

**SCHEDULE OF MAJOR CHANGES TO SOUTH WILTSHIRE CORE STRATEGY**

<b>Proposed Change Reference</b>	<b>CS REFERENCE</b>	<b>CHANGE</b>	<b>SOURCE</b>
MAJ/01	Page 41 Para 5.3 (F)	<p><i>F: Other Settlements and the Countryside.</i></p> <p><del>This tier includes some of the smallest settlements in south Wiltshire, often in remote rural areas and with no facilities of their own. Functionally, they are almost completely reliant on local service centres for day-to-day needs. As such, they represent the most unsustainable location for new growth and hence new development will not be permitted in these villages. To reflect this any housing policy boundaries for settlements not listed in (A) to (E) or housing restraint areas currently within the Local Plan are removed by this Strategy, and hence new development will no longer be appropriate in these locations.</del></p> <p><u>Replace existing text with: This tier includes some of the smallest settlements in south Wiltshire, often in remote rural areas and with no facilities of their own. Functionally, they are almost completely reliant on local service centres for day-to-day needs. As such, they represent the most unsustainable location for new growth and hence new development is unlikely to be appropriate in these villages. To reflect this any Housing Policy Boundaries (HPBs) for settlements not listed in paragraphs (A) to (E) and all Housing Restraint (HRAs) and Special Restraint Areas (SRAs) currently within the Local Plan will be subject of a further review in connection with the Wiltshire Core Strategy – where the degree of sustainability of such settlements will be considered on a consistent countywide basis. Until such time as this review is undertaken the HPBs, HRAs and SRAs and associated Local Plan policies will remain in place.</u></p>	Council's suggested wording as a result of discussions at EIP.
MAJ/02	Page 45 Core Policy 1	<p>Core Policy 1 - The Settlement Strategy and distribution of growth in south Wiltshire</p> <p>This strategy plans for the delivery of 12,400 dwellings and 13,900 jobs over the period to 2026. The growth required to meet local needs will be accommodated in the following manner:</p> <p>Salisbury <i>Planned growth: 7480 homes and 36 ha (30ha new allocation and 6ha saved) of employment</i></p>	

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		<p>land. A retail-led mixed-use development is also planned.</p> <p>The city of Salisbury is identified as a Strategically Significant City or Town ("SSCT") under Development Policy A of the RSS. Salisbury is the primary service, economic and cultural centre for south Wiltshire and, in line with RSS, will remain the focal point for the majority of new development in south Wiltshire.</p> <p>Wilton Community Area  <i>Planned growth:</i>  Wilton Local Service Centre: 620 homes, 3 ha of employment land  Rest of Wilton Community Area: 950 homes  Wilton is the Local Service Centre for its Community Area and relates to Development Policy B in the RSS. The proximity of Salisbury to the east means that Wilton has a functional relationship with its larger neighbour but retains an identity of its own. The UK Land Forces HQ in Wilton is a strategically important regeneration site, which will deliver employment and housing. The Community Area has <del>two</del> <u>three</u> secondary villages (equivalent to RSS Development Policy C), which are Broad Chalke, <del>and</del> <u>Dinton and Great Wishford</u>, where limited growth will be appropriate.</p> <p>Amesbury Community Area  <i>Planned growth:</i>  Amesbury Service Centre: 1960 homes  Rest of Amesbury Community Area: 690 homes, 17 ha of employment land  Amesbury, with support from Durrington and Bulford, is the Service Centre for the area. Although these settlements are distinct from one another, their close geographical and functional relationships between Amesbury, Durrington and Bulford mean that they constitute a unique group of settlements within south Wiltshire that neither conforms to the SSCT category nor is directly comparable with the Local Service Centres or any of the Village categories. Amesbury Community Area contains the majority of allocated employment land in south Wiltshire (outside of the SSCT), including land at Solstice Park, Boscombe Down and Porton Down. Porton, Shrewton, and Tilshead are secondary villages in this community area, as well as "The Winterbournes" collectively. These settlements conform to Development Policy C of the RSS and perform a complementary role to Amesbury, Durrington and Bulford,</p>	<p>Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Minor changes to Submission Document previously contained within SWCS 13 A</p>

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		<p>each having a range a <del>more local</del> of services, which serve the surrounding areas.</p> <p>Southern Wiltshire Community Area  <i>Planned Growth:</i>  Downton Local Service Centre: 190 homes  Rest of Southern Wiltshire Community Area: 550 homes  Downton is a large settlement providing a good level of services and performs the role of Local Service Centre for this Community Area. It provides a good source of employment with one of eight strategically important employment sites in south Wiltshire located in Downton. The secondary villages (equivalent to RSS Development Policy C) in the Southern Wiltshire Community Area are Alderbury, Coombe Bissett, Morgan's Vale/Woodfalls, Pitton, Whiteparish and The Winterslows. These villages provide a reasonable level of local services and facilities where modest growth will be appropriate. The proximity of Salisbury to the north means that a number of settlements located in the northern part of this community area have a much stronger functional relationship with the City, <u>which performs</u> <del>performing</del> the role of the service centre, rather than with Downton.</p> <p>Mere Community Area  <i>Planned Growth:</i>  Mere Local Service Centre: 270 homes, 3 ha of employment land  Rest of Mere Community Area: 20 homes  Mere is the Local Service Centre for this Community Area as it offers a range of services and facilities and is an important centre for the outlying villages in the west of south Wiltshire. This Community Area is unique in south Wiltshire in that there are no settlements that perform a secondary village role and hence it is anticipated that the majority of growth will take place in Mere over the plan period. Where exactly this growth will take place will be identified through a subsequent Site Specific Allocations DPD. The existing Local Plan employment allocation at Mere of approximately 3 hectares will be implemented during the period of this Strategy.</p> <p>Tisbury Community Area  <i>Planned Growth:</i>  Tisbury Local Service Centre: 160 homes, 1.4 ha of employment land  Rest of Tisbury Community Area: 280</p>	<p>Minor changes to Submission Document previously contained within SWCS 13 A</p>

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		<p>Tisbury is the Local Service Centre for this Community Area and serves a wide and sparsely populated hinterland. The existing Local Plan employment and housing allocations on Hindon Lane will be implemented during the period of this Strategy. Fovant, Hindon and Ludwell are the secondary villages in this Community Area. These villages provide a reasonable level of local services and facilities and can accommodate reasonable levels of growth. Specific sites that can accommodate this growth will be identified through a subsequent Site Specific Allocations DPD.</p> <p>The Council's target for housing development on previously developed land is 34% from the date of adoption of this Core Strategy to 2026. This includes the conversion of existing buildings.</p> <p>Apart from the housing numbers attached to Local Service Centres, development will be focussed on the Secondary Villages in each Community Area. In addition, infill development will be permitted in the Small Villages of Barford St Martin, Bodenham, Britford, Chilmark, Figheledean/Ablington, Gomeldon, Middle Woodford, Newton Toney, Odstock, Orcheston, Stapleford, Steeple Langford, Wylde and Zeals. Exception development, based on identified local need, will also be permitted in these villages.</p> <p><del>New housing will not be permitted outside the settlements named in Core Policy 4</del></p> <p><del>{nb. numbers rounded}</del></p> <p><u>Note: All numbers have been rounded up and include a contingency allowance.</u></p> <p>Targets: Qualitative: The delivery of levels of growth in conformity with the Settlement Strategy; average of 620 housing completions per year; 34% of housing completions per year to be on previously-developed land.</p> <p>Monitoring and Review: AMR &amp; housing trajectory, number of dwellings built in sustainable locations aligned with the Sustainable Settlement Strategy</p> <p>Delivery Responsibility: Wiltshire Council, Development Industry, Strategic Partnerships.</p>	<p>Council's suggested wording as a result of discussions at EIP.</p> <p>Minor change to Submission Document previously contained within SWCS 13 A</p>

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		Policies replaced: Policy H1	
MAJ/03	Page 56 Para 5.31 e	<p><del>(e) Highways</del></p> <p><u>(e) Transportation</u></p> <p>With respect to Salisbury, the Council has constructed a transport model, which has been used to assess the implications of the Core Strategy on the transport network. Although future growth will have an impact on the highway network, with a commitment to demand management interventions, this Strategy can be implemented <del>as because</del> there are no insurmountable barriers to its delivery. The Council is currently producing a detailed Salisbury Transport Strategy, which will define a set of transport initiatives that will address the impacts of the additional transport demand. The strategy will be published in December 2009. <del>Initial modelling work, involving partnership work with the Highways Agency has concluded that the transport network, with improvements, will be able to support the levels of growth over the plan period. Also, there are unlikely to be significant new road building requirements in order to enable strategic site allocations to be developed.</del> <u>These transport initiatives will complement the key strategic outcomes sought in Strategic Objective 8 in Chapter 4, which include:</u></p> <ul style="list-style-type: none"> <li><u>Optimisation of benefits from the five Park and Ride sites</u></li> <li><u>Measures to treat additional pressures on the ring road</u></li> <li><u>Improvements to the coverage and linkages of the cycle and footpath network.</u></li> <li><u>Support for Network Rail's long term plans to increase the capacity of the railway between Salisbury and Exeter</u></li> <li><u>Review of the parking strategy to seek a balance between providing adequate spaces for visitors and shoppers, while realising major regeneration schemes, which may mean a loss of spaces at the Maltings/Central Car Park and the Market Place.</u></li> <li><u>The careful planning of the major growth sites around Salisbury based on the mixed-use strategy, to provide jobs, services and shops that are locally accessible via a range of means including walking, cycling and bus.</u></li> </ul> <p><u>The exploration of access linkages between major new strategic sites to maximise</u></p>	Council's suggested wording as a result of discussions at EIP.

