councils to assess the effectiveness and performance of their planning policies. This section introduces the Minerals Development Control Policies proposed monitoring and implementation plan.
- 8.2** The monitoring and implementation plan comprises a set of indicators linked to each of the policies included in this document, and is set out as a table on the following pages. Where relevant, the indicators are supported by targets and thresholds, that if met will trigger policy review.
- 8.3** As the Development Control Policies DPD is specifically related to planning applications and does not include any strategic elements, this monitoring and implementation plan is much more target driven than that of the Minerals Core Strategy. All indicators and associated targets and thresholds for review will be measured on an annual basis for the period 1st April to 31st March, and reported each year in the Councils Annual Monitoring Reports.

### Policy MDC1: Key criteria for sustainable minerals development

In brief, policy MDC1 seeks to ensure that minerals development in Wiltshire and Swindon contributes to the delivery of sustainable development. Developers must demonstrate that a proposal represents a realistically sustainable option at that time.

Indicator	Target	Threshold for review <sup>(23)</sup>
Landbank of permitted reserves for sand and gravel	7 years (minimum).	<p>a) landbank at 7 - 10 years no need to review.</p> <p>b) 10 - 15 years (an assessment will be made as to whether a review will be required).</p> <p>c) 15 + years (policy should be reviewed).</p>
Number of applications that have been subject to pre-application discussion with:  a) the Councils;  b) local communities;	a) 100%  b) 100%  c) 100%	80% - Where applications that have not been informed by pre-application discussion are being permitted.

23 Due to the relatively small number of applications for minerals development received by the Councils, the threshold for review will not be above 80%



Indicator	Target	Threshold for review <sup>(23)</sup>
c) At least 1 other key stakeholder.		
Number of applications for minerals development supported by a waste management plan.	100% (check criteria for waste audits).	80% unless WMP has been requested by the Council and not provided, and the development has been refused.
Indicators for policies MDC2 – MDC10.	See relevant tables below.	

### Policy MDC2: Managing the impacts of minerals development

Policy MDC2 seeks to ensure that there will not be an unacceptable residual noise, dust, air emissions, lighting or vibration impact associated with any aspect of a minerals development.

Indicator	Target	Threshold for review
Number of applications informed by an Environmental Statement.	100%	80%
Number of applications providing clear details of mitigation measures that will be implemented to make the proposal acceptable.	100%	80%

### Policy MDC3: Managing the impacts on surface water and groundwater resources

Policy MDC3 seeks to protect the water environment and prevent minerals development from contributing to flooding, based on the advice of the Environment Agency.

Indicator	Target	Threshold for review
Number of planning applications granted contrary to the advice of the Environment Agency on either water resources, flood defence or water quality.	0	2 per year.
Number of planning application supported by a Flood Risk Assessment, where required.	100%	80%

23 Due to the relatively small number of applications for minerals development received by the Councils, the threshold for review will not be above 80%



Indicator	Target	Threshold for review
Number of planning applications that include provisions for the efficient use of water on site.	100% (where relevant).	80%

**Policy MDC4: Safeguarding mineral resources, rail-head facilities and mineral recycling centres**

Policy MDC4 provides criteria that will allow non-minerals development to proceed within MSAs. It is essential for the delivery of this policy that the advice of the respective MPA is requested and taken into account in determining applications for non-mineral development in MSAs. Essentially, the process of development management requires policy and development control officers to communicate effectively in order to ensure that mineral resources are not needlessly sterilised by development such as housing and employment uses. Further advice on this matter can be found with the Minerals Core Strategy and on request from the respective Councils.

Indicator	Target	Threshold for review
Number of applications for non-minerals development within MSAs.	n/a	n/a
Number of applications for non-minerals development within MSAs permitted contrary to the advice of the MPA.	0	20%

**Policy MDC5: Protection and enhancement of Wiltshire and Swindon’s landscape character**

Policy MDC5 ensures that developers rely upon pre-application dialogue to ensure that landscape and visual impacts are fully taken into account for planning applications.

Indicator	Target	Threshold for review
Percentage of applications for minerals development submitted with a landscape character assessment.	100%	80%
Percentage of applications for minerals development, that lie adjacent to or within an AONB or adjacent to the New Forest National Park, that are informed by the relevant management plan.	100%	80%



## Policy MDC6: Biodiversity and geological interest

The key purpose of Policy MDC6 is to ensure that developers request and accept expert advice on biodiversity and geodiversity at the pre-application stage.

Indicator	Target	Threshold for review
Number of applications for minerals development located within: <ul style="list-style-type: none"> <li>a) European Designated SAC/ SPA</li> <li>b) SSSI</li> <li>c) Ancient Woodland</li> <li>d) National Nature Reserve</li> <li>e) County Wildlife Sites</li> <li>f) RIGS</li> <li>g) Local Nature Reserve</li> </ul>	0 (unless proposal will lead to improvement of designated area).	20% of total applications received.
Number of applications for minerals development that will connect or enhance designated habitats.	n/a	n/a
Number of applications for minerals development permitted contrary to the advice of the County Ecologist.	0	20% of total applications received.
Number of applications for minerals development subject to a section 106 agreement in relation to biodiversity.	n/a	n/a

## MDC7: The historic environment

Similarly with Policy MDC6, Policy MDC7 ensures that developers take the opportunity to discuss matters relating to the historic environment with the appropriate expert and resolve any potential issues prior to the submission of a planning application.

Indicator	Target	Threshold for review
Number of applications for minerals development that share a boundary with or overlie a SAM	n/a	n/a
Number of applications for minerals development within or adjacent to the	0	1 permitted application.



Indicator	Target	Threshold for review
World Heritage Site of Stonehenge and Avebury		
Number of applications for minerals development permitted contrary to the advice of the County Archaeologist.	0	20% of total applications received.

