

**SOUTH WILTSHIRE CORE
STRATEGY**

EXAMINATION IN PUBLIC

**Statement of Common Ground as
agreed between
Wiltshire Council and Highways
Agency**

19 FEBRUARY 2010

Representation

The representation from the Highways Agency has not raised any issues of soundness with the Core Strategy.

Wiltshire Council Response

Support on this issue is welcomed.

Agreed position

That the South Wiltshire Core Strategy is sound. However, the Agency does have a number of concerns which are outlined in more detail in the evidence submitted to the Examination. The Agency seeks to resolve these matters with Wiltshire Council but at this stage they have no option but to reserve their position on a number of matters until the next available opportunity to comment as part of the LDF.

Issues Raised

We re-emphasise our commitment to greater integration between transport and land use planning with focus on strategically located mixed use developments designed to facilitate self containment of communities and consequently trip internalisation, in addition to the prioritisation of investment in sustainable options.

Wiltshire Council Response

Support in this issue is welcomed. This is the approach that the Core Strategy is promoting

Agreed position

No changes necessary.

Plan reference: Chapter 13

Representation Number: 9945

Issues Raised

The major development proposals would need to be subject to a full Transport Assessment produced in accordance with Circ 02/2007 and the DfT 'Guidance on Transport Assessment' . This should also include a detailed Travel Plan (in line with DfT Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*, April 2009) which assesses the potential impact on the SRN and outlines a package of mitigation measures, to minimise these impacts.

Wiltshire Council Response

Point noted. All the development templates state that a TA will be required.

Agreed position

One change agreed, to add requirement for Travel Plans to Development Templates at Appendix A

Plan reference: Chapter 12

Representation Number: 9943

Issues Raised

It is important that there is a stand alone policy reference in this section to control development proposals which would cause detriment to the safe and free flow of the SRN. Development proposals likely to have an unacceptable traffic impact will only be considered where it can be demonstrated that measures can be implemented to mitigate the impact. A transport assessment and travel plan should accompany the planning application for sites identified within the Core Strategy and should provide details of any mitigation measures needed to make the development potentially acceptable.

Wiltshire Council Response

The general position regarding the appropriateness of policies within the core strategy is set out in PPS12 where it requires that:

“...policies are necessary and do not repeat national or regional policy...”.

The Regional Transport Strategy already contains clear policy guidance regarding the management of National and Regional corridors of importance (at RTS1 and RTS2). It would therefore be inappropriate to introduce an additional policy that would either duplicate or contradict that which already exists. (It is accepted that the RTS remains in draft but it has been wholly redrafted by the Secretary of State, and therefore carries considerable weight)

All the development templates state that a TA will be required to support the planning application.

Agreed position

One change agreed, to add requirement for Travel Plans to Development Templates at Appendix A

Plan reference: Chapter 11

Representation Number: 9941

Issues Raised

Support modest development that fosters self containment and viability of Tisbury as an important service centre in the Nadder Valley area. This will be subject to the developer providing funding for improved public transport between the villages and Tisbury.

Wiltshire Council Response

Support noted

Agreed position

No changes necessary.

Plan reference: Chapter 10

Representation Number: 9939

Issues Raised

Support limited housing development at Mere if it can be robustly demonstrated that this development would actively help facilitate self containment. Concerns over the potential impacts of such significant levels of development on the A303.

Wiltshire Council Response

The level of development proposed for Mere is not high in either relative or absolute terms. A detailed transport assessment would be required at planning application stage, and the need or not for mitigation on the A303 would be guided by the policies set out in the Regional Transport Strategy.

Agreed position

None required

Plan reference: Chapter 9

Representation Number: 9937

Issues Raised

New development in these settlements should be limited to that necessary to maintain existing services and facilities. Therefore only small scale sites that support self containment and consolidation of the settlement should be taken forward for development. Further significant new development in these settlements should be limited to that necessary to maintain existing services and facilities. Therefore only small scale sites that support self containment and consolidation of the settlement should be taken forward for development. Further significant development would impact adversely on the A36. Secondary villages do not have enough services or jobs to support significant new growth, without increasing travel by car and therefore development should not be encouraged in these settlements. Significant development would impact adversely on the A36.