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		<p><u>benefits of community infrastructure and new job opportunities</u></p> <p><u>As part of the work to develop the Transport Strategy, an ‘Options Assessment Report’ has been prepared. This report sets out a range of deliverable and affordable options and their consequential outcomes.</u></p> <p><u>In broad terms, the report looks at the difference between two approaches; an “established” approach, which is a continuation of the existing strategy, and a “radical” approach, which is more in line with current practice of demand management interventions. Both approaches illustrate realistic options between which the eventual strategy will sit.</u></p> <p><u>Further consultation on the refinement of the transport strategy will be undertaken. Ultimately, the transport strategy will need to support the proposed growth and the ‘Options Assessment Report’ concludes that a strategy based on the radical option would best enable Salisbury to meet the challenges of addressing future growth in travel demand in a sustainable manner.</u></p>	
MAJ/04	Page 64 New paragraph after Core Policy 5	<p><u>5.53(a) Protecting Retail Centres</u></p> <p><u>Salisbury City Centre and the smaller centres of Amesbury, Tisbury, Mere, Wilton and Downton are vulnerable to possible edge or out of centre retail and leisure development.</u></p> <p><u>Salisbury City Centre is the principal shopping centre within south Wiltshire. Amesbury is the second largest settlement and functions as a service centre for the communities on the southern edge of Salisbury Plain. Other centres at Wilton, Tisbury, Downton and Mere are small in scale and perform as local village centres offering little more than essential ‘everyday’ requirements to a local catchment. Each centre has a Post Office, pharmacy and local top-up food store. The Retail and Leisure Needs study identified that the centres are small in scale, appeared to be attractive with high quality environments, have a low vacancy rate and did not appear too vulnerable. However, this potentially masks concern in respect of all centres losing essential services and shopping provision, which has been the historic trend. Rather than looking for opportunities for new retailing, which is likely to be limited, the challenge is to protect the centres that already exist.</u></p>	Council’s suggested wording as a result of discussions at EIP.

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		<p><u>Consequently, all applications outside or on the edge of Salisbury City, Amesbury, Wilton, Tisbury, Mere and Downton that include retail or leisure floor space of over 200 sq m should be accompanied by an impact assessment.</u></p>	
MAJ/05	Page 101 Core Policy 12	<p>Core Policy 12 - Porton Down</p> <p><del>The Council recognises the important contribution that the Porton Down science community makes to the economy, both nationally and within south Wiltshire. The council will work with partners on the production of a Wildlife Management Plan (WMP) to be adopted as Supplementary Planning Document for the Porton Down SAC, SPA and SSSI.</del></p> <p><del>Once finalised, this will enable the scientific community's aspirations to be met while at the same time providing a comprehensive framework for wildlife protection and enhancement at the site. New development in connection with DSTL, HPA and the Porton Down Science Park will only be permitted where it contributes to the objectives of the WMP and accords with the measures within the WMP to avoid and mitigate potential adverse effects on the integrity of the the European sites and other nature conservation interests.</del></p> <p><del>Until such time as the WMP is agreed, new development proposals will only be permitted where they can demonstrate that either alone or in combination with other plans or projects, they do not have a significant impact on the integrity of the Porton Down SPA, SAC or SSSI.</del></p> <p><u>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 3 of the Core Strategy. This work will also ensure that the long-term future of Porton Down is secured based on a coordinated approach.</u></p> <p><u>One specific issue in relation to which coordination is required is wildlife management. The Council will thus work with all relevant interests to produce an Integrated Business and Environmental Strategy (IBEMS) for the Porton Down SAC, SPA and SSSI and the non-</u></p>	Porton Down SCG

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		<p><u>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, together with enhancing biodiversity across the Porton Down site. In order to facilitate future development, the IBEMS will identify future proposed development and when this will take place, the broad impacts of this development and how (if possible) these impacts can be mitigated.</u></p> <p><u>Proposals submitted in advance of the IBEMS being adopted as SPD, and stand alone projects not addressed in the IBEMS will need to adequately demonstrate that either alone or in combination with other plans or projects, they do not have significant impact on the integrity of the Porton Down SPA, SAC or SSSI; or that if they do adequate mitigation will be provided to ensure no adverse effect on site integrity.</u></p> <p><u>Targets: % habitat at Porton Down in favourable condition. Specific species monitoring. Percentage of planning applications granted on the Porton Down site which contribute to the objectives of the <u>WMP IBEMS</u> (target 100%).</u></p> <p><u>Monitoring and Review: AMR, <del>Wildlife Management Plan</del> IBEMS when approved</u></p> <p><u>Delivery Responsibility: Wiltshire Council, RSPB, DSTL, HPA, PDSP PBTC, Natural England, Species specific organisations e.g. RSPB, BTO, Plantlife, Butterfly Conservation</u></p> <p><u>Policies replaced: None</u></p>	

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MAJ/06	Page 128 Paragraph 12.2 (b)	<p>The River Avon SAC and ground water sources are particularly vulnerable from the effects of pollution from surface water drainage, non-physical and biological disturbance.</p> <p>Groundwater in South Wiltshire is the source of much of the river flow within the River Avon. Pollution of groundwater therefore has the potential to impact on water quality in the river.</p> <p><u>Source Protection Zones (SPZs) mapped by the Environment Agency (EA) are used to protect abstractions used for water supply and other forms of distribution to the public. These zones show the areas of groundwater within which there is particular sensitivity to pollution risks, due to the proximity of a drinking water source and the way the groundwater flows. Generally, the closer the activity or release is to a groundwater source the greater the risk.</u></p> <p><u>Protecting water quality both in and outside of SPZs is necessary to comply with the requirements of the Water Framework Directive.</u></p> <p><u>Human activities produce sources of phosphorus (P) which can threaten the integrity of freshwater ecosystems, including rivers, through a range of inter-related biological processes (e.g. excessive algal growth and associated changes in the composition of plant and animal communities). To protect SAC rivers, Natural England uses a family of P targets, jointly developed with the EA, for the purposes of site management and condition assessment. Currently, P concentrations exceed the appropriate targets over the majority of the Hampshire Avon system, threatening the integrity of the SAC.</u></p> <p><u>Whilst significant improvements have recently been made to a number of Sewage Treatment Works (STWs), these improvements, according to EA predictive modelling, will not be sufficient to reduce P concentrations to below the aforementioned targets, across the majority of the SAC. Therefore, these STW discharges when combined with other sources of P (eg. agricultural sources, septic tanks) are still contributing to a significant threat to site integrity. <del>Development put forward in the Core Strategy must be able to ascertain that these discharges are no longer threatening the integrity of the SAC.</del></u></p> <p><del>A specific issues raised by the HRA of this Core Strategy (and that of the RSS) concluded that, subject to programmed investment being carried out to reduce the phosphate load from major</del></p>	Natural England and Environment Agency SCGs and Council's suggested wording as a result of discussions at EIP

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		<p><del>sewage treatment works in the River Avon System, there would be no adverse effect on the integrity of the SAC from proposed development. However, there are other phosphate inputs besides those attributable to sewage works, and initiatives area underway to better understand this issue and implement measures that will lead to a long-term reduction in phosphate concentration in the river.</del></p> <p>Development in the SAC catchment <u>should not have a significant effect upon the SAC support this wider agenda to protect the river, and developers of the strategic sites identified in this Strategy will be required to mitigate against any increase in P levels that their development may create. This may be through contributions to a Mitigation Strategy which will identify and implement measures to reduce P levels in the SAC or on or near site measures to be agreed by the LPA. Measures will be secured contribute to any overall mitigation strategy through Section 106 agreements. This mitigation strategy will identify and implement measures to reduce the phosphate levels in the SAC.</u></p>	
MAJ/07	Page 129 Core Policy 20	<p>Core Policy 20 Pollution and phosphate Levels in the Water Environment</p> <p>In order to <u>protect groundwater and surface water quality and to avoid and reduce the potential environmental effects on water quality in the River Avon Special Area of Conservation, development will need to incorporate measures during construction and operation that avoid and prevent pollution and mitigate potential disturbance effects. This may include appropriate schemes of mitigation, including consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures. will be required to mitigate potential disturbance effects'. All developments identified in this Core Strategy should submit a Construction Management Plan should also be submitted to the Local Planning Authority to ensure measures proposed during construction are satisfactory.</u></p> <p>All developments identified in this Core Strategy will be required, <u>to demonstrate that their proposals will include the implementation of effective mitigation measures by means of financial contribution, to contribute to the undertaking and implementation of a management plan, to ensure that their development will not cause detriment to watercourses through the unmitigated addition of phosphates to local watercourses. This may be by means such as an</u></p>	Council's suggested wording as a result of discussions at EIP