### MDC8: Sustainable transport and minerals development

Policy MDC8 ensures that all relevant aspects relating to transport are considered in a planning application for minerals development. The policy not only seeks to reduce the impacts of the transport of minerals but also the impacts upon other travel networks.

Indicator	Target	Threshold for review
Number of applications for minerals development within 16km of a SSCT.	n/a	n/a
Number of applications for minerals development supported by site transport plans.	100% (where relevant)	80% of total applications received.
Number of applications for minerals development permitted contrary to the advice of Highways / Transport Policy.	0	20% of total applications received.

### MDC9: Management, restoration, aftercare and after-use of minerals development

Policy MDC9 should ensure that the restoration led approach to managing minerals development advocated in the Minerals Core Strategy is delivered. The policy seeks to bring together many of the mitigation measures into a single integrated scheme.

Indicator	Target	Threshold for review
Number of restoration schemes incorporating phased restoration of site.	100%	80% (of total applications received).
Number of restoration schemes that incorporate the protection of soil resources.	100%	80% (of total applications received).
Number of applications for minerals development permitted where	0	20% (of total applications received).



Indicator	Target	Threshold for review
resources to deliver restoration scheme have not been identified.		
Number of after-care schemes permitted that extend for less than minimum 5 year period.	0	20% of total applications received.
Number of proposed after-uses that will achieve habitat creation in line with relevant BAP targets.	At least 40%.	<40% of total applications received.
Percentage of applications for minerals development permitted where the proposed after-use will benefit the local and/or wider community.	100%	80% (of total applications received).

### **MDC10: Restoration within airfield safeguarding areas**

Policy MDC10 ensures that the advice of the Ministry of Defence regarding minerals development in Airfield Safeguarding Areas is taken into account when determining planning applications.

Indicator	Target	Threshold for review
Number of applications for minerals development within Airfield Safeguarding Areas.	n/a	n/a
Number of applications for minerals development within Airfield Safeguarding Areas permitted contrary to the advice of the MOD.	0	1





## Appendix 1: Glossary of Terms

### Acronym Term and Definition

**AFTERCARE** - An agreed programme of work designed to bring a restored mineral or waste site to a satisfactory standard for agriculture, amenity or nature conservation use; normally imposed in the form of a planning condition once a site has been granted permission to operate.

**AFTER-USE** - The use to which a mineral or waste site is put to on completion of restoration and any aftercare provisions. Unless the proposed after-use is to agriculture or nature conservation, planning permission will be required to develop more formal uses of land (e.g. change of use of land to create a leisure facility).

**AGGREGATE** - Sand, gravel, crushed rock and other bulk materials which are suitable for use in the construction industry as concrete, mortar, finishes or roadstone, or for use as a constructional fill or railway ballast.

**AREA OF SEARCH** - An extensive area of land believed to contain significant, but generally unproven mineral resources within which the Mineral Planning Authority would have no objection in principle to mineral working, subject to satisfactory proposals to protect the range of interests of acknowledged importance within and adjoining the area (see also “Preferred Areas”).


**AMR** **ANNUAL MONITORING REPORT** - A report that principally describes how a Local Planning Authority is performing in terms of meeting the targets and aspirations for LDD preparation as set out in its three year project plan (the MWDS/LDS). If, as a result of monitoring performance, the Authority’s MWDS/LDS requires modification, the AMR will be used to justify why targets have not been met within the monitoring year.

**AONB** **AREA OF OUTSTANDING NATURAL BEAUTY** - A nationally important landscape area of high natural beauty within which major development will not be permitted, unless there are exceptional circumstances. Designated under the 1949 National Parks and Access to the Countryside Act.

**BAP** **BIODIVERSITY ACTION PLAN** - An initiative to maintain and enhance biodiversity incorporating a strategic framework for the conservation and enhancement of a wealth of habitats and species, produced at a national, regional and local level.

**BORROW PIT** - Short term excavation adjacent to, or near, major works sites to provide construction material for a specific project.

**COMMUNITY PLAN** - The Local Government Act 2000 requires local authorities to prepare a Community Strategy. “A County Fit for our Children – A Strategy for Wiltshire 2004-2014”, produced by the Wiltshire Strategic Board in October 2003, sets out the broad vision for the future of the County and proposals for delivering that vision.



**CORE STRATEGY DEVELOPMENT PLAN DOCUMENT** - The most important Development Plan Documents to be produced, the Councils will produce both Minerals and Waste Core Strategies to define the long term strategic vision and policies for minerals and waste development in the plan area.

**DCLG** **DEPARTMENT OF COMMUNITIES & LOCAL GOVERNMENT** - The Government department responsible for planning and local government.

**DPD** **DEVELOPMENT PLAN DOCUMENTS** - spatial planning documents that are subject to independent examination. They will have 'development plan' status.

**EIA** **ENVIRONMENTAL IMPACT ASSESSMENT** - A means of drawing together an assessment of the likely significant environmental effects of certain types of development proposal.

**GOSW** **GOVERNMENT OFFICE FOR THE SOUTH WEST** – The Government's regional office. The Councils will liaise with GOSW as a first point of contact to discuss the scope and content of Local Development Documents and procedural matters.

**LANDBANK** - A stock of permitted reserves (active or dormant) for the winning and working of minerals generally expressed in 'years worth of supply'.

**LDF** **LOCAL DEVELOPMENT FRAMEWORK** - comprises a portfolio of LDDs that will provide the framework for delivering the spatial planning strategy for the area. District / Unitary Authorities will prepare LDF's for their area.

**LDD** **LOCAL DEVELOPMENT DOCUMENT** - forms part of the Local Development Framework and can either be a Development Plan Document (DPD) or a Supplementary Planning Document (SPD). Wiltshire Council, and Swindon Borough Council are responsible for producing a Minerals and Waste Development Framework containing Minerals and Waste LDDs.