Wiltshire Council Response

The core strategy is only suggesting modest levels of growth in these settlements, with only 550 homes over the next 20 years shared between the 6 secondary settlements.

Agreed position

No changes necessary.

Plan reference: Chapter 7

Representation Number: 9931

Issues Raised

The Agency feels that there is scope for some mixed use development at Wilton that helps to reinforce its own self containment. Welcome the identification of brownfield sites. However, wish the Council to consider these sites for mixed use. Other smaller sites are also identified in the town and the Agency would advise the Council that future development in Wilton should be linked to the delivery of an integrated transport plan, including a re-opened railway station and bus priority measures on Wilton Road, plus the improvement of pedestrian connections between the Wilton town centre and the Wilton shopping village to encourage more sustainable linked trips. This is considered important to safeguard the safety and efficiency of the A36.

Wiltshire Council Response

The Council acknowledges the Agency's advice and support on the identification of brownfield sites. The UKLF site is being promoted as a mixed use site for both employment and residential, in order to reinforce its own self containment.

Local transport improvements are assessed, prioritised and delivered through the Council's Local Transport Plan (LTP), which has a strong emphasis on improving facilities for pedestrians, cyclists and bus users. In that context, the majority of the improvements suggested by the agency are worthy of consideration. Both the LDF and LTP need to have regard to deliverability, and in the current climate, re-opening of the railway station is not something that could be stated as a commitment.

Agreed position

No changes necessary.

Plan reference: Paragraph 5.31e

Representation Number: 9918

Issues Raised

The Agency acknowledges the transport modelling work that is currently taking place. However, would like to emphasise the importance of demand management measures and the need for applications to be supported by a Travel Plan, in line with current Department of Transport guidelines. The Agency reserves the right to comment on site specific proposals.

Wiltshire Council Response

We agree the importance of demand management measures, and also agree that applications will be supported by a travel plan. This is confirmed in the development templates, with all sites being supported by a transport assessment and a travel plan. Both options in the options assessment report also support demand management measures.

Agreed position

One change agreed, to add requirement for Travel Plans to Development Templates at Appendix A

Plan reference: Paragraph 4.9

Representation Number: 9917

Issues Raised

The Agency welcomes the Council's aspirations for encouraging sustainable transport within Objective 8, however this objective does not currently read coherently.

Wiltshire Council Response

Point noted. Change objective 8 to read

Where ~~all~~**everybody is** ~~are~~ provided with a viable range of transport choices, which reflect a reduction in the need to travel and help ~~in contribute to~~ reducing carbon emissions.

Agreed position

Change objective 8 to read

Where ~~all~~**everybody is** ~~are~~ provided with a viable range of transport choices, which reflect a reduction in the need to travel and help ~~in contribute to~~ reducing carbon emissions.

Plan reference: Paragraph 4.8

Representation Number: 9916

Issues Raised

Objective 7 should be expanded, including reference to transport infrastructure and the specific objectives that the Council wishes to achieve in improving transport in the area.

Wiltshire Council Response

Bullet 1 refers to essential infrastructure, and transport infrastructure is included in this heading. Bullet 2 reinforces this by requiring that sites will have been implemented in accordance with the development templates, which do refer to transport infrastructure.

Agreed position

No changes necessary.

Plan reference: Paragraph 3.12

Representation Number: 9912

Issues Raised

Para 3.12 outlines the key infrastructure challenges facing the area. Although the Agency welcomes the inclusion of the reference to transport infrastructure, we believe reference to transport as a whole should be expanded within this section to reflect the major impact it has on growth and improving linkages between employment and residential locations.

Wiltshire Council Response

The growth for south Wiltshire has been determined by the RSS, so it would be difficult to now introduce the view about the link between growth and the impact on transport infrastructure, as this should have been discussed at the regional level. However, more text could be added to highlight the relationship between employment and residential locations.

Agreed position

Additional bullet added to 3.12

- Improving transport linkages between employment and residential locations through the delivery of a range of sustainable transport linkages.