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		<p><u>appropriate of financial contribution to a Management Plan or the implementation by the developer of on or near site mitigation measures to be agreed by the Local Planning Authority.</u></p> <p>Targets: No approvals against policy, maintenance of River Avon SAC in favourable condition <u>no significant effect on River Avon SAC.</u></p> <p>Monitoring and Review: AMR</p> <p>Delivery Responsibility: Wiltshire Council, Environment Agency, Natural England,</p> <p>Water companies: Developers.</p> <p>Policies Replace: None</p>	
MAJ/08	Page 129 Paragraph 12.2(c)	<p><del>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 housing development needs of 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).</del></p> <p><del>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.</del></p> <p><u>The Strategic Housing Land Availability Assessment (SHLAA) and the Strategic Flood Risk Assessment (SFRA) currently demonstrate that there is a readily available and deliverable 5-year supply of housing land in Flood Zone 1, the zone of least risk, to meet the housing development needs of the area. 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. This is in order to apply the Sequential Test in line with the requirements of PPS25. The findings of the SHLAA and SFRAs Level 1 and 2 will carry considerable weight when testing the suitability of proposals put forward in higher risk areas.</u></p>	Environment Agency SCG

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		<p><u>All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (Sustainable Drainage) unless site or environmental conditions make these measures unsuitable.</u></p>	
MAJ/09	Page 129 Core Policy 21	<p>Delete policy.</p> <p><b>Core Policy 21 – Flood Risk</b> The SHLAA and SFRA currently demonstrate there is a readily available and deliverable 5 year supply of housing land in Flood Zone 1. Development proposed in Flood Zones 2 and 3 as identified within the SFRA will need to refer to this information when providing evidence to the local planning authority in order to apply the Sequential Test in line with the requirements of PPS25.</p> <p><del>All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (Sustainable Drainage) unless site or environmental conditions make these measures unsuitable.</del></p> <p><del><b>Targets:</b> No approvals against policy or against EA advice</del> <del><b>Monitoring and Review:</b> AMR; External reviews (for example by the EA).</del> <del><b>Delivery Responsibility:</b> Wiltshire Council; EA; Developers.</del> <del><b>Policies replaced:</b> G4 and G6</del></p>	Environment Agency SCG
MAJ/10	Page 134 Paragraph 12.9 Paragraph 12.10 Paragraph 12.11 Core Policy 25 – Air Quality	<p>Delete heading, paragraphs and Core Policy.</p> <p><b>12.9 Air Pollution</b> <del>Within South Wiltshire, there are problems with air pollution, particularly transport generated emissions in Salisbury, which has a designated AQMA covering the following areas— Salisbury City Centre including Wilton Road / St Pauls Roundabout and London Road/ St Marks Road around St Marks Roundabout.</del></p> <p><del>12.10 Furthermore, the HRA has identified that their critical loads of nitrogen deposition are likely to be exceeded at the following sensitive sites</del></p> <ul style="list-style-type: none"> <li><del>• New Forest SAC;</del></li> </ul>	Council's suggested changes as a result of discussions at EIP. Evidence through the Salisbury Transport Model now shows that due to technological advances emissions should decrease rather than increase.

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		<ul style="list-style-type: none"> <li>● <del>Dorset Heaths SAC,</del></li> <li>● <del>Fontmell and Melbury Downs SAC</del></li> </ul> <p><del>12.11 Concern is also raised about the potential effect of air pollution on the River Avon SAC and Porton Down and Salisbury Plain SAC and SPAs. In order to ensure that the sensitive nature of these sites are protected and that the air quality in the AQMA is improved, development proposals, particularly those generating traffic uses, will need to demonstrate that there will be no significant increases in air pollution emissions, or that measures to secure improvements in air quality can be achieved.</del></p> <p><del>Core Policy 25 – Air Quality</del>  <del>Development proposals that are likely to cause air pollution will only be permitted where it can be demonstrated that measures can be implemented to minimise emissions to levels that protect health, environmental quality and amenity. When determining planning applications, consideration will be given to the following issues</del></p> <ul style="list-style-type: none"> <li>● <del>The potential impact on the designated AQMA.</del></li> <li>● <del>The potential impact on the environmental quality of the European designated sites</del></li> </ul> <p><del>An air quality impact assessment should accompany the planning application for sites identified within this Core Strategy and should detail any mitigation measures needed to make the development acceptable.</del></p> <p><del><b>Targets:</b> No approvals against policy.</del>  <del><b>Monitoring and Review:</b> AMR; External reviews (for example by the EA).</del>  <del><b>Delivery Responsibility:</b> Wiltshire Council.</del>  <del><b>Policies replaced:</b> G2 VIII</del></p>	
MAJ/11		<p><b>Appendix A</b>  <b>Development templates for strategic growth sites</b>  As well as meeting all relevant polices in this Core Strategy, <u>national policy, the development plan</u> and saved polices (see Appendix C), Core Policy 2 of this Strategy requires the master planning of the strategic sites that will deliver housing. The following templates set out the</p>	<p>Minor change to Submission Document previously contained within SWCS 13 A</p>

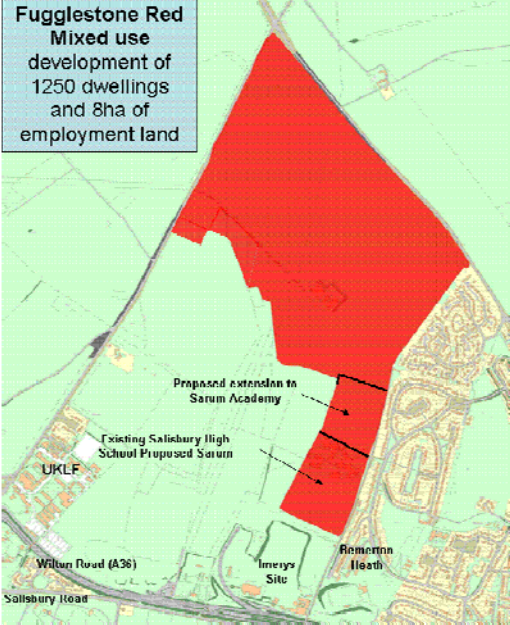
Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
MAJ/12	Page 145 to 147 Hampton Park Template	<p>objectives for the new development, constraints and the infrastructure needed for the sites to be delivered.</p> <p><b>Amend text accompanying map as follows:</b></p> <p><b>Site Name:</b> Hampton Park</p> <p><b>Site Description</b></p> <p>This area of land to the east of the <del>City</del> 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.</p> <p><b>Objectives for the development</b></p> <p>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 <del>complements</del> <u>complements</u> 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:</p> <ul style="list-style-type: none"> <li>• Protection of the strategic landscape setting of the northern slopes of Salisbury including safeguarding views to and from Old Sarum Scheduled Ancient Monument.</li> <li>• Strategic gap planning to ensure Ford retains its independent character and does not become merged with the city.</li> <li>• The delivery of a significant country park that will be handed to the local community in perpetuity.</li> <li>• To deliver a development that is adequately served by essential infrastructure including transportation, water, drainage, education, healthcare and emergency services and green infrastructure.</li> </ul>	<p>Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Minor change to Submission Document previously contained within SWCS 13 A</p>

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		<ul style="list-style-type: none"> <li>• 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.</li> <li>• To deliver a development which conserves and in places enhances the natural environment, including the quality of the Bourne tributary of <u>which is within</u> the River Avon SAC/SSSI</li> </ul> <p><b>Site Constraints</b></p> <ul style="list-style-type: none"> <li>• The sensitive landscape at the northern slopes of Salisbury including the setting of Old Sarum SAM</li> <li>• Strategically important green lung at Bishopdown/Castle Hill</li> <li>• Retention of the separate identity of Ford and avoiding potential coalescence.</li> <li>• The Bourne tributary to part of the River Avon <u>SSSI/SAC</u></li> <li>• High pressure gas main to west of the site</li> <li>• Retention of existing byways</li> <li>• Existing residential amenity to the north and south</li> <li>• Salisbury Air Quality Management Zone</li> <li>• Interface with existing residential properties and rural fringe</li> </ul> <p><b>Land uses and quanta of development</b></p> <p>500 new dwellings of which a minimum of 40 % will be affordable. The breakdown will be as detailed in Core Policy 6.</p> <p><b>Essential Infrastructure Requirements</b></p> <p>Education: 1 form entry primary school and contributions towards secondary education</p> <p>Transportation: Any major infrastructure requirements outcomes identified by the Salisbury Transport Model <u>or subsequent Transport Assessment and Travel Plan</u>. A Transport Assessment setting out how the model shift promoted at national and RSS level will be</p>	<p>Environment Agency SCG</p> <p>Environment Agency SCG</p> <p>Inspectors request for consistency</p> <p>GOSW SCG Highways Agency SCG (18 March 2010) Change proposed by Savills and agreed by</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>achieved, <u>including improved bus, cycle and walking routes.</u></p> <p>Green Infrastructure: <del>4 in 10 dwellings to have facilities for roosting bats.</del> New woodland hedging and native species to connect to retained hedges to River Avon. Surveys of protected species, especially botanical, in June/July. <u>Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>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.</p> <p>Drainage and Water: <del>Dedicated spine main to provide capacity. Sewers: limited capacity – requires off-site link plus extensive downstream improvements. 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.</del> <u>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 is required towards a management and mitigation plan to address of phosphate levels in the River Avon SAC watercourses and their threat to protected species as well as its implementation.</u></p> <p>PCT: Financial contribution towards new or improved doctors and dentist surgeries.</p> <p>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.</p> <p>Renewable energy: 10% renewable energy generated on or near the site.</p> <p><u>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</u></p>	<p>Council</p> <p>Change proposed by Savills and agreed by Council Natural England SCG</p> <p>Change proposed by Savills and agreed by Council</p> <p>Inspectors request for consistency</p> <p>Wiltshire Fire and Rescue SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>incorporate the CIL, setting out a tariff approach is adopted.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:</p> <ul style="list-style-type: none"> <li>• Safeguarding zone for the high pressure gas main</li> <li>• A strongly defined urban/rural edge to the north of the site</li> <li>• The layout and utility of the Country Park</li> <li>• Defining the strategic gap between the development and the settlement of Ford</li> </ul> <p><b>Strategic Linkages</b></p> <p>Linkages with the existing residential development at Bishopdown Farm and Hampton Park, to ensure that the new communities can integrate.</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p> <p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p>	<p>Agreed with various</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>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 master planning, 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:</u></p> <ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-</del></p>	<p>parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><del>review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/13	Page 148 to 150 Fugglestone Red development template	<p>Delete present map and replace with:</p>  <p>Fugglestone Red</p>	As proposed by Pegasus Planning and agreed by the council.