**LDS** **LOCAL DEVELOPMENT SCHEME** - sets out a three year programme for the preparation of LDDs. Wiltshire Council has prepared a Minerals and Waste Local Development Scheme, (the details of which in relation to minerals and waste DPDs have been incorporated into Swindon Borough Council's Local Development Scheme to reflect current joint working arrangements between the two Councils).

**LSP** **LOCAL STRATEGIC PARTNERSHIP** - Non-statutory, non-executive body bringing together representatives of the public, private and voluntary sectors. The LSP is responsible for preparing the Community Strategy.

**MPA** **MINERAL PLANNING AUTHORITY** - The Local Planning Authority responsible for overseeing all aspects of mineral operations.

**MWDF** **MINERALS AND WASTE DEVELOPMENT FRAMEWORK** - The equivalent of the Local Development Framework dealing specifically with policies for minerals and waste development, usually prepared at the county/former county level.



**MWDS** **MINERALS AND WASTE DEVELOPMENT SCHEME** - A three year project plan sets out the preparation milestones of the Minerals and Waste Development Framework. The procedures for approving monitoring and reviewing the MWDS involves dialogue with the Secretary of State.

**MPG** **MINERALS PLANNING GUIDANCE NOTES** - have been produced by successive Governments for many years. They are now being systematically replaced by more refined statements of national policy – Minerals Policy Statements.

**MPS** **MINERALS POLICY STATEMENT** - these documents, produced by the Government, replace the old series of Minerals Planning Guidance Notes.

**MINERAL WASTE** - Any material that arises as a residual product of extraction and processing of primary mineral resources that is not reused or utilized as a resource.

**THE PLANNING AND COMPULSORY PURCHASE ACT 2004-** (commenced September 2004) ushered in and implemented sweeping reforms to the Town and Country Planning system.

**PERMITTED RESERVES** - Mineral reserves for which planning permission has been granted. The MPA will not release details of reserves for individual quarries or quarry operators to ensure 'commercial confidentiality'.

**PLANNING AID** - A voluntary service offering independent professional advice and help on planning matters which aims to give people the confidence to help themselves in a planning context and to become involved in wider planning issues.


**PINS** **PLANNING INSPECTORATE** - The Government agency responsible for scheduling independent examinations. The Planning Inspectors who sit on independent examinations are employed by PINS.

**PPG** **PLANNING POLICY GUIDANCE NOTE-** Like MPGs, PPGs have been produced by successive Governments. They aim to inform the planning system by providing guidance and policies on planning issues. These documents are now being systematically replaced by more succinct statements of national policy – Planning Policy Statements.

**PPS** **PLANNING POLICY STATEMENT** - these documents, produced by the Government, replace the old series of Planning Policy Guidance Notes.

**PROPOSALS MAP** - A separate Local Development Document which illustrates on an Ordnance Survey base map all policies and proposals contained in Minerals and Waste Development Plan Documents and 'saved policies' (where applicable). It must be revised each time a new Development Plan Document is approved for adoption.

**PREFERRED AREAS** - Areas of land with reasonable evidence for the existence of commercially extractable minerals, which are largely unaffected by substantial planning constraints. Preferred Area boundaries do not



necessarily represent acceptable extraction boundaries. They represent areas within which there is a presumption in favour of extraction, subject to detailed criteria including, where appropriate, details of buffer zones, advance planting and landscaping and other matters.

**RAD**     **RAIL AGGREGATE DEPOT** - Facility to which minerals are transported by rail, prior to distribution to local markets.

**RECYCLED AGGREGATE** - Aggregates produced from recycled construction and demolition wastes such as crushed concrete, road planings, etc.

**RSS**     **REGIONAL SPATIAL STRATEGY** - The RSS for the South West is being prepared by the South West Regional Assembly and will replace the Regional Planning Guidance for the South West. It will have statutory 'development plan' status.

**SAVED PLAN & SAVED POLICIES** - the Planning and Compulsory Purchase Act 2004 the Wiltshire and Swindon Minerals and Waste Local Plans have been 'saved' for a period of three years (either from the date of adoption or September 2004 as appropriate).

**SECONDARY AGGREGATE** - derived from by-products of the extractive industry, e.g. china/ball clay waste, colliery spoil, blast furnace slag, pulverised fuel ash, etc.

**STAKEHOLDER** - Anyone who is interested in or affected by planning proposals that are being considered.

**SMART**     A technique to ensure policy objectives are Specific, Measurable, Achievable, Realistic & Time-bound.

**SEA**     **STRATEGIC ENVIRONMENTAL ASSESSMENT** - Local Planning Authorities must comply with European Union Directive 2001/42/EC which requires a high level, strategic assessment of local Development Plan Documents (DPDs and, where appropriate SPDs) and other programmes (e.g. the Local Transport Plan and the Municipal Waste Management Strategy) that are likely to have significant effects on the environment.

**SPD**     **SUPPLEMENTARY PLANNING DOCUMENT** – Whilst not having 'development plan' status, SPDs can form an important part of the local development framework of an area. They can be used to expand policy or provide further detail to policies in development plan documents. Community involvement will be important in preparing SPDs but they will not be subject to independent examination.

**SA**     **SUSTAINABILITY APPRAISAL** - Local Planning Authorities are bound by legislation to appraise the degree to which their plans and policies contribute to the achievement of sustainable development. The process of Sustainability Appraisal is similar to Strategic Environmental Assessment but is broader in context, examining the effects of plans and policies on a range of social,



economic and environmental factors. To comply with Government policy, the Councils are producing a Sustainability Appraisal that incorporates a Strategic Environmental Assessment of its Minerals and Waste LDDs.

**THE DEVELOPMENT PLAN** - The Government is committed to ensuring that planning decisions on proposals for development or the change of use of land should not be arbitrary. The statutory Development Plan will continue to be the starting point in the consideration of planning applications (Section 38(6) of the Planning and Compulsory Purchase Act 2004). The development plan for Wiltshire and Swindon consists of::

1. the Regional Spatial Strategy prepared by the South West Regional Assembly (“the Regional Planning Body”); and
2. Development Plan Documents prepared by the Borough and Unitary Council.

**WILTSHIRE COMPACT** - A partnership agreement between statutory agencies and membership organisations from the voluntary and community sector. It sets out a number of principles within which the members of the COMPACT agree to work.





## Appendix 2: Links to Other Plans, Policies and Strategies

The Government's objectives for minerals planning are set out in Minerals Policy Statement 1: Planning and Minerals, as:

- To ensure, so far as practicable, the prudent, efficient and sustainable use of minerals and recycling of suitable materials, thereby minimising the requirement for new primary extraction;
- To conserve mineral resources through appropriate domestic provision and timing of supply;
- To safeguard mineral resources as far as possible;
- To prevent or minimise production of mineral waste;
- To secure working practices which prevent or reduce as far as possible, impacts on the environment and human health arising from the extraction, processing, management or transportation of minerals;
- To protect internationally and nationally designated areas of landscape value and nature conservation importance from minerals development, other than in exceptional circumstances;
- To secure adequate and steady supplies of minerals needed by society and the economy within the limits set by the environment, assessed through sustainability appraisal, without irreversible damage;
- To maximise the benefits and minimise the impacts of minerals operations over their full life cycle;
- To promote the sustainable transport of minerals by rail, sea or inland waterways;
- To protect and seek to enhance the overall quality of the environment once extraction has ceased, through high standards of restoration, and to safeguard the long-term potential of land for a wide range of after-uses;
- To secure closer integration of minerals planning policy with national policy on sustainable construction and waste management and other applicable environmental protection legislation; and
- To encourage the use of high quality materials for the purposes for which they are most suitable.

The tables on the following pages provide a brief outline of some of the relevant plans, policies and strategies that have been used to inform the preparation of the Minerals Development Control Policies DPD.



Other Plan / Strategy	Links to the Minerals Development Control Policies DPD
<b>Regional Spatial Strategy for the South West</b>	<ul style="list-style-type: none"> <li>• Policy RE10: Supply of Aggregates and Other Minerals</li> <li>• Policy RE11: Maintaining a Landbank of Aggregates</li> <li>• Policy RE12: Recycled and Secondary Aggregates</li> </ul>
<b>Wiltshire Sustainable Community Strategy 2007-2016</b>	<ul style="list-style-type: none"> <li>• More competitive tourism business balancing the environment, communities, industry and visitor satisfaction while realising long term economic and social benefit for Wiltshire;</li> <li>• To improve the condition of County Wildlife Sites;</li> <li>• Local people involved in influencing design and delivery of public and voluntary services that address their local priority and support community cohesion;</li> <li>• A developed sense of place;</li> <li>• Community cohesion built through bringing people together to address environmental issues.</li> </ul>
<b>Swindon Sustainable Community Strategy 2008-2030</b>	<ul style="list-style-type: none"> <li>• Seeks to achieve a sustainable community that: balances and integrates the social, economic and environmental components of their community; meet the needs of existing and future generations; respect the needs of other communities in the wider region, nationally or even internationally;</li> <li>• To invest in leisure and cultural offering;</li> <li>• To balance the needs of a growing population in a way that protects the natural environment as much as possible;</li> <li>• Safeguard and enhance the built and natural environment for future generations;</li> <li>• The landscaping and open spaces in new developments will be designed to look attractive and be havens for wildlife.</li> </ul>
<b>Wiltshire Local Transport Plan 2006-2011</b>	<ul style="list-style-type: none"> <li>• To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment;</li> <li>• Encourage and support maximum use the rail network for the movement of freight (Policy FT1);</li> <li>• Encourage HGVs to use the network of strategic and local lorry routes to minimise environmental damage.</li> </ul>
<b>Swindon Local Transport Plan 2006-2011</b>	<ul style="list-style-type: none"> <li>• To manage the impact of transport on the built and natural environment.</li> </ul>
<b>Wiltshire Biodiversity Action Plan</b>	<ul style="list-style-type: none"> <li>• Contains 9 Habitat Action Plans and 1 Species Action Plan;</li> <li>• Create and restore at least five water bodies per district per year.</li> </ul>
<b>Swindon BAP</b>	<ul style="list-style-type: none"> <li>• Contains 14 Habitat Action Plans and 1 Species Action Plan;</li> </ul>





Other Plan / Strategy	Links to the Minerals Development Control Policies DPD
	<ul style="list-style-type: none"> <li>• Identify two sites for wetland restoration or creation projects each year;</li> <li>• No further loss of hedgerows without appropriate mitigation.</li> </ul>
<b>Cotswold Water Park BAP</b>	<ul style="list-style-type: none"> <li>• Contains 8 Habitat Action Plans and 9 Species Action Plans;</li> <li>• Create large lakes of 30 hectares or more to be managed for wintering wildfowl;</li> <li>• Create three large (10-20ha) reed beds in the Cotswold Water Park by 2020.</li> </ul>
<b>North Wessex Downs AONB Management Plan</b>	<ul style="list-style-type: none"> <li>• Identifies strategic views into and out of the AONB where intrusive or unsympathetic development should be controlled.</li> </ul>
<b>Cotswold AONB Management Plan</b>	<ul style="list-style-type: none"> <li>• Quarrying at an appropriate scale to provide continued supplies of local stone for local building materials throughout the AONB is supported, so long as impacts are acceptable and restoration schemes safeguard landscape, biodiversity and geodiversity;</li> <li>• The use of high quality Cotswold limestone is encouraged.</li> </ul>
<b>Cranborne Chase and West Wiltshire Downs AONB Management Plan</b>	<ul style="list-style-type: none"> <li>• The need to safeguard local identity and distinctiveness through the use of local materials should be balanced against the visual and other impacts resulting from the extraction of material to achieve this.</li> </ul>
<b>Wiltshire Landscape Character Assessment</b>	<ul style="list-style-type: none"> <li>• Wiltshire's landscape is largely of strong character and good condition;</li> <li>• Those areas of strong character and good condition should be conserved;</li> <li>• Areas with less strong character or moderate condition should see conservation combined with restoration, strengthening or improvement.</li> </ul>