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>Amend text to read:</p> <p><b>Site Name</b></p> <p>Fugglestone Red</p> <p><b><u>Site Description of site</u></b></p> <p>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 treed 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".</p> <p><b>Objectives for the development</b></p> <p>To develop 1250 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 compliments the existing communities and makes a significant strategic contribution to meeting the local housing needs of south Wiltshire <u>and helps facilitate the delivery of the proposed Sarum Academy or a replacement of Salisbury High School.</u></p> <p>Specific issues to be addressed are:</p> <ul style="list-style-type: none"> <li>• The delivery of a new local centre for the Fugglestone Red area.</li> <li>• <u>Assistance with and/or c</u>Contributions towards improving the secondary school <u>or the proposed Sarum Academy</u></li> <li>• <u>Retention of a Strategic gap of open countryside planning</u> to ensure Wilton retains its independent character and does not become merged with Salisbury.</li> </ul>	<p>Inspector request for consistency.</p> <p>Change proposed by Pegasus and agreed by Council</p> <p>Changes proposed by Pegasus and agreed by Council</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• To deliver a development which conserves and in places enhances the natural environment, including the quality of the Camp Down SSSI <u>and the</u> River Avon SAC</li> <li>• To conserve and where possible enhance views from the Wilton Estate and Old Sarum SAM</li> <li>• Conservation of the historic Avenue.</li> </ul> <p><b>Site Constraints</b></p> <ul style="list-style-type: none"> <li>• Potential coalescence between Salisbury and Wilton and the need for a strategic landscape belt to be retained.</li> <li>• The sensitive landscape, especially the north eastern edge and the setting of Old Sarum SAM</li> <li>• Copses, wooded belts, and other tree planting</li> <li>• Overhead power cables (several running N-S and E-W)</li> <li>• Existing residential amenity to the east of the site.</li> <li>• Salisbury Air Quality Management Area on Devizes Road and Wilton Road</li> <li>• Setting of Wilton House and its historic park and garden.</li> </ul> <p><b>Land uses and quanta of development</b></p> <ul style="list-style-type: none"> <li>• 1250 new dwellings of which a <del>minimum of</del> 40% will be affordable. The breakdown will be as detailed in Core Policy 6.</li> <li>• 8 hectares of employment land to include some start-up units</li> <li>• New primary school and <u>enhanced improvements to secondary school/Academy provision</u></li> <li>• Public open space</li> <li>• Space for a new cemetery</li> <li>• Local Centre</li> </ul> <p><b>Essential Infrastructure Requirements</b></p> <p>Education: 2 form entry primary school and either a secondary contribution or assistance</p>	<p>Inspectors request for consistency</p> <p>Changes proposed by Pegasus and agreed by Council</p> <p>Change proposed by</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>towards construction of <u>a replacement new Salisbury High School/Sarum Academy.</u></p> <p>Transportation: Any <del>major</del> infrastructure requirements outcomes identified by the Salisbury Transport Model <u>Study 2010 or subsequent Transport Assessment and Travel Plan.</u> 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 and RSS level will be achieved, including improved, bus, cycle and walking routes.</p> <p>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 <del>and ultimately link to the River Avon. 1 in 10 properties</del> <u>An agreed proportion to contain features suitable for roosting bats. Improved linkages and contributions towards improvements to Wilton House historic park and garden. Extended phase 1 survey to be undertaken. Site should look to minimise recreational impacts on the New Forest European protected sites. Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>Heritage: Archaeological investigations to be undertaken prior to finalisation of the site design, with the design responding to finds.</p> <p>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 PPS25. On site foul-water pumping station with rising main to Devizes Road. Long off site connecting sewer (&gt;1km) to agreed point of connection, where planned capacity is available to accept future foul flows. A contribution <del>is required towards a management and mitigation plan to address of phosphate levels in the River Avon SAC watercourses</del> <u>and their threat to protected species as well as its implementation.</u></p>	<p>Pegasus and agreed by Council</p> <p>GOSW SCG Highways Agency SCG (18 March 2010)</p> <p>Changes proposed by Pegasus and agreed by Council</p> <p>Natural England SCG</p> <p>Inspectors request for consistency</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>PCT: Financial contribution towards new or improved doctors and dentist surgeries <u>or on-site provision, if appropriate.</u></p> <p>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.</p> <p>Community facilities and services: Need to deliver a local centre to provide the local access to basic services this area of Salisbury currently lacks.</p> <p>Renewable energy: 10% renewable energy generated on or near the site</p> <p><u>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.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:</p> <ul style="list-style-type: none"> <li>• Significant tree planting to protect key views from Wilton Park.</li> <li>• Overall building mass should be in keeping with the setting <del>to</del> <u>of</u> Wilton Conservation Area.</li> <li>• The Avenue not to be widened or subject to major road improvements, <u>apart from the proposed new roundabout with Devizes Road.</u></li> <li>• The visual gateway into Salisbury from the A360 is conserved and enhanced.</li> <li>• A significant green buffer is retained between the built up areas of Salisbury and Wilton.</li> <li>• Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow.</li> <li>• Overhead cables to be buried.</li> </ul>	<p>Change proposed by Pegasus and agreed by Council</p> <p>Change proposed by Pegasus and agreed by Council</p> <p>Wiltshire Fire and Rescue SCG</p> <p>Changes proposed by Pegasus and agreed by Council</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><b>Strategic Linkages</b></p> <p>Improved linkages <u>between</u> 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.</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p> <p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p> <p><u>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 master planning, 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:</u></p>	<p>Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> </ul> <ul style="list-style-type: none"> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/14	Page 151 to 153 Land at the Maltings / Central	<p><b>Amend text to read:</b></p> <p><b>Site Name</b></p>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
	Car Park development template	<p>Land at the Maltings and Central Car Park</p> <p><b>Site Description</b></p> <p>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 the Wiltshire PCT. 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.</p> <p><b>Objectives for the development</b></p> <p>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 <del>complements</del> <u>complements</u> the existing retail provision and makes a significant strategic contribution to meeting local housing needs of south Wiltshire.</p> <p><del>The redevelopment of the Maltings / Central Car Park will remain 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.</del></p> <p><del>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. Its retail, residential and leisure areas will be linked by open, pedestrianised streets and</del></p>	<p>Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Council's suggested wording as a result of discussions at EIP.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><del>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 of the library will open up links to the Market Square. This open streetscape will connect the prime retail units anchored by a department store, residential and leisure areas. Specific issues to be addressed are:</del></p> <ul style="list-style-type: none"> <li>• To provide a range of retail unit sizes including a department store format and supermarket and a mix of major shop units and smaller store units</li> <li>• To ensure the continued viability and vibrancy of the whole of Salisbury city centre</li> <li>• To provide a range of homes including affordable suitable for a city centre location</li> <li>• A relocated library</li> <li>• To provide a range of office space</li> <li>• <del>Protection of views of Salisbury Cathedral.</del></li> <li>• <del>A development that upgrades public open space including riverside walks</del></li> <li>• <del>A holistic approach to addressing the piecemeal nature of car parking, rear aspects of properties and land ownerships in a comprehensive manner.</del></li> <li>• <del>A development that is well integrated and opens up links to Fisherton Street, Market Walk and the surrounding City Centre</del></li> <li>• <del>Retention and enhancement of the 'Shopmobility' scheme.</del></li> <li>• <del>Continued provision of public toilets</del></li> <li>• <del>Massing of new development respects the scale and building forms of the historic urban fabric</del></li> <li>• <del>The development can protect and enhance both the built and natural conservation interests surrounding the site</del></li> <li>• <del>The character of the development creates a sense of place that responds to and is sympathetic to locally distinctive patterns of development</del></li> <li>• Providing a high quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all in society.</li> </ul> <p><b>Site Constraints</b></p>	<p>Council's suggested wording as a result of discussions at EIP.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• Protection of views of Salisbury Cathedral</li> <li>• Protection and proximity of the River Avon SAC</li> <li>• Salisbury city centre Air Quality Management Area</li> <li>• Salisbury Conservation area and a number of listed buildings</li> <li>• Electricity Sub-station</li> <li>• Flooding</li> <li>• <u>Some fragmented land ownership.</u></li> <li>• Access, parking and servicing (<u>including coach parking</u>)</li> </ul> <p><b>Land uses and quanta of development</b></p> <ul style="list-style-type: none"> <li>• <del>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 not be permitted.</del></li> <li>• <u>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 not be permitted.</u></li> <li>• Comparison shopping uses, comprising a range of unit sizes including a department store format and a mix of major shop units and smaller store units</li> <li>• Convenience floor space replacing the net loss of such floorspace</li> <li>• Around 200 dwellings of which <del>a minimum of</del> 40% will be affordable. The breakdown will be as detailed in Core Policy 6.</li> <li>• Office use</li> <li>• Leisure uses (15% of comparison floor space), to improve the quality of leisure facilities</li> <li>• A replacement library</li> <li>• Adequate car parking spaces using undercroft and multi-storey car parking</li> <li>• A new park based around existing watercourses and opening linkages to the Market Square and Fisherton Street.</li> <li>• Improved cultural area around the Playhouse and City Hall, improving legibility from the new development through the cultural area to Fisherton Street</li> </ul>	<p>Council's suggested wording as a result of discussions at EIP. Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Council's suggested wording as a result of discussions at EIP.</p> <p>Inspectors request for consistency</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><b>Essential Infrastructure Requirements</b></p> <p>Education: Contributions towards primary and secondary.</p> <p>Transportation: Any major infrastructure requirements outcomes identified by the Salisbury Transport Model <u>or subsequent Transport Assessment and Travel Plan</u>. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes.</p> <p>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. <u>Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>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.</p> <p>Heritage: Archaeological investigations should be undertaken prior to finalisation of the site design with the design responding to finds.</p> <p>Drainage and Water: On site sewers provided by developers with separate systems of drainage, no spare capacity in local networks for a development of this scale. Off site surface water disposal to local land drainage systems with attenuated discharge to satisfy PPS25 is required. May require a pumped discharge and an off site link sewer to agreed point of</p>	<p>GOSW SCG Highways Agency SCG (18 March 2010)</p> <p>Natural England SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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 <del>is required</del> towards a management and mitigation <del>plan to address</del> <u>of phosphate levels in the River Avon SAC watercourses</u> and their threat to protected species as well as its implementation.</p> <p>PCT: Financial contribution towards new or improved doctors and dentist surgeries.</p> <p>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.</p> <p>Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy</p> <p><u>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.</u></p> <p><b><u>Place shaping requirements</u></b></p> <p><u>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:</u></p> <ul style="list-style-type: none"> <li>• <u>Softening the hard edges of the river to provide better marginal habitat for wildlife including improved cover for fish and invertebrates.</u></li> <li>• <u>Meet the requirements of Policies 19 (water efficiency) and 20 (phosphate levels) of this Core Strategy.</u></li> <li>• <u>Be designed and provide for flood defences and mitigation measures in accordance with the SFRA level 2 for the site.</u></li> <li>• <u>Protection of views of Salisbury Cathedral.</u></li> <li>• <u>A development that upgrades public open space including riverside walks.</u></li> <li>• <u>A holistic approach to addressing the piecemeal nature of car parking, rear aspects of</u></li> </ul>	<p>Inspectors request for consistency</p> <p>Wiltshire Fire and Rescue SCG</p> <p>Council's suggested wording as a result of discussions at EIP.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>properties and land ownerships in a comprehensive manner.</u></p> <ul style="list-style-type: none"> <li>• <u>A development that is well integrated and opens up links to Fisherton Street, Market Walk and the surrounding City Centre.</u></li> <li>• <u>Retention and enhancement of the 'Shopmobility' scheme.</u></li> <li>• <u>Continued provision of public toilets.</u></li> <li>• <u>Massing of new development respects the scale and building forms of the historic urban fabric.</u></li> <li>• <u>The development can protect and enhance both the built and natural conservation interests surrounding the site.</u></li> <li>• <u>The character of the development creates a sense of place that responds to and is sympathetic to locally distinctive patterns of development.</u></li> <li>• <u>Providing a high quality public realm that promotes public spaces that are attractive, safe, uncluttered and work effectively for all in society.</u></li> </ul> <p><b><u>Strategic Linkages</u></b></p> <p><u>Provision of a key link in the retail circuit of Salisbury, particularly between the High Street, Fisherton Street and Market Place/Castle Street.</u></p> <p><b><u>Delivery Mechanism</u></b></p> <p><u>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</u></p> <p><b><u>Key delivery milestones, monitoring and review</u></b></p> <p><u>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first</u></p>	<p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>five years.</u></p> <p><u>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 master planning, 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:</u></p> <ul style="list-style-type: none"> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><u>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.</u></p>	
MAJ/15	Page 154 to 157  Churchfields and the Engine Shed Site	<p><b><u>Churchfields and the Engine Shed site</u></b></p> <p><b><u>Site Description of site</u></b></p>	Inspector request for consistency.