## Appendix 3: Saved Policies to be Replaced by the Policies in the Minerals Development Control Policies DPD

Minerals Local Plan Policy	To be replaced by Minerals Development Control Policy:
5	MDC4
7	MDC8
10	All policies contained in the DPD except policy MDC4
11	MDC2
12	MDC8
13	All policies contained in the DPD except policy MDC4
15	MDC3
16	MDC3
17	MDC3
18	MDC3
33	MDC9
37	MDC1
40	All policies contained in the DPD except policy MDC4
41	All policies contained in the DPD except policy MDC4
44	MDC8
50	All policies contained in the DPD except policy MDC4
51	All policies contained in the DPD except policy MDC4





## Appendix 4: Summary of information required within a planning application for Minerals Development

In order to accurately determine proposals for minerals development, where relevant, each planning application will require the following information:

- Accurate plans and a description of the site (incorporating accurate site drainage plans).
- An assessment of the need for the development.
- A full description of the quality and quantity of workable mineral reserves on the site, and the end uses for which they are proposed.
- An appraisal of the existing landscape and nature conservation value of the site and adjacent land, the impacts on it, and statements of proposals to maintain and protect and enhance existing features on the site and mitigate adverse impacts. An Appropriate Assessment will be required for proposals affecting a SPA/SAC.
- An assessment of the agricultural land quality of the site.
- A description of archaeological remains and other features of historic interest and, where appropriate, a statement of the impacts of the proposal on these features and safeguards to be undertaken.
- A detailed hydrological/hydrogeological description of the site, based on pre-application hydrological monitoring of the site and surrounding area undertaken for a period of not less than two years, an assessment of the impacts of working on hydrology/hydrogeology and mitigation measures, including cumulative impacts (when taken together with other existing or permitted developments), where relevant, and proposed monitoring.
- Accurate site drainage plans.
- A Flood Risk Assessment on sites greater than 1 hectare in Flood Zone 1, and all sites within Flood Zones 2 and 3. Sites greater than 1 hectare should also include a surface water strategy as part of the FRA.
- An assessment of the impacts (including cumulative impacts when taken together with other existing or permitted developments) of noise, dust, and air pollution, illumination and blasting on the surrounding area.
- Details of services/public rights of way across the site and measures for their protection and/or diversion.
- A statement of working proposals with suitably scaled plans indicating all aspects of the extraction operation, including phasing and stand off distances between quarry slopes and the site boundary.
- A description of the methods of transportation of the mineral to and from the site including anticipated vehicle type, movement and proposed routing, and details of any wheel cleaning facility to be provided on site. Where the development would result in a material increase in traffic using a trunk road or a junction with it, an assessment of the traffic impact of development on the road will be required for scrutiny by the Highways Agency, through a Transport Assessment/Transport Statement.



- Details and methods of restoration/management of the site following restoration, and after-use proposals. Restoration/after-use schemes shall where relevant include details of:
  - The phasing of restoration;
  - The source, nature and quantity of any infill materials to be used;
  - Measures to monitor and control landfill gas and leachate;
  - The final levels of the site and nature of any retained quarry slopes;
  - The size, shape and depth of lake or water areas;
  - Replacement of subsoil and topsoil and subsequent cultivation;
  - Provision of land drainage (including any pumping required);
  - Sowing of seeds and the planting and maintenance of trees and shrubs;
  - Nature conservation after-use information including habitat to be created, levels and contours, mechanism and type of long-term habitat management.



# Appendix 5: Requirements of Ecological Survey to Inform the Planning Decision

## 1. Why survey?

The purpose of the survey is to examine what habitats and species exist at the site BEFORE development takes place, in order to protect wildlife from injury during development and to ensure that there is no adverse impact on local biodiversity as a result of the development. Carrying out appropriate ecological survey of the site will ensure that:

- Both the developer/applicant and the planning authority will be informed of the ecological issues at the site.
- The development can be designed so that it has the least possible effect on the biodiversity of the site.
- The presence of species that are afforded special protection under European or British legislation will be known for the site and immediate surrounding area and so the development can be designed to result in minimum impact on these populations, or direct injury to individuals that may result in prosecution.
- By knowing the existing ecology on the site, the design of mitigation and enhancement can complement existing habitats and species and can also feed directly into specific targets in the Wiltshire Biodiversity Action Plan (WBAP)

## 2. Who should carry out the survey

A competent consultant field ecologist should be engaged to carry out the field survey work and to write the report.

The consultant ecologist should hold the relevant species licences appropriate to the type of habitats and species expected to be encountered on the site.

A list of consultant ecologists who are able to carry out work within Wiltshire can be obtained from the LPA. This list is in alphabetical order, is no indication of preference and is not an endorsement by the LA of the standard of work of any of the individuals listed.

It is the responsibility of the developer/applicant to seek assurance before engagement, that the consultant ecologist will be competent to carry out the survey required. They should make it clear that the survey is required to inform a planning application and give an outline of the nature of the development.

If the developer is in any doubt as to how to select a suitable ecologist from the list, they may seek guidance from the county ecologist, however, they will only be given advice on the criteria to use in deciding who will be best and individual names/companies/consultancies will not be discussed.

## 3. Informing the surveyor in relation to the proposal

The consultant ecologist should be fully informed of the proposed location and the exact nature of the development, so that they are fully able to judge the effect of that development against the biodiversity of the site.



The consultant ecologist should also consult the local Biological Records Centre for details of existing species records within 2km of the site, before the survey work commences.

The consultant ecologist must have access to suitable OS maps and aerial photographs of the site and surrounding area in order to make a preliminary assessment of the scope of the survey.

The consultant ecologist and the developer should engage in pre-application consultation with the LA's county ecologist to agree the appropriate scope of the survey.

#### **4. Level of survey required**

The consultant ecologist will carry out the agreed surveys at the appropriate time of year, in line with recognised species and habitat survey guidelines.

The developer **MUST** be guided by the consultant ecologist and the county ecologist as to the optimum timing of surveys and the number of surveys required for each species as adequate to inform the planning application.

The number of surveys or survey days per species may be agreed at the scoping meeting, however, in some circumstances this may alter once the initial surveys have been completed and the consultant ecologist may recommend that further survey is necessary to determine ecological issues at the site.

In case of uncertainty in relation to the need for further survey, the county ecologist should judge whether or not sufficient survey has been undertaken to inform the planning decision.

#### **5. The survey report**

The consultant ecologist will produce a report detailing the survey findings, together with an assessment of how the proposed development could be expected to impact on the habitats and species that exist at the site and suggested mitigation designed to reduce those impacts. The report would be expected to contain the following components:

- Summary sheet
- Site Grid Reference
- List of designated sites and their proximity to the proposed development
- List of records obtained from the Local Biological Records Centre
- Date of survey
- Conditions at time of survey (weather, visibility, cloud cover, wind speed, temperature and any other relevant information)
- Limitations of survey
- Methods (including specific Survey Guidelines followed)
- Description of site (including photographic representation as appropriate)
- Survey results (raw data e.g. from bat counts or botanical target notes etc., should be included as an appendix)
- Assessment of impact on site of the proposed development
- Suggested mitigation to reduce impact
- Suggested compensation (ONLY where neither avoidance of impact OR mitigation are possible)





- Suggested ecological enhancement of the site for biodiversity benefit
- Recommendations for further survey necessary to inform the planning decision, based on the findings of the initial survey – for instance, where a particular species is unexpectedly encountered on the site during the survey, which requires specialist or individual survey to determine its presence at and use of the site, or where further observation of a species is required to determine its use of the site to a level where successful mitigation can be designed.

## **6. The requirement for further survey**

If the consultant ecologist finds that further survey is required to determine the ecology of the site in relation to the proposal, this must be clearly stated in the ecology report, together with justification and recommendations for the nature of further survey.

The scope of further survey will be drawn up between the county ecologist, the consultant ecologist and the applicant/developer.

## **7. The Construction Method Statement**

The Construction Method Statement (CMS) will describe how each element of the proposal is to be carried out and what measures are taken at each stage to ensure the protection of biodiversity both within the site and in the surrounding area, where it is possible that an impact may occur off site as a result of on site processes. E.g. the CMS could state that “Sedimats”™ will be used on the site to prevent silt and pollutant run-off into nearby watercourses, which could result in a change in water quality and an impact to fish and aquatic plants and animals. Other examples include the protection of tree roots and hedges from impact as a result of heavy machinery being driven or stored too close, bunding of refuelling areas to prevent pollution from hydrocarbons getting into surrounding soil or watercourses.

The CMS will describe the order in which each element of the project is carried out and take account of the necessity to design some processes around “optimum timings” for wildlife, e.g. hedges should not be removed or severely trimmed during the bird nesting season; some work involving reptile habitat is better carried out in winter, etc.

It is strongly recommended that the consultant ecologist has input into the design of the CMS.

The CMS must satisfy the county ecologist that all elements of the proposed procedures have been assessed for their potential impact on the ecology of the site and measures put in place to reduce (and where possible delete) the impact.

The CMS must be achievable by relevant construction workers at all stages of the development.

Before the development is commenced, all construction workers involved with the site will be made aware of the contents of the CMS and their legal duty to carry out processes as detailed therein. This is best carried out as an on-site “toolbox talk” at the very start of the first day of project commencement.



## **8. Avoidance of impacts**

Avoidance of potential impacts should be a major factor in the design of the proposal. Consideration should be given as to how this might be achieved, e.g. by moving the site boundary or by altering the construction method. Only if potential impacts cannot be avoided should mitigation of potential impacts be considered.

## **9. Design of mitigation**

Design of mitigation to reduce the impacts of the development on the ecology of the site should be detailed in a specified section of the Environmental Statement.

The rationale for the design of mitigation should cite similar situations where mitigation works have been carried out and make an assessment of their success. Innovative mitigation designs will be welcome providing they can demonstrate a high level of confidence that they will succeed.

Design of mitigation should aim to build on cumulative national and international knowledge of habitats and species and adverse impacts that may affect them.

Mitigation must be designed around the specific ecological systems on the site and not as broad brush “worst case scenario” solutions.

The mitigation must be designed to maintain the environmental conditions that exist at the site, that are paramount to the existence of the habitats and species that the site supports e.g. temperature, slope aspect, availability of natural light, avoidance of light pollution, prevailing wind etc.

A monitoring schedule should be built into the design of mitigation, that details how often and for how long the mitigation will be monitored. It must also include prescriptions for review of monitoring data and a mechanism by which the mitigation can be altered if found to be ineffective IN ANY WAY.

The developer should ensure that the necessary funding is set aside specifically to address any necessary alteration to mitigation measures, if found by monitoring to be ineffective.

Where European protected species are present at a proposed site, the consultant ecologist should advise the developer on the requirement to obtain development licences for the relevant species and the criteria that must be met to satisfy the granting of a licence.

The county ecologist will review and approve mitigation designs for all proposals. If the mitigation is unlikely to satisfy the licensing criteria (i.e. a licence for development is likely to be refused), then planning permission must be refused.

## **10. Ecological compensation**

In a very small percentage of cases it will not be possible either to avoid adverse impact on the ecology of the site, or to mitigate to reduce the adverse impact. In these cases, the Local Authority will consider proposals for ecological compensation designed to be placed off site, however, this must be strictly as a last resort, after the first two options have been thoroughly explored.