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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 between the railway line to the north and Churchfields Road to the south and residential development to the west.</p> <p><b>Objectives for the development</b></p> <p>To develop a housing led mixed use redevelopment of around 1100 dwellings and retaining 5 ha of employment through a high quality master plan, 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 compliments the existing community and makes a significant strategic contribution to meeting local housing needs of South Wiltshire. Specific issues to be addressed are:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Redevelopment that sympathetically capitalises on the assets of the site, such as proximity to water meadows, town path, Harnham and cathedral views</li> <li>• Master planning to be undertaken for both sites to ensure that the two developments integrate.</li> <li>• Providing green links from the east and west of the River Nadder, to contribute towards the environmental and ecological aspirations of the Salisbury Vision</li> <li>• The incorporation of a central green to act as a focal point and encourage vitality</li> <li>• A mix of heights of up to 6 storeys determined by detailed context planning</li> </ul>	<p>Minor changes to Submission Document previously contained within SWCS 13 A</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• Planning in and making features of key vista to the cathedral</li> <li>• To provide an element of carbon neutral homes</li> <li>• Maximising the site's south facing orientation</li> </ul> <p><b>Site Constraints</b></p> <ul style="list-style-type: none"> <li>• Poor access through narrow rail bridges and via residential areas</li> <li>• Potential land contamination (including former land fill site, abattoir and steam engine shed)</li> <li>• Protection and proximity of the River Avon SAC</li> <li>• Salisbury city centre Air Quality Management Area</li> <li>• Protection of views of Salisbury Cathedral</li> <li>• Interdependencies with the Waste Site Specific Allocations DPD to find a suitable decant site for the <u>Household Recycling Centre currently on site</u></li> <li>• <del>Household Recycling Centre currently on site</del></li> <li>• Flooding</li> </ul> <p>Engine sheds:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 3m high blank retaining wall along Churchfields Road provides an unattractive 'dead' frontage.</li> <li>• Proximity to railway line</li> </ul> <p><b>Land uses and quanta of development</b></p> <ul style="list-style-type: none"> <li>• Approximately 1100 dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 6.</li> <li>• 5 ha of employment land</li> <li>• Public Open Space</li> <li>• Local neighbourhood centre</li> </ul>	<p>Removal of drafting error</p> <p>Inspectors request for consistency</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• Primary school</li> </ul> <p><b>Essential Infrastructure Requirements</b></p> <p>Education: 2 form entry primary school. Contributions towards secondary education.</p> <p>Transportation: Any <del>major</del> infrastructure requirements outcomes identified by the Salisbury Transport Model or subsequent Transport Assessment and Travel Plan. A Transport Assessment which sets out how the modal shift promoted at national and RSS 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.</p> <p>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. <del>4 in 10 properties to contain features suitable for roosting bats.</del> 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. <u>Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>Flooding: <u>Requirements of SFRA level 2 to be incorporated into design and resilience planning measures.</u> 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.</p>	<p>GOSW SCG Highways Agency SCG (18 March 2010)</p> <p>As agreed at examination for purpose of consistency.</p> <p>Natural England SCG</p> <p>Environment Agency SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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 PPS25. 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 <del>is required</del> towards a management and mitigation <del>plan to address</del> of phosphate levels in the <u>River Avon SAC watercourses</u> and their threat to protected species as well as its implementation.</p> <p>PCT: Financial contribution towards new or improved doctors and dentist surgeries.</p> <p>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.</p> <p>Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.</p> <p><u>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.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of the site needs to specifically address:</p> <ul style="list-style-type: none"> <li>• Views to the cathedral as an integral part of the site layout and design</li> <li>• Linkages and enhancement of the water meadows and Town Path</li> <li>• 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</li> </ul>	<p>Inspectors request for consistency</p> <p>Wiltshire Fire and Rescue SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• Incorporation of a central green to act as a focal point and encourage vitality</li> <li>• A mix of heights of up to 6 storeys on the Churchfields site determined by detailed context planning</li> <li>• Significant landscape buffer planting to the river</li> <li>• Pedestrian, public transport and cycle linkages to the city centre, including integration with the Railway Station Interchange.</li> <li>• Integration of both sites with each other and with existing residential uses</li> <li>• Orientation of the Engine Sheds site to maximise solar gain</li> </ul> <p><b>Strategic Linkages</b></p> <ul style="list-style-type: none"> <li>• Pedestrian, public transport and cycle linkages to the city centre, including integration with the Railway Station Interchange</li> <li>• Linkages and enhancement of the water meadows and Town Path</li> <li>• 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</li> <li>• Incorporation of a central green to act as a focal point and encourage vitality.</li> </ul> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p> <p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following</del></p>	<p>Agreed with various</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><del>milestones will be adhered to:</del></p> <p><u>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 master planning, 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:</u></p> <ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will</del></p>	<p>parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><del>lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/16	<p>Page 158 to 160</p> <p>UK Land Forces Head Quarters, Wilton</p>	<p><b>Site Name</b></p> <p>UK Land forces Head Quarters, Wilton</p> <p><b>Site Description of site</b></p> <p>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 falls there is agricultural land and to the south residential dwellings. The site is currently used for a mixture of military offices and accommodation.</p> <p><b>Objectives for the development</b></p> <p>To develop around 450 new homes and a minimum of 3 hectares of employment land to provide a minimum of 1200 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 <del>complements</del> <u>complements</u> 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:</p>	<p>Inspector request for consistency.</p> <p>Minor change to Submission Document previously contained within SWCS 13 A</p>

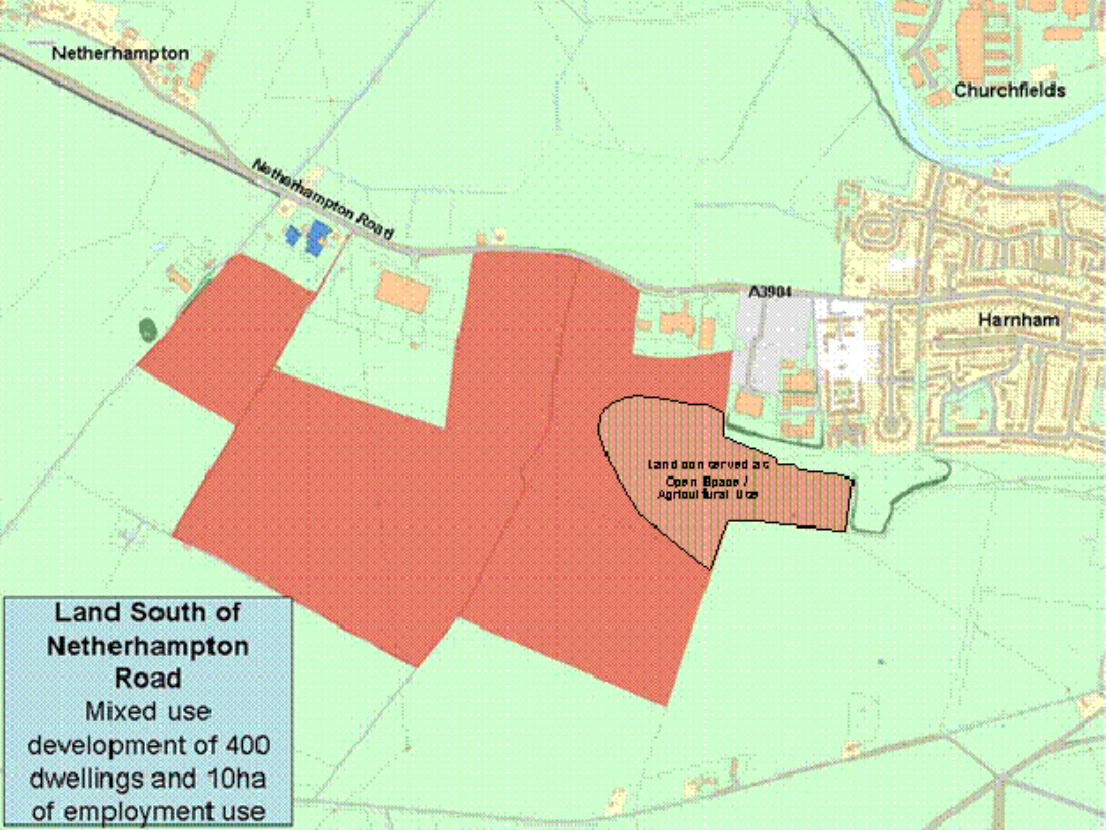
Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• To replace the employment opportunities lost by the MOD relocation to Andover</li> <li>• Replacing the contribution the MOD jobs make to keeping existing shops and services in Wilton town centre viable.</li> <li>• Strategic gap to ensure Wilton retains its independent character and does not become merged with Salisbury</li> <li>• To deliver a development that conserves and enhances views into and out of the Wilton Conservation Area including Wilton Park and House</li> <li>• Conservation of the historic gateway to Wilton along The Avenue</li> </ul> <p><b>Site Constraints</b></p> <ul style="list-style-type: none"> <li>• Potential coalescence between Salisbury and Wilton: a strategic landscape belt to be retained</li> <li>• Setting and views to and from Wilton Park and Wilton Conservation Area</li> <li>• Existing residential amenity to the east of the southern part of the site</li> <li>• Numerous mature trees on the site</li> <li>• Potential impact on amenity of noise from the railway that divides the site and the A36 adjoining the southern half of the site</li> <li>• Links between the northern and southern parts of the site and to Wilton</li> <li>• Proximity to River Nadder (part of River Avon SAC)</li> </ul> <p><b>Land uses and quanta of development</b></p> <ul style="list-style-type: none"> <li>• Around 450 new dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 10.</li> <li>• A minimum of 3 hectares of employment land to provide around 1200 new jobs and to include some startup units</li> <li>• New 1 FE primary school and secondary contributions</li> <li>• Public Open Space</li> </ul> <p><b>Essential Infrastructure Requirements</b></p>	<p>Inspectors request for consistency</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>Education: 1 form entry Primary school and either a secondary contribution or assistance towards construction of new 'Salisbury High School'</p> <p>Transportation: Any <del>major</del> infrastructure requirements outcomes identified by the Salisbury Transport Model <u>or subsequent Transport Assessment and Travel Plan</u>. 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 and RSS level will be achieved, including improved, bus, cycle and walking routes.</p> <p>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. <u>Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>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.</p> <p>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 PPS25. 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. <u>A contribution towards management and mitigation of phosphate levels in the River Avon SAC</u></p>	<p>GOSW SCG Highways Agency SCG (18 March 2010)</p> <p>Natural England SCG</p> <p>Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Inspectors request for</p>



Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><b>Strategic Linkages</b></p> <p>Improved linkages with the built up areas of Wilton, Wilton House historic park and garden and the site at Fugglestone Red</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p> <p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p> <p><u>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 master planning, 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:</u></p>	<p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> </ul> <ul style="list-style-type: none"> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/17	Page 161 to page 163 Land south of Netherhampton	<p><b>Site Name:</b> Land south of Netherhampton Road</p> <p>Change map as follows:</p>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
	Road development template	 <p data-bbox="629 967 920 1201"> <b>Land South of Netherhampton Road</b>  Mixed use development of 400 dwellings and 10ha of employment use </p> <p data-bbox="618 1233 909 1265"><b>Site Description of site</b></p> <p data-bbox="618 1294 1659 1326">The Netherhampton Road site is located to the south and west of Salisbury, south of the</p>	<p data-bbox="1760 799 2029 983">Council's suggested change to map as agreed with Mr Lipscomb and Pre-Vision Planning during EIP</p> <p data-bbox="1760 1233 2007 1289">Inspector request for consistency.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>A3094 Netherhampton Road, between existing employment use to the east and the livestock market to the west. The site is located at the edge of Salisbury city, within Netherhampton parish. It falls partly within the Netherhampton Chalk Downland LCA. It is low-lying and predominantly flat, with a slope to the east of the site, facing north and north east. A gradual incline extends southwards to the drove track with the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty <del>Boundary</del> <u>boundary</u> a short distance away. <u>Another distinctive ridgeline runs east west through Harnham Hill and its western bluff intrudes into the north east corner of the site.</u> To the north of the site sits arable land forming part of Harnham Water Meadows. The site consists of large arable fields with an open feel and fairly minimal hedges and trees.</p> <p><b>Objectives for the development</b></p> <p>To develop 400 new homes and 10 hectares of employment land. The development will be of a high quality, which delivers an appropriate sense of place in accordance with the south Wiltshire Design Guide 'Creating Places', in a manner which <del>compliments</del> <u>complements</u> the existing community at Harnham and makes a significant strategic contribution to meeting the local housing needs of south Wiltshire. Specific issues to be addressed are:</p> <ul style="list-style-type: none"> <li>• Delivery of a local centre and community facilities for the Harnham Area</li> <li>• Delivery of a development that conserves and in places enhances the natural environment, including the River Avon SAC.</li> <li>• Protection of views into and out of the Cranborne Chase and West Wiltshire Downs AONB.</li> <li>• Potential to incorporate the medieval drove road into the site layout</li> </ul> <p><b>Site Constraints</b></p> <ul style="list-style-type: none"> <li>• Significant level views of the cathedral across the water meadows. The southern part of the site is particularly visible in views to and from the cathedral.</li> <li>• An urban gateway into Salisbury on the A3094: site would form a first impression of Salisbury on approach from the west</li> </ul>	<p>Minor change to Submission Document previously contained within SWCS 13 A Council's suggested change to map as agreed with Mr Lipscomb and Pre-Vision Planning during EIP</p> <p>Minor change to Submission Document previously contained within SWCS 13 A</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• Much potential for unknown archaeology in the form of prehistoric barrows, field systems and enclosures across the site</li> <li>• Water meadows are a key feature of the surrounding landscape, with important views across them to the cathedral</li> <li>• The higher, southern portion, of the site, <u>together with the ridgeline and northern scarp slope of Harnham Hill</u>, is visible across the valley and from the centre of the city, making it more sensitive to development.</li> <li>• Maintaining separation of Salisbury from Ebble Valley villages</li> <li>• Residential amenity adjacent to existing employment uses and livestock market</li> </ul> <p><b>Land uses and quanta of development</b></p> <ul style="list-style-type: none"> <li>• 400 new dwellings of which a minimum of 40% will be affordable. The breakdown will be as detailed in Core Policy 6.</li> <li>• Minimum of 10 hectares of employment land</li> <li>• New primary school</li> <li>• Public Open Space</li> <li>• Local Centre</li> </ul> <p><b>Essential Infrastructure Requirements</b></p> <p>Education: 1 form entry Primary school (or contributions) and contributions towards secondary</p> <p>Transportation: Any <del>major</del> infrastructure requirements outcomes identified by the Salisbury Transport Model <u>or subsequent Transport Assessment and Travel Plan</u>. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes.</p> <p>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 to River Avon SAC. <del>Improved linkages and contributions towards improvements to Wilton House historic park and garden.</del> Other essential GI and BAP habitat and species</p>	<p>Council's suggested change to map as agreed with Mr Lipscomb and Pro-Vision Planning during EIP</p> <p>Inspectors request for consistency</p> <p>GOSW SCG Highways Agency SCG (18 March 2010)</p> <p>Drafting error as a result of previous HRA considerations.</p>



Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>part of section 106 agreements until the Wiltshire wide DPD on planning obligations to incorporate the CIL, setting out a tariff approach is adopted.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:</p> <ul style="list-style-type: none"> <li>• Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow.</li> <li>• Employment land should not comprise development that will cause a nuisance to the new or existing residents.</li> <li>• Care will have to be taken to ensure the built form integrates well with existing natural features.</li> <li>• Building design and massing respect the edge of settlement location</li> <li>• Views to the cathedral as an integral part of the site layout and design</li> <li>• Show how the new neighbourhood can be integrated into the existing community, both residential and commercial and into the built and natural environment.</li> </ul> <p><b>Strategic Linkages</b></p> <p>The site will need to improve links to Harnham, and the Town Path that links the site by foot to Salisbury.</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p> <p><u>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 master planning, 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:</u></p> <ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>Using the Council's influence to try and remove any barriers identified that stand in the</u></li> </ul>	<p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>way of progress, such as working with statutory consultees and the community.</u></p> <ul style="list-style-type: none"> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/18	Page 164 to Page 166 Longhedge, Old Sarum, Salisbury development template.	<p><b>Site Name</b> Longhedge, Old Sarum, Salisbury</p> <p><b>Map</b></p> <p>[Annotation at left hand side]: Existing Planning Consent (<del>620</del> <u>630</u> dwellings and 6ha).</p> <p><b><u>Site Description of site</u></b></p> <p>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.</p>	<p>Minor change to Submission Document previously contained within SWCS 13 A</p> <p>Inspector request for consistency.</p>



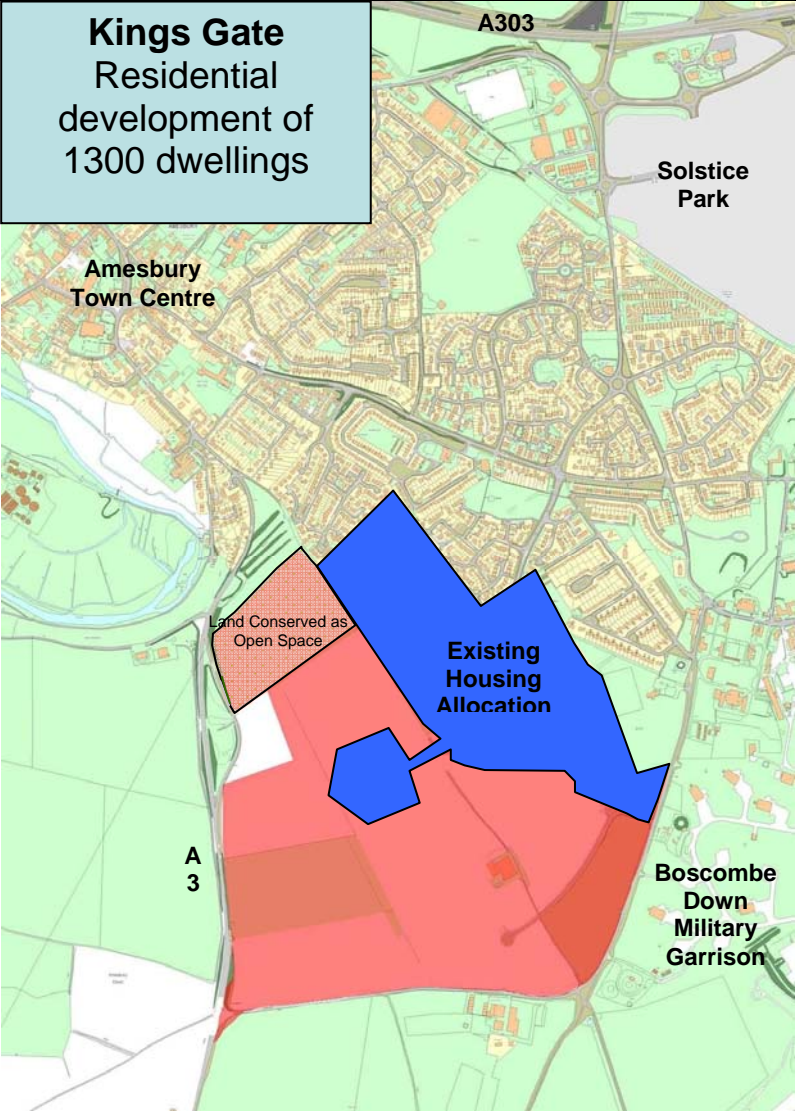
Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><b>Essential Infrastructure Requirements</b></p> <p>Education: 2 form entry primary school and financial contributions for secondary.</p> <p>Transportation: Any <del>major</del> infrastructure requirements outcomes identified by the Salisbury Transport Model <u>or subsequent Transport Assessment and Travel Plan</u>. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved, bus, cycle and walking routes and possible junction improvements at Beehive roundabout, opportunities for links cycle and footpath to <del>the</del> 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. Contribution to addressing the objectives set out in the Salisbury AQMA.</p> <p>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. <u>Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>Flooding: A flood risk assessment will be required and satisfy the requirements of PPS 25, reference should be made to the Level 1 SFRA</p> <p>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. <u>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.</u></p> <p>PCT: Financial contribution towards new or improved doctors and dentist surgeries.</p>	<p>GOSW SCG Highways Agency SCG (18 March 2010)</p> <p>Minor changes to Submission Document previously contained within SWCS 13 A</p> <p>Natural England SCG</p> <p>Inspectors request for consistency</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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.</p> <p>Community facilities and services: Additional community facilities and services to complement and reinforce the viability of the already planned district centre.</p> <p>Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.</p> <p><u>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.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:</p> <ul style="list-style-type: none"> <li>• <del>There are opportunities to secure the long term future of Old Sarum Aerodrome through some sensitive new development, acting as a catalyst for a new Management Plan related to heritage and a legal agreement which controls the level of flying activity, which has been a longstanding issue locally.</del></li> <li>• Key views to and from Old Sarum and impact on the SAM.</li> <li>• Show how the new neighbourhood can be integrated into the existing community, both residential and commercial and into the built and natural environment.</li> <li>• Employment land should not comprise development that will cause a nuisance to the new or existing residents.</li> <li>• <u>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</u></li> </ul>	<p>Wiltshire Fire and Rescue SCG</p> <p>English Heritage SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>progression' in order to minimise visual impact and help to maintain an appropriate landscape setting for Old Sarum.</u></p> <ul style="list-style-type: none"> <li>• <u>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.</u></li> <li>• <u>Embedding the majority of the new development within a newly established network of green corridors and strategic landscaping.</u></li> <li>• <u>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.</u></li> <li>• <u>Overall building mass is in keeping with the rural setting.</u></li> </ul> <p>Lighting does not exceed the height of the development and is designed to minimise light pollution and skyglow. Lighting should not impinge on the views from Old Sarum.</p> <p>There are no alterations, (unless essential in the interests of road safety and gaining safe access to the site – issue to be agreed at masterplanning stage), to the line of the Roman road and long views of Old Sarum are preserved as vehicles travel southwards along the A345 (old Roman road) by containing development within the site by structural roadside planting.</p> <p><b>Strategic Linkages</b></p> <p>Linkages with the existing allocated site at Old Sarum to ensure that the new communities can integrate and function as one.</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p> <p><u>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 master planning, 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:</u></p> <ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> </ul>	<p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>As a last resort, if the Council feels that the new evidence renders the site <u>undeliverable, a new allocation or allocations equivalent to the Strategic Allocation will be considered through the appropriate development plan process.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/19	Page 167 to 169 King' Gate, Amesbury development template	<p><b>Site Name:</b> King's Gate, Amesbury</p> <p>Change map as follows:</p>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p data-bbox="629 336 996 560"><b>Kings Gate Residential development of 1300 dwellings</b></p>  <p>The map displays the Amesbury area with several key features: <ul style="list-style-type: none"> <li><b>A303</b> road at the top.</li> <li><b>Solstice Park</b> in the upper right.</li> <li><b>Amesbury Town Centre</b> in the upper left.</li> <li><b>Land Conserved as Open Space</b> in the middle left.</li> <li><b>Existing Housing Allocation</b> shown as a blue-shaded area in the center.</li> <li><b>A 3</b> road on the left side.</li> <li><b>Boscombe Down Military Garrison</b> in the lower right.</li> </ul> </p>	<p data-bbox="1760 735 2018 831">Changed map as agreed under English Heritage SCG</p>







Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>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.</p> <p>Community facilities: Additional facilities and services to complement and reinforce the viability of the already planned district centre.</p> <p>Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.</p> <p><u>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.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, <del>master planning of this site needs to specifically address</del> <u>the master plan should:</u></p> <ul style="list-style-type: none"> <li>• <del>Care will have to be taken to</del> ensure the built form integrates well with existing natural features</li> <li>• <u>Ensure that</u> building design and massing respect the edge of settlement location</li> <li>• Show how the new development will integrate with earlier phases of development at Archers Gate.</li> <li>• <del>Development to</del> take account of <u>the</u> adopted design code</li> <li>• <u>Development to be 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 limiting any adverse impact to the setting of the Stonehenge World Heritage Site.</u></li> <li>• <u>Strategic landscape buffer to the north of the site to minimise the landscape impact of development.</u></li> </ul>	<p>Wiltshire Fire and Rescue SCG</p> <p>Changes proposed by Terence O'Rourke and agreed by Council</p> <p>English Heritage SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• <u>Retain, strengthen and extend existing tree screens to the north of the site.</u></li> <li>• <u>Lighting not to exceed the height of the development and designed to minimise light pollution and skyglow.</u></li> <li>• <u>Appropriate design and mitigation response to the important archaeology identified by a programme of evaluation.</u></li> </ul> <p><b>Strategic Linkages</b></p> <p>Linkages with the existing allocated site at Archers Gate to ensure that the new communities can integrate and function as one.</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p> <p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p> <p><u>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 master planning, community engagement and progress on the necessary assessments. If the Council is concerned that significant progress</u></p>	<p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>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:</u></p> <ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> </ul> <ul style="list-style-type: none"> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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</p>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
MAJ/20	Page 170 to 172 Former Imerys Quarry development template	<p>commitment through delivery in the first two years of the Strategy.</p> <p><b>Site Name:</b></p> <p>Former Imerys Quarry, Salisbury</p> <p><b>Site Description</b></p> <p>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.</p> <p><b>Objectives for the development</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Restoration of the site</li> <li>• To deliver a development which conserves and in places enhances the natural environment</li> </ul> <p><b>Site Constraints</b></p> <ul style="list-style-type: none"> <li>• Impact on River Avon SAC</li> <li>• Possible protected species</li> <li>• Cliff face between the Quarry and Secondary School</li> <li>• Areas of chalk pit and settling pools are undevelopable</li> <li>• Access currently gained from A36 over the railway, however railway bridge is narrow and possibly inappropriate for more intensive traffic use.</li> </ul>	

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<ul style="list-style-type: none"> <li>• Potential coalescence between Salisbury and Wilton</li> <li>• Retention of Railway sidings</li> <li>• Salisbury Air Quality Area on Wilton Road</li> <li>• 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</li> <li>• There is no recorded public surface water sewer system in this area. No surface water discharges will be permitted to foul sewer.</li> </ul> <p><b>Land uses and quanta of development</b></p> <p>4 ha of employment land</p> <p><b>Essential Infrastructure Requirements</b></p> <p>Transportation: <del>Any major infrastructure requirements outcomes identified by the Salisbury Transport Model. A Transport Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved bus, cycle and walking routes.</del> <u>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.</u></p> <p>Green Infrastructure: Site should look to minimise impact on River Avon SAC. Potential for undevelopable areas to create additional habitat. <u>Other essential GI and BAP habitat and species requirements will be determined at or prior to master planning.</u></p> <p>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 <del>is required</del></p>	<p>Highways Agency SCG (18 March 2010)</p> <p>Natural England SCG</p> <p>Inspectors request for consistency</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>towards a management and mitigation <del>plan to address</del> of phosphate levels in the <u>River Avon SAC watercourse</u> and their threat to protected species as well as its implementation.</p> <p><del>PCT: None</del></p> <p>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.</p> <p><del>Community facilities: None</del></p> <p>Renewable Energy: 10% renewable energy generated on or near the site as per RSS policy.</p> <p><u>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.</u></p> <p><b>Place shaping requirements</b></p> <p>In addition to the provisions of 'Creating Places' and saved Local Plan policies, master planning of this site needs to specifically address:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Archaeological investigations are undertaken prior to finalisation of the site design with the design responding to finds, as required by English Heritage</li> <li>• 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</li> <li>• Visibility splays at the entrance do not require major tree loss</li> <li>• Development is shelved within the chalk pit and does not exceed the height of the</li> </ul>	<p>Removal of unnecessary text</p> <p>Removal of unnecessary text</p> <p>Wiltshire Fire and Rescue SCG</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p>current development on site (which is not visible in views from Wilton Park)</p> <ul style="list-style-type: none"> <li>• Lighting is low level and does not intrude above the height of the tree screen and is designed to minimise skyglow</li> </ul> <p><b>Strategic Linkages</b></p> <p>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.</p> <p><b>Delivery Mechanism</b></p> <p>This site should be the subject of partnership between private and public sector based on frontloading a master plan to be approved by the Local Planning Authority as part of the planning application process. This Master Plan will guide the private sector led delivery of the site.</p> <p><b>Key delivery milestones, monitoring and review</b></p> <p>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 land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can be brought forward within the first five years. <del>In order to safeguard the delivery of housing within this period the following milestones will be adhered to:</del></p> <p><u>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 master planning, 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</u></p>	<p>Agreed with various parties as a result of discussion at EIP hearings.</p>

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
		<p><u>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:</u></p> <ul style="list-style-type: none"> <li><del>• Immediate partnership working with LPA and stakeholders frontloading matters</del></li> <li><del>• A planning application accompanied by master plan and design code within 18 months of adoption of the Core Strategy.</del></li> <li><del>• A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.</del></li> </ul> <ul style="list-style-type: none"> <li>• <u>Detailed dialogue with the landowner, developer and their agents to ascertain the cause of delay.</u></li> <li>• <u>An update of the Strategic Housing Market Availability Assessment to identify whether market demand has reduced or is being met through other sources.</u></li> <li>• <u>A further independent viability study of the site to assess its delivery.</u></li> <li>• <u>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.</u></li> <li>• <u>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.</u></li> </ul> <p><del>Failure to meet any of the above deadlines without production of compelling justification will lead to conclusion that the site is not deliverable and the site could be de-allocated in a mini-review of the Core Strategy and the site replaced with an alternative site where more certainty exists.</del></p> <p>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.</p>	
MAJ/21	Page 173	Remove Policy H19 (Housing Restraint Areas).	Council's suggested

Proposed Change Reference	CS REFERENCE	CHANGE	SOURCE
	Replaced Local Plan Policies		changes as a result of discussions at EIP.
MAJ/22	Page 177 Saved Local Plan Policies	Remove Policy G8 (Groundwater Source Protection Areas)	Environment Agency SCG
MAJ/23	Page 177 Saved Local Plan Policies	Add Policy H19 (Housing Restraint Areas).	Council's suggested changes as a result of discussions at EIP.
MAJ/24	Page 213 Changed Local Plan Maps	<p>Retain the following inset maps on the Proposals Map:</p> <p>Allington; Ansty; Barkers Hill; Berwick St John; Berwick St James; Bishopstone; Bowerchalke; Bowerchalke (Misselfore); Boscombe; Burcombe; Charlton; Charlton All Saints; Chicklade; Chicksgrove; Cholderton; Compton Chamberlayne; Deptford; Donhead St Andrew; Donhead St Mary; East Grimstead; East Knoyle; Ebbesbourne Wake; Farley; Firsdow; Fisherton De La Mere; Fonthill Bishop; Fonthill Gifford; Ford; Great Durnford; Hanging Langford; Hugglers Hole; Homington; Idmiston; Kilmington; Kilmington (The Street); Kilmington (Common); Lake; Lopcombe Corner; Lower Woodford; Maiden Bradley; Milston; Netherhampton; Newton; Netton; Newtown; Nunton; Petersfinger; Quidhampton; Semley; Semley Station; South Newton; Stourton; Stoford; Sutton Row; Swallowcliffe; Teffont; Tollard Royal; Upper Woodford; West Amesbury; West Dean; West Grimstead; Wilsford; White Cross; Winterbourne Stoke.</p> <p>The above inset maps to have Flood Zones and European Nature Designations added where appropriate.</p>	Council's suggested changes as a result of discussions at EIP.