The basis of ecological compensation will be to produce “like for like” habitat. It will not be acceptable, for instance, to create an area of chalk grassland in compensation for an area of woodland lost to development.

The location of compensation sites must be appropriate to habitats and species they are designed to support, taking into account the soil substrate, slope aspect etc., and the long term integrity of the location.

Compensation sites must be subject to management agreements as part of a legal document, to ensure the long term integrity of the site for wildlife benefit.

The consultant ecologist and the developer should liaise on the design of the compensation and the resulting design must be approved by the county ecologist.

## **11. Design of habitat enhancement**

Within PPS 9 paragraph 12 states the requirement that Local Authorities should aim to maintain connectivity of habitats, avoiding or repairing their fragmentation and isolation. Similarly, paragraph 14 refers to biodiversity enhancement within developments.

Wherever possible, opportunities should be actively sought to include habitat enhancement for biodiversity benefit within all development proposals, over and above any proposals for mitigation to reduce adverse impacts.

The consultant ecologist should input into the design of habitat enhancement and the design should be approved by the county ecologist.

Habitat enhancement should be specifically designed to fall within and to help meet targets set out in the Wiltshire Biodiversity Action plan (BAP), i.e. it should name the species it is designed to benefit and give justification as to its appropriateness.



## **Appendix G.1**

### Question G.1.8

#### Public Health England Report



## Radiological assessment of tunnel arisings from A303 Amesbury to Berwick Down Stonehenge bypass

### Introduction

Highways England is proposing a road improvement scheme for the A303 between Amesbury and Berwick Down that includes a tunnel of approximately two miles in length (Highways England, 2018). Ground investigations have revealed that the land into which the tunnel would be bored contains phosphatic chalk, which contains naturally occurring radioactive material (NORM) (Mortimer et al, 2017).

Public Health England (PHE) were contracted by AECOM on behalf of Highways England to address concerns raised by the local population on the possible radiological risks posed by the deposition of the phosphatic chalk contained in the tunnel arisings at east of Parsonage Down. PHE analysed sample cores taken from boreholes made along the proposed route of the tunnel, and assessed potential future doses to those using the land onto which the material is deposited, based on the activity concentrations in those samples.

AECOM provided PHE with five sample cores of phosphatic chalk from the boreholes for analysis by gamma spectroscopy. The results of the analysis are shown in Table 1. The activity concentration of  $^{238}\text{U}$  in chalk in the south of England typically ranges between 0.6 and 80 Bq kg<sup>-1</sup> (Smedley et al, 2006), while levels in all soil types across the UK range from 2 to 330 Bq kg<sup>-1</sup> depending on the underlying geology (Oatway et al, 2016).

### Results of Analysis

The average expected values of activity concentrations measured in two samples (19-08001, 19-08005) are within the range or close to the maximum value of those found in similar substrates, while the activity concentrations in the remaining three samples (19-08002, 19-08003 and 19-08004) are significantly higher than the maximum value of those found in similar substrates but within the range found in the UK. The uncertainties given for each of the measured values are the least likely values and are not discussed further.

**Table 1 Radionuclide activity concentrations in phosphatic chalk core samples from A303 Stonehenge bypass**

PHE Sample number	AECOM Sample ID	Depth (m)	Wet/dry ratio	Activity concentration, dry mass (Bq kg <sup>-1</sup> )							
				$^{235}\text{U}$	$^{238}\text{U}^*$	$^{226}\text{Ra}$	$^{241}\text{Bi}^\dagger$	$^{210}\text{Pb}$	$^{228}\text{Ac}$	$^{212}\text{Pb}$	$^{40}\text{K}$
19-08001	R607	19.8-19.9	1.24	3.4 ± 1.2 <sup>‡</sup>	44 ± 38	39 ± 22	41 ± 5	37 ± 6	< 1.7	0.9 ± 0.3	8.3 ± 3.5
19-08002	R612	9.7-9.85	1.27	6.7 ± 1.8	160 ± 48	76 ± 32	80 ± 10	62 ± 9	2.6 ± 1.1	1.3 ± 0.5	12 ± 4.9
19-08003	R613	9.4-9.5	1.22	13 ± 2.9	190 ± 50	140 ± 50	160 ± 20	110 ± 20	1.9 ± 1.0	1.9 ± 0.6	9.2 ± 4.1
19-08004	R613	10.75-11.0	1.27	11 ± 2.2	220 ± 60	110 ± 40	130 ± 20	95 ± 13	3.9 ± 1.4	2.2 ± 0.5	15 ± 4.4
19-08005	R615	13.0-13.42	1.24	9.0 ± 2.2	82 ± 44	74 ± 37	105 ± 13	74 ± 11	3.0 ± 1.0	1.4 ± 0.6	12 ± 5.8

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Notes

\* Based on measurements of  $^{234m}\text{Pa}$ .

† No attempt to prevent  $^{222}\text{Rn}$  loss from the samples was made and activity concentrations were not determined.

‡ The reported uncertainties are 2 standard deviations, which provide a level of confidence of approximately 95%.

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## Dose assessment

For the dose assessment the activity concentrations of members of the  $^{238}\text{U}$ <sup>1</sup>,  $^{232}\text{Th}$ <sup>2</sup> and  $^{235}\text{U}$ <sup>3</sup> radioactive decay chains were selected to be  $200\text{ Bq kg}^{-1}$ ,  $3\text{ Bq kg}^{-1}$  and  $10\text{ Bq kg}^{-1}$  respectively. In addition, a representative activity concentration for  $^{40}\text{K}$  of  $10\text{ Bq kg}^{-1}$  was assumed. These values are representative of the three highest activity concentration measurements shown in Table 1.

Gamma spectroscopy is capable of measuring the activity concentration of only some of the radionuclides present in the samples but the results obtained were sufficient to show that the radionuclides in the decay chains can generally be considered to be in secular equilibrium<sup>4</sup>. In this assessment the contribution from background radiation was not subtracted. The estimated doses are therefore the total dose that people would receive assuming that all the soil at the new location is made up of the phosphatic soil from the tunnelling and represents the worst case scenario.

The assessment made use of the methodology developed by the National Radiological Protection Board (a predecessor to Public Health England) to estimate doses to people from radioactively contaminated land which is described in report NRPB-W36 (Oatway and Mobbs, 2003). The assessment is based on cautious assumptions of the habits of people using the land onto which tunnel arisings have been placed.

Two scenarios were selected from the NRPB-W36 methodology: agriculture and recreational (Oatway and Mobbs, 2003). The agriculture scenario considers radiation doses to a farmer's family whilst the recreational scenario considers exposure of a family using the land for walking or playing. Doses were estimated to an adult, a 10 year old child and a 1 year old infant. The use of these age groups in a radiological assessment is in line with current recommendations from the International Commission on Radiological Protection (ICRP) (ICRP, 2006).

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<sup>1</sup> Members of the  $^{238}\text{U}$  radioactive decay chain included in the assessment:  $^{238}\text{U}$ ,  $^{234}\text{Th}$ ,  $^{234m}\text{Pa}$ ,  $^{234}\text{Pa}$ ,  $^{230}\text{Th}$ ,  $^{226}\text{Ra}$ ,  $^{218}\text{Po}$ ,  $^{214}\text{Pb}$ ,  $^{214}\text{Bi}$ ,  $^{214}\text{Po}$ ,  $^{210}\text{Pb}$ ,  $^{210}\text{Bi}$ ,  $^{210}\text{Po}$

<sup>2</sup> Members of the  $^{232}\text{Th}$  radioactive decay chain included in the assessment:  $^{232}\text{Th}$ ,  $^{228}\text{Ra}$ ,  $^{228}\text{Ac}$ ,  $^{228}\text{Th}$ ,  $^{224}\text{Ra}$ ,  $^{216}\text{Po}$ ,  $^{212}\text{Pb}$ ,  $^{212}\text{Bi}$ ,  $^{212}\text{Po}$ ,  $^{208}\text{Tl}$

<sup>3</sup> Members of the  $^{235}\text{U}$  radioactive decay chain included in the assessment:  $^{235}\text{U}$ ,  $^{231}\text{Th}$ ,  $^{231}\text{Pa}$ ,  $^{227}\text{Ac}$ ,  $^{227}\text{Th}$ ,  $^{223}\text{Ra}$ ,  $^{215}\text{Po}$ ,  $^{211}\text{Pb}$ ,  $^{211}\text{Bi}$ ,  $^{207}\text{Tl}$

<sup>4</sup> Secular equilibrium denotes a state within a radioactive decay chain where the activity of every radionuclide is the same.

For this assessment it was assumed that the excavated material covered an entire field used to produce food or within which people spend time on recreational activities. It was also assumed that radionuclides present in the soil were distributed evenly over the entire field and that the excavated material remained on the surface. No dilution of the radioactivity was assumed to occur after it had been placed on the land, for example through ploughing. Doses calculated for the agriculture scenario excluded doses from consumption of grain, fruit, root and green vegetables, as these foodstuffs are not normally grown on Salisbury Plain. Owing to the chalk substrate and current use of the land, it was assumed that the land was only used for producing beef, milk and sheep. This assumption was based on agricultural information compiled by the EDINA National Data Centre at Edinburgh University (<http://edina.ac.uk/>). All parameter values used in the assessment, such as inadvertent ingestion rates and inhalation rates, were taken from report NRPB-W36 (Oatway and Mobbs, 2003). The doses calculated are given in Table 2.

**Table 2 Estimated doses to different age groups for two distribution and land use scenarios**

Scenario	Annual effective dose (mSv y <sup>-1</sup> )		
	Adult	10 year old child	1 year old infant
Agriculture scenario	0.04	0.03	0.06
Recreation scenario	0.06	0.06	0.06

To put the estimated doses in Table 2 into context, PHE has estimated that the average annual dose to the population of the UK from radioactivity of natural origin is about 2.3 mSv (Oatway et al, 2016) of which radon contributes about 57%.

It was estimated that the maximum annual dose that may be received by a farmer working the land and their family eating food produced on the land, or members of the public using the land for recreational purposes is about 0.06 mSv y<sup>-1</sup>. This dose is very low and indicates that the material extracted during the tunnelling operation would pose little radiological risk to people living in the area where the material is disposed of. The most significant contribution to the dose is from ingestion of <sup>210</sup>Po and <sup>210</sup>Pb in milk and from external irradiation from <sup>226</sup>Ra and its progeny. It should be noted that exposure to radon gas was not included as an exposure pathway in our assessment because the scenarios considered only consist of outdoor activities and activity concentrations of radon outdoor are extremely low. The methodology in report NRPB-W36 is not able to estimate activity concentrations of radon in air indoors from a given activity concentration in soil.

Disposing of the excavated material onto the surface of the land is unlikely to result in additional levels of activity in the local aquifer since the phosphatic chalk already contributes to its radioactive content.



## Environmental Permitting Regulations

It should be noted that the material extracted during the tunnelling operation does not fall under the definition of a NORM industrial activity and therefore would not be classed as radioactive material or waste and its disposal would be outside the scope of the Environmental Permitting Regulations (EPR) (UK Parliament, 2016). Additionally the activity concentrations in the phosphatic chalk are lower than the 1000 Bq kg<sup>-1</sup> limit given in the EPR as the activity concentration for NORM to fall within the scope of the EPR and the estimated doses are significantly lower than the dose of 0.3 mSv y<sup>-1</sup> adopted in the legislation as the criterion that the disposer must demonstrate doses do not exceed for the material to be considered out of scope.

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This work was undertaken under the Radiation Assessments Department's Quality Management System, which has been approved by Lloyd's Register Quality Assurance to the Quality Management Standard ISO 9001:2015, Approval No: ISO 9001 – 00002655.